



July 2024

Nelson St Laneway Upgrade

How the design responds to your feedback

The feedback we received through public engagement helped us further develop the preliminary design.

The following provides an overview of the responses we received and how the updated design responds to your feedback. While not every piece of feedback can be integrated into the design, we reviewed all individual responses received during engagement and we sincerely value your input.

What you told us	What we're doing
<p>There is support for improvements to the laneway</p> <p>We heard change and improvements to the area are welcome and long overdue.</p> <p>You told us the proposed design will help enhance the area and make it a more attractive place to be.</p>	<p>The objectives of the project will continue to drive ongoing development of the design:</p> <ul style="list-style-type: none"> • Provide a pedestrian-friendly link and welcoming environment for local residents, business and the community • Enhance the amenity of the laneway, making it more attractive and encouraging more active use at street level • Providing a safer walking environment for laneway users • Enhancing the appearance of the overpass structure • Reduce the dominance of cars in the laneway with increased focus on the pedestrian experience in the laneway • Create a sense of place and a laneway the community can be proud of.
<p>You want better lighting</p> <p>Improved lighting is supported and will increase a sense of personal safety and security.</p>	<p>We are retaining our plans to improve lighting along the laneway with the installation of new LED streetlights in conjunction with amenity lighting along the eastern side to the underside of the Nelson Street supporting structure.</p>
<p>You want improