

VICTORIA QUARTER STUDY

Summary Design Report

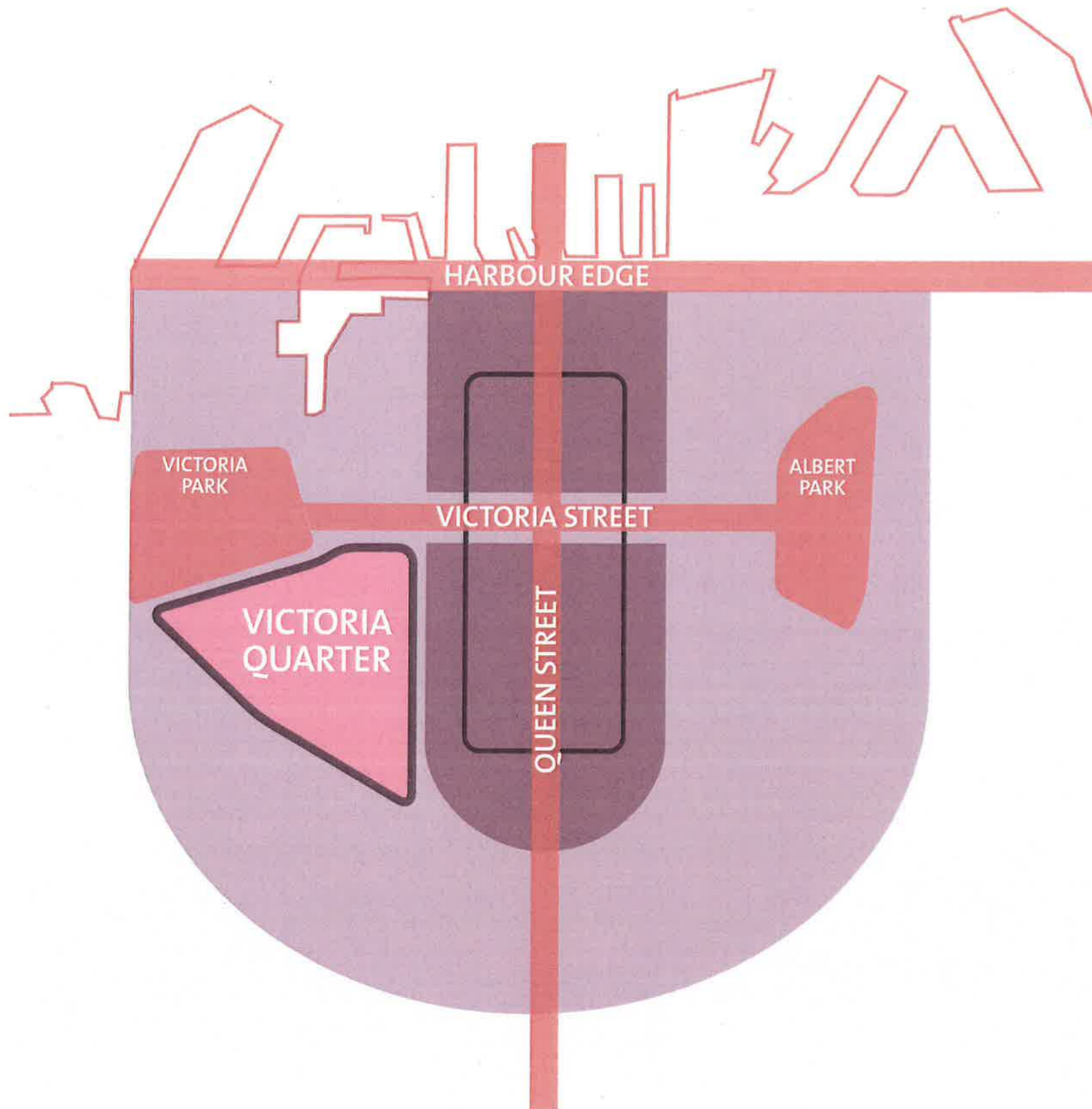
July 2018



Auckland
Council
Te Kaunihera o Tāmaki Makaurau



Boffa Miskell



Introduction

This report provides a summary of urban design analysis, investigation and recommendations for short term fixes to improve outcomes for walking, cycling, and placemaking in the Victoria Quarter part of Auckland's City Centre. The study was commissioned by Auckland Transport (working closely with the Auckland Design Office and Development Programme Office of Auckland Council) and includes the identification of opportunities that will work towards the goal of establishing a 30 kph slow speed design environment. Recommendations are largely focused on the short term (1-3 years) time horizon including opportunities for taking tactical urbanism approach to change on the ground enabling more to happen sooner. The study has been progressed working with representatives from Auckland Transport's Walking, Cycling and Road Safety team alongside the Auckland Design Office and Development Programme Office of Auckland Council.

Part 1 sets out a summary of urban design analysis of issues and opportunities associated with the Victoria Quarter, particularly focused on its role as the densest and fastest growing urban residential neighbourhood in New Zealand. The mismatch between this dense residential activity and the design of streets through the Quarter. A stocktake of current committed projects across the study area has been mapped, as well as longer term change from planned projects, to help build up a picture of how the streets and public realm of the area is likely to change both in the short and medium term. A gap analysis has highlighted areas not well covered by current or future projects and where opportunity exists to do more to improve outcomes for walking, cycling, and placemaking and in doing so work towards the goal of a 30kph slow speed zone across the City Centre.

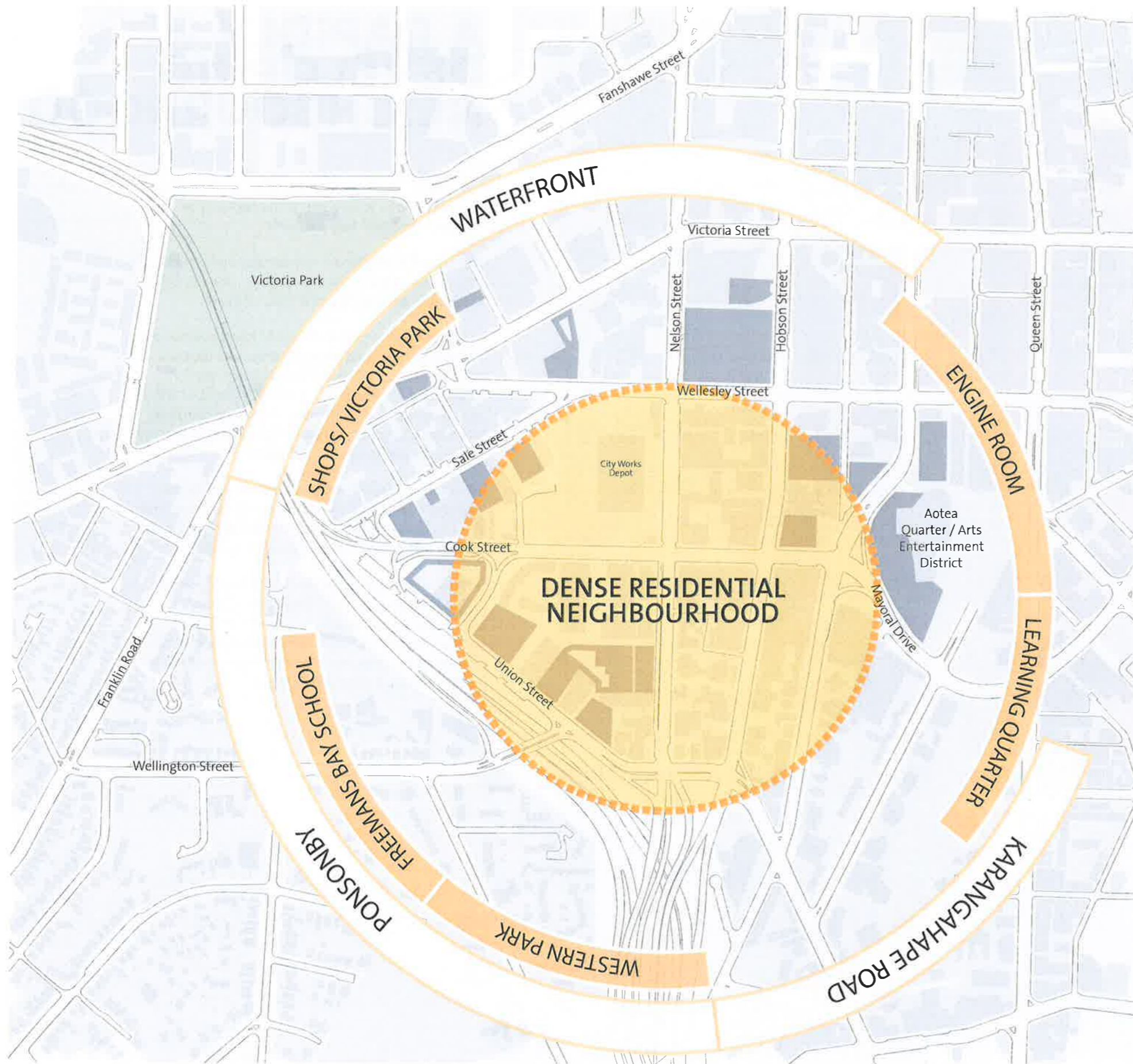
Part 2 sets out guiding principles and identifies the areas of focus for recommended short term improvements, and an understanding of how these relate to existing projects and what might represent new initiatives.

Part 3 then delves into further detail, capturing an investigation of key issues, opportunities and implementation considerations for key focus areas across the Quarter.

Part 4 summarises and categorises the recommended actions for short term opportunities against the stated study priorities as well as ease of implementation and cost, so as to inform future project programming by Auckland Transport and Auckland Council. Longer term fixes have also been documented

PART ONE

ISSUES AND OPPORTUNITIES



A DENSE RESIDENTIAL NEIGHBOURHOOD.

As the trend towards residential intensification has accelerated since the late 1990s, the Victoria Quarter has become a major concentration of residential apartment living in Auckland. By some counts it now represents over half of the approximate 50,000 resident population of the Auckland City Centre as a whole.

The blocks either side of Hobson and Nelson Streets are now regularly recognised as the densest residential neighbourhood in New Zealand. Further west, the slopes down to Victoria Park are now rapidly redeveloping with further concentrations of residential apartment buildings appearing, particularly along Sale and Union Streets.

There is a mismatch between the density of residential development that has occurred and continues to occur, and the design of the street network in the Victoria Quarter.

This makes it difficult to get around the area on foot and bike. Very wide, multi-lane streets and intersections providing few cues for motorists to slow speed and making safe places to cross few and far between in a part of the City Centre with a coarser block structure and

This makes it harder and less safe to access the range of destinations within easy walking or cycling distance within the Quarter, as well as between Victoria Quarter and the range of nearby City Centre and City Fringe destinations in all directions.



Victoria Quarter Plan - Desire Lines



GRACE



UNION GREEN



UNION & CO.

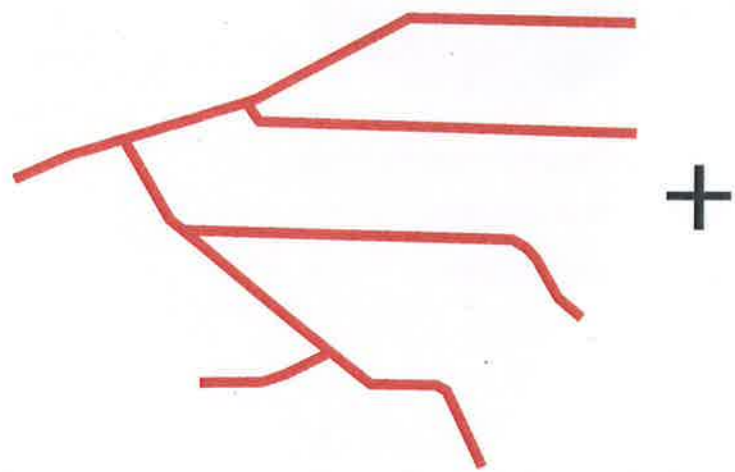


SUGARTREE



MISSION HOME GROUND





BIG EAST - WEST
STREETS

+



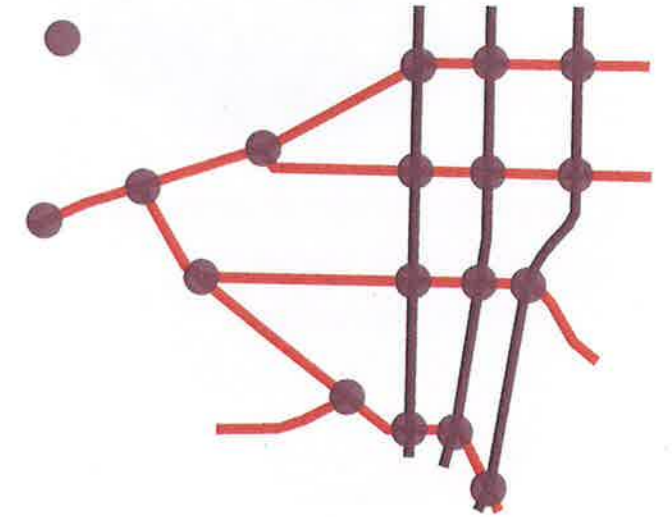
BIG NORTH -
SOUTH STREETS

+



BIG INTERSECTIONS

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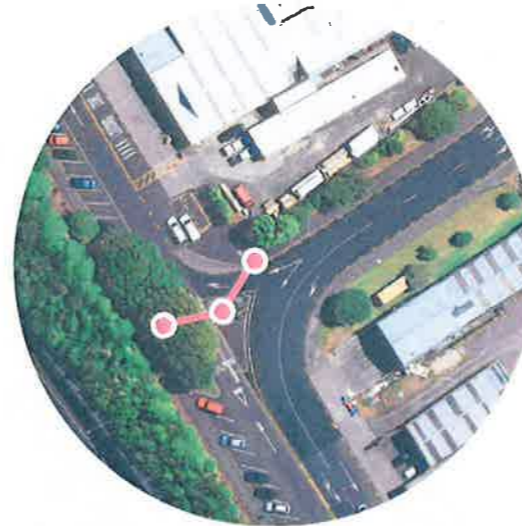
BIG BLOCKS AND A
TRAFFIC DOMINATED
VICTORIA QUARTER

Cook / Sam Wrigley Streets



- Uncompleted footpaths
- Uncompleted dropped kerbs
- Interrupted desire lines

Sam Wrigley / Union Streets



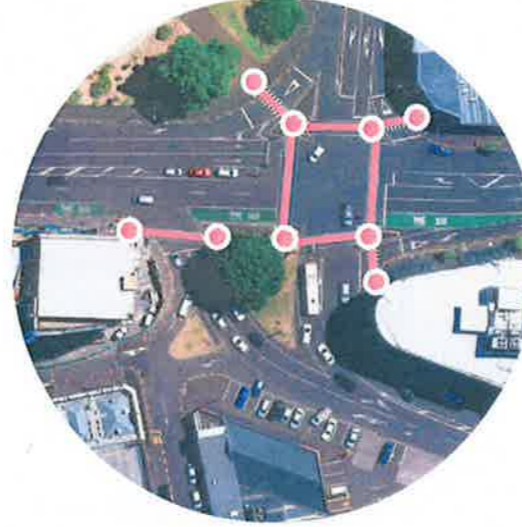
- Uncompleted kerbs
- Dropped kerbs not located on desire lines
- Informal crossings
- Unsafe for pedestrians

**Victoria Street
& Franklin Road**



- Signalised crossing across Victoria Street and Franklin Road
- Raised table crossing over Union Street

**Victoria / Halsey
/ Wellesley Streets**



- Slip lanes increase the number of crossing moves
- Island waiting area insufficient for pedestrian volumes

FUTURE PROJECTS IN THE NEIGHBOURHOOD.

Significant changes are being planned within the next five - ten years for a number of the big streets that define and run through the Victoria Quarter area.

These projects include the Hobson and Nelson Streets, Victoria Street Linear Park and Wellesley Street midtown bus corridor improvements. All of these projects will bring improvements to walking and placemaking across the quarter and present opportunities for cycling and reducing vehicle speeds in line with the 30kph goal.

Analysis of the plan of plans of these future projects does however highlight that there is something of a missing triangle within that part of the Victoria Quarter bound by Nelson, Union and Wellesley Streets where no major projects are planned.

This area corresponds with the Sale and Union Street area currently experiencing a high amount of redevelopment as well as the City Works Depot site which retains very high development potential for the future.



LEGEND

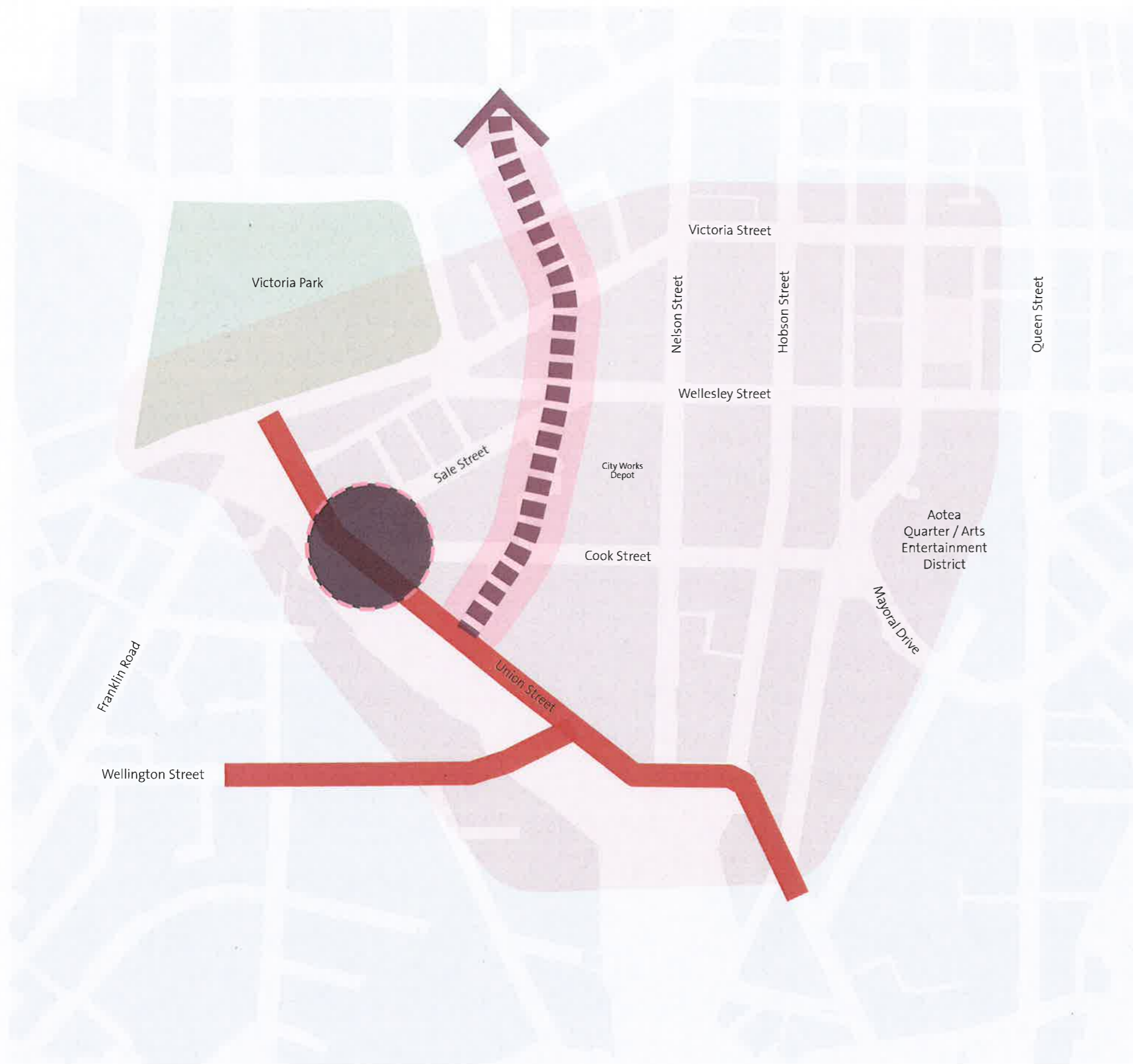
-  Wellesley Street Midtown Bus Corridor (Indicative Alignment)
-  City Rail Link
-  Rail Stations
-  Fanshawe Street Light Rail Transit (LRT)
-  Victoria Street Linear Park
-  Nelson and Hobson Streets Upgrade
-  Laneway Circuit Street Upgrades

Victoria Quarter Plan - Back to the Future

GAP ANALYSIS.

A review of current committed projects in the short term and future planned projects in the medium to long term indicates that there is a significant area within the Victoria Quarter where nothing is currently planned beyond the current committed Cook Street project. The biggest gaps identified are:

- improvements to pedestrian safety and comfort navigating through the interface with the CMJ and across the Wellington Street overbridge connecting the Quarter with Freeman's Bay Primary School and western city fringe in general
- improvements to Union Street recognising it is becoming a residential street address and an increasingly important walking route around the southwestern shoulder of the city centre, noting the strong local desire line that indicates potential role it can play in more direct and convenient connections for local residents accessing destinations such as the supermarket and Victoria Park and waterfront beyond
- the complex gyratory of circulation and residual land around the Placemakers site and Cook Street motorway offramp which is dangerous and difficult to navigate on foot or bike and has little design cues to slow speed of motorists
- addressing the poor north-south permeability through the large blocks in the middle of the Quarter.
- placemaking efforts to create local pocket public spaces that incorporate seating opportunities and the ability for people to linger and spend time outdoors within the public realm of their local neighbourhood



PART TWO
IDENTIFYING OPPORTUNITIES

QUICK FIX TOOLBOX



- RAISED TABLE ZEBRA CROSSINGS
- KERB BUILD OUTS
- SLOW ZONE SURFACE TREATMENTS
- WAYFINDING SIGNAGE
- SIGNAL PHASE PRIORITY IMPROVEMENTS
- SIGNALISE MID-BLOCK CROSSING
- SLIP LANE REMOVAL
- WAYFINDING SIGNAGE
- FOOTPATH RENEWALS



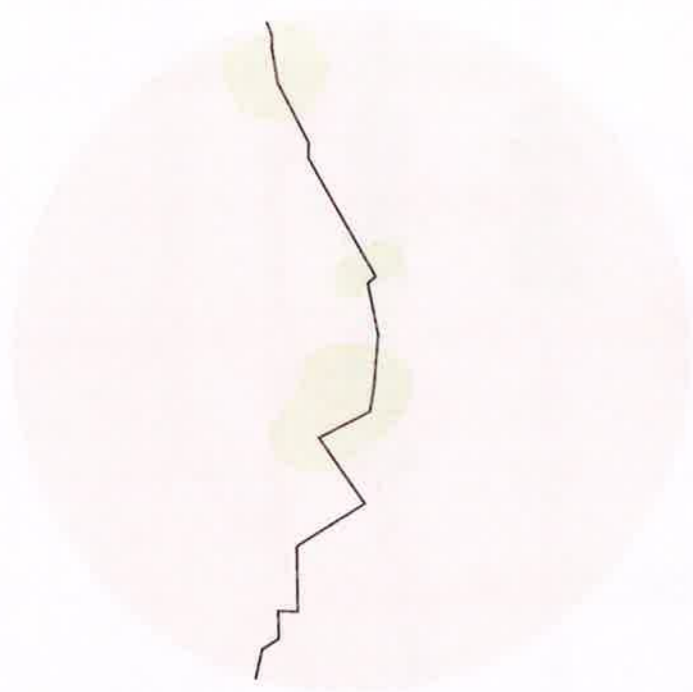
- SEPARATED CYCLEWAYS
- PROTECTED INTERSECTIONS
- SIGNALISED CROSSING PHASES
- CYCLE PROVISION AT ZEBRA CROSSINGS



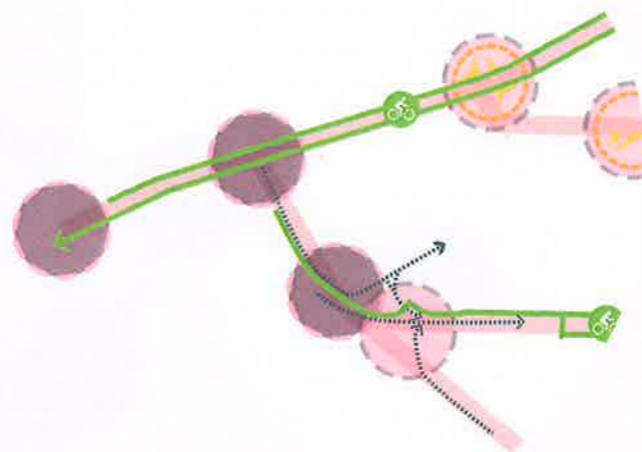
- SPEED BUMPS
- RAISED TABLES
- RAISED INTERSECTIONS
- GATEWAY IMPROVEMENTS
- STREET TREES
- SLOW SPEED SURFACE TREATMENTS
- SLIP LANE REMOVAL
- NO FREE TURNS
- TURNING RESTRICTIONS



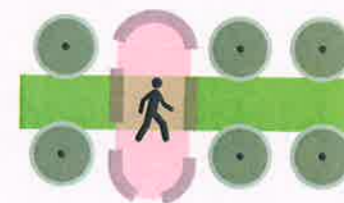
- PLACE KIT PLAZAS / PUBLIC SPACES
- STREET TREES
- PLANTING
- SEATING
- ART
- ACTIVATION
- ENGAGEMENT AND EVENTS
- INTEGRATION WITH DEVELOPMENT



**STRENGTHEN
NORTH-SOUTH
MIDBLOCK LINKS.**



**PLACEMAKING
MOVES ALONG
VICTORIA STREET
CYCLEWAY.**



**UNLOCK
EARLY WINS ON
HOBSON & NELSON.**

NEW PROJECT OPPORTUNITIES

Union & Sale

Union & Sam Wrigley

Wellington Street Bridge

Hobson / Nelson Gateway

Hobson & Cook Missing Arm

Cook St Cycleway (Nelson-Mayoral Drive)

Mayoral Drive Slip Lanes



PART THREE
AREA OF FOCUS INVESTIGATIONS



PROVIDE A MINIMUM GRID OF CONTINUOUS, CONNECTED WALKING AND CYCLING ROUTES THAT SERVE KEY DESIRE LINES AND AVOID CONFLICT WITH PLACEMAKERS SITE

1. Union and Sam Wrigley Streets raised table zebra crossings
2. Encourage walking down Union Street on South side away from PlaceMakers
3. Closure of Union to Cook St vehicular lane and new pedestrian link to Cook Street (multiple potential alignments)
4. New Cook/ Union pedestrian crossing
5. Zebra crossing across slip lane enabling safe pedestrian access to PlaceMakers store
6. Coloured surface treatment and signage to slow vehicle speed
7. Footpath renewals
8. Way finding signage

IMPLEMENTATION CONSIDERATIONS

- Cook Street motorway offramp proximity and ability to slow vehicle speeds exiting motorway
- Recent renewal of long term lease to Placemakers
- Directional flow and minimum required movements to access and service the Placemakers site for the foreseeable future
- Future of AMA site
- Uncertainty around long term requirements for a Second Harbour Crossing (long term)
- Long term desired outcomes for the combined area of Placemakers, AMA and Motorway ramps
- Further growth in local residents on Union and Sale Streets will only exacerbate safety concerns in the short to medium term if no action is taken



PROVIDE SAFER CROSSING OPTIONS ON IMPORTANT WELLINGTON BRIDGE LINK, CONNECTING VO RESIDENTS TO LOCAL SCHOOL AND FACILITIES

Option 1

1. Close slip lane west side to create single stage crossing with reduced crossing distance, greater standing room and less conflict with moving vehicles for pedestrians.

Option 2

1. Close or make pedestrian priority improvements to both slip lanes and square up intersection
2. Add signalised crossing to eastern side of bridge

IMPLEMENTATION CONSIDERATIONS

- Reduce conflict between pedestrians and turning vehicles
- Reduce vehicle speed of turning vehicles
- Providing greater standing room and shelter for pedestrians waiting to cross at intersection
- Increase visibility and prominence of pedestrian crossing in street environment
- Potential to incorporate design elements and cues to expect vulnerable users including children and parents with prams crossing
- Further consideration of importance of improving pedestrian routes on both sides of Wellington Street bridge versus prioritising north side as key route to Freemans Bay Primary School
- Impacts on performance of the State Highway Network will be a key consideration
- Accommodating tracking of required vehicle movements



DO MORE TO SLOW SPEEDS COMING ON AND OFF MOTORWAY AND IMPROVE SAFE NAVIGATION THROUGH INTERCHANGE FOR PEOPLE ON FOOT AND BIKES

1. Potential signalling improvements (NZTA)
2. Red Light Cameras operational improvements (NZ Police / AT/ NZTA)
3. Signage, coloured surface treatment and speed humps to slow speeds exiting motorway off ramp onto Union and Wellington Streets
4. Raised table zebra crossing on desire line connecting Wellington St Bridge eastern footpath with Hobson/Nelson/Pitt and Lightpath linkages
5. Signage, coloured surface treatment and speed humps / raised intersection treatment to slow speeds exiting motorway off ramp onto Nelson Street and passing through intersection prior to entering motorway from Hobson, Union and Pitt Streets
6. Nelson Street tactical urbanism gateway treatment with additional line of speed humps at gateway threshold and trees in raised planters to visually narrow and delineate carriageway to slow speeds and provide greater separation between pedestrians and moving vehicles
7. Hobson Street tactical urbanism gateway treatment with speed humps to slow traffic entering motorway across Union Street, and trees in raised planters to visually narrow and delineate carriageway to slow speeds and provide greater separation between pedestrians and moving vehicles
8. Extended raised table treatment with zebra crossing to Pitt Street slip lane consistent with treatment of lower Union Street between Victoria and Drake Sts
9. Signage, coloured surface treatment to slow speeds entering motorway from Pitt Street

IMPLEMENTATION CONSIDERATIONS

- NZTA lead agency for any changes in relation to motorway interchange environment
- Impacts on performance of the State Highway Network will be a key consideration
- Ability of reconfigured intersection to accommodate tracking for required vehicle movements
- Ability to stage traffic calming measures to be implemented in stages, with temporary quick fixed and more permanent options to follow
- Adequate space to accommodate raised tree planters on footpaths
- Avoiding treatments that suggest pedestrian priority where a safe design and speed environment is not achieved



EXTEND COOK STREET CYCLELANES TO CONNECT WITH EXISTING NETWORK, AND UNDERTAKE INTERSECTION REPAIR AT HOBSON STREET AND MAYORAL DRIVE

1. Extend Cook Street unidirectional cycle lanes eastwards through to Mayoral Drive to connect with Federal and Vincent Street cycleways and access Aotea Quarter
2. Provide signalised pedestrian crossing across missing southern arm at Hobson and Cook Street intersection
3. Add protected cycleway corners and cycle signal phases to Mayoral Drive intersection providing for cycleway connections between Cook, Vincent and Federal Streets (Barnes Dance Opportunity)
4. Square up Mayoral Drive intersection with slip lane removal Northeast corner and placekit pop up plaza
5. Mayoral Drive slip lane removal Southeast corner and placekit pop up plaza

IMPLEMENTATION CONSIDERATIONS

- Feasibility of reallocating space to cycle lanes on Cook Street east of Nelson Street
- Implications for general traffic flow, turning movements and kerbside management, parking
- Cook Street and Mayoral Drive identified as a priority east-west route for general traffic through midtown part of the city centre
- Slip lanes at Mayoral Drive currently used by public transport bus services and coaches and trucks servicing Aotea Quarter performing arts venues
- Ability of squared up intersection at Mayoral Drive to accommodate tracking for required vehicle movements
- Timing of Mayoral Drive intersection works relative to CRL construction requirements
- Design integration and co-ordination with planned projects including Federal Street South upgrade, Aotea Centre/Aotea Studios Redevelopment and Expansion

STRENGTHEN LOCAL LINKS BETWEEN COOK AND WELLESLEY STREETS VIA MORTON STREET AND CITY WORKS DEPOT

1. Work with City Works Depot to improve pedestrian links to and through site between Cook and Wellesley Streets via Morton Street including directional / wayfinding signage and potential public realm improvements that amplify sense of place encouraging greater use and supporting greater activity levels



IMPLEMENTATION CONSIDERATIONS

- Partnering approach with City Works Depot to improve walking access to and through City Works Depot carpark
- Partnering approach with City Works Depot to activate pop-up plaza and Weigh Station frontage



STRENGTHEN PLACEMAKING PROPOSALS AND NORTH-SOUTH LOCAL LINKS WITH SIGNALISED MIDBLOCK CROSSINGS ON VICTORIA AND WELLESLEY ALIGNED WITH FUTURE LES MILLS LANEWAY

1. Sale Street raised table zebra side street crossing
2. Signalised mid-block crossing on Wellesley Street, on alignment with Les Mills laneway and to be delivered in conjunction with completion of that project
3. Shift existing signalised mid-block crossing on Victoria Street to align with Les Mills laneway, to be delivered in conjunction with Victoria Street cycleway project
4. Work with City Works Depot to strengthen placekit proposals on Sale Street buildout through activation opportunities from Weigh Station and / or standalone kiosks, pavilions or food trucks

IMPLEMENTATION CONSIDERATIONS

- Implications of shifting Victoria Street midblock crossing for street operations
- Ability to shift Victoria Street midblock crossing as part of cycleway project
- Future-proofing of signalised midblock crossing on Wellesley Street for pending New Network and longer term bus improvements (noting possible location for bus stops in this vicinity)
- Ability to time signalised midblock crossings on both streets to tie in with Les Mills redevelopment
- Ability of immediate fix tactical urbanism improvements to achieve reduced crossing distance and greater pedestrian priority for Wellesley Street pedestrian through movement across Sale Street intersection
- Partnering approach with City Works Depot to activate pop-up plaza and Weigh Station frontage
- Partnering approach with City Works Depot to improve walking access to and through City Works Depot carpark



STRENGTHEN LOCAL LINKS BETWEEN VICTORIA QUARTER AND CLOSEST PART OF THE WATERFRONT PROMENADE BY PROVIDING SAFE, DIRECT, ACCESSIBLE AND LEGIBLE CROSSINGS OF FANSHAWE STREET ON A KEY DESIRELINE

1. Hardinge Street walkway redeveloped in conjunction with Manson's redevelopment
2. New pedestrian and cycle signalised crossing of Fanshawe St on key desire line linking Victoria Quarter with Viaduct Harbour via Hardinge St and Bouzaid Way
3. Directional and wayfinding improvements to provide cycle linkage through Bouzaid Way public space between Fanshawe St and Viaduct Harbour Avenue
4. New raised table zebra crossing to provide safe connection to water's edge shared path promenades for pedestrians and cyclists

IMPLEMENTATION CONSIDERATIONS

- Design and delivery of upgraded Hardinge Street walkway connection in association with Manson's 136-142 Fanshawe Street development
- Steep level changes from Hardinge Street to Fanshawe Street
- Incorporation of cycle-friendly crossings and public space design elements to promote use for people on bikes accessing waterfront
- Ability to relocate midblock crossing on Fanshawe Street (possible co-ordination with Fanshawe Street future rapid transit improvements / station location)



STRENGTHEN INTEGRATION AND EASE OF MOVEMENT FOR PEOPLE ON FOOT AND BIKES AT THIS MAJOR POINT OF CONVERGENCE SERVING MULTIPLE DESTINATIONS AND DESIRELINES

1. Remove right turn into Union Street from Victoria Street West
2. Strengthen the coming together of key parts of the cycleway network at this junction
3. Consider design changes to improve permeability/ flow through plaza for pedestrians and cyclists between Union Street and Franklin Road
4. Potential zebra crossing on Franklin Road to serve desirelines across Wai-atarua Plaza
5. Reconsider Drake Street side street crossing, kerblines build out to narrow street for crossing

IMPLEMENTATION CONSIDERATIONS

- Network and local access implications of right turn removal from Victoria into Union Streets
- Working with food and beverage tenancy to implement changes to Wai-atarua Plaza design and occupation to allow for increased cyclist and pedestrian permeability on key desirelines
- Opportunity for Victoria Street cycleway project to strengthen connections and integration
- Ability to provide for pedestrian and cycle crossing on key desire line across Franklin Road

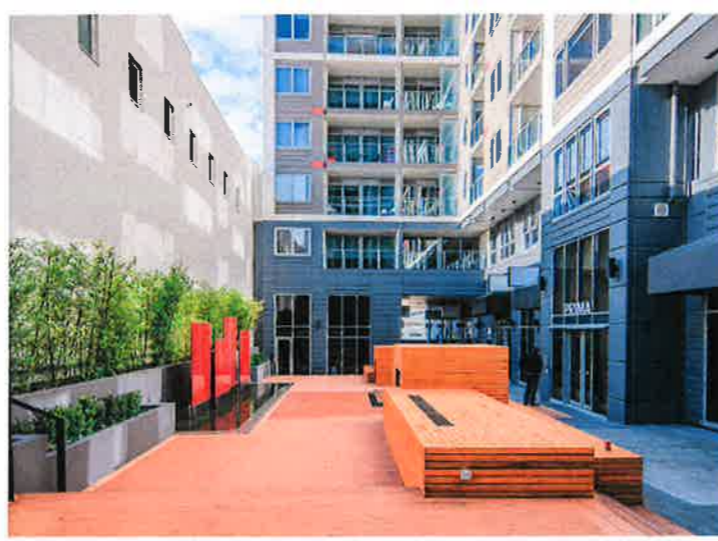


MAKE INTERIM PEDESTRIAN & PLACEMAKING IMPROVEMENTS TO WELLESLEY & DRAKE INTERSECTION NOW AHEAD OF PLANNED LONGER TERM STREET CHANGES

1. Close left turn out of Drake Street, redirecting vehicles up Vernon St
2. Vernon Street raised table zebra side street crossing to create more direct and safe pedestrian crossing on key desireline
3. Build out kerbs to create placekit pop up plaza on corner of Wellesley and Drake Streets including seating opportunity
4. Potential placemaking improvements to treed traffic island
5. Slip lane removal and kerb buildouts on Victoria Street in conjunction with Victoria Street Cycleway project

IMPLEMENTATION CONSIDERATIONS

- Ability to achieve worthwhile pedestrian and placemaking improvements in short term through use of Place-Kit and other tactical urbanism tools
- Opportunity to partner with Swiss Bel-suites / retail tenancies to activate space
- Design co-ordination and potential delivery in association with Victoria Street Cycleway Project
- Ability to change general traffic access and circulation to Drake, Vernon and Sale Streets
- Timing and likely future works for Wellesley Street bus corridor improvements
- Timing and likely future works for Victoria Street Linear Park



DELIVER LOCAL PEDESTRIAN AND PLACEMAKING IMPROVEMENTS TO NELSON STREET SLIPLANE IN ASSOCIATION WITH ADJOINING RESIDENTIAL APARTMENT DEVELOPMENTS

1. Nelson Street slip lane pedestrian improvements to footpath / laneway surface
2. Trees, planting and lighting and other permanent placemaking improvements
3. Opportunity for short term placekit pop ups along lane to deliver immediate improvements
4. Pedestrian laneway connection to Sugar Tree and Union Street

IMPLEMENTATION CONSIDERATIONS

- Integration and co-ordination with apartment developments planned and underway including plazas and laneway entrances
- Extent of investment in local place improvements, and associated costs, benefits and funding



DELIVER INITIAL STAGE OF HOBSON AND NELSON STREET IMPROVEMENTS AS MORE LIVEABLE, WALKABLE AND HIGHER QUALITY TREADED AVENUES, LEVERAGING OFF SIGNIFICANT NEW DEVELOPMENTS ALREADY UNDERWAY

1. Nelson Street signalised midblock crossing for pedestrians and cyclists to tie in with NZICC laneway and consented through site link on development site between Nelson and Victoria Streets
2. Hobson Street signalised midblock crossing to tie in with NZICC laneway
3. Placemaking improvements to western side Nelson Street (permanent cycleway design solution with second row of street trees, paving and public realm improvements as per reference design)
4. Short term improvements to improve walking route along eastern side of Hobson Street
5. Hobson Street signalised midblock crossing on key desireline to tie in with Mission Homeground development and address existing pedestrian safety issues south of Wellesley Street
6. Local place improvements to Hobson Street to tie in with Mission HomeGround development back to NZICC block north of Wellesley Street
7. St Matthew's-in-the-City churchyard public space opportunity

IMPLEMENTATION CONSIDERATIONS

- Ability for midblock crossings and streetscape improvements to also assist with achieving 30 kph design speed environment
- Proximity of Nelson St midblock crossing to Victoria Street intersection
- Constraints of existing basement carpark ramps and coach terminal access on SkyCity site in short term
- Timing of future changes to SkyCity Coach Terminal and associated Hobson Street frontage
- Ability to fund and deliver St Matthew's church yard public space improvements in conjunction with current committed and / or potential new projects in vicinity

PART FOUR
RECOMMENDATIONS SUMMARY

2. Cook Street East (Nelson St - Mayoral Dr)



Ease of Implementation



					Ease of Implementation	
Extension Cook Street unidirectional cycle lanes eastwards to Mayoral Drive						\$\$
Add protected cycleway corners and cycle signal phases to link cycle lanes with Federal and Vincent Streets/ potential Barnes Dance						\$\$\$
Provide signalised pedestrian crossing missing southern arm at Hobson and Cook Streets						\$
Mayoral Slip lane removal Northeast corner and placekit pop up plaza						\$\$
Mayoral Slip lane removal Southeast corner and placekit pop up plaza						\$\$

3. North South Local Links (Cook Street - Viaduct Harbour Ave)



Ease of Implementation



					Ease of Implementation	
City Works Depot pedestrian links Cook and Wellesley Street via Morton Street						\$\$
Strengthen placekit proposals with activation of Weigh Station on Sale Street buildout, with City Works Depot						\$\$
Sale Street raised table zebra crossing to side street						\$
Signalised mid-block crossing on Wellesley Street, aligned with Les Mills laneway						\$\$
Shift signalised mid-block crossing on Victoria Street to align with Les Mills laneway						\$\$
Hardinge Street walkway redevelopment						\$\$\$
Pedestrian and cycle signalised crossing over Fanshawe Street on desire line to Viaduct Harbour						\$\$\$
Directional and wayfinding improvements through Bouzaid Way public space						\$\$
Viaduct Harbour Ave Zebra Crossing safe connection to water's edge for pedestrians and cyclists						\$

LONG TERM FIX

Union Street Cycleway

AMA Site Closure

Placemakers Redevelopment

Cook Street Off Ramp Changes

Union Street Lane Removal Eastbound (Wellington To Nelson Streets)

Sale Street Area Streetscape Improvements Programme

Wellesley Street Midtown Bus Corridor

Victoria Street Linear Park

Hobson and Nelson Street Upgrades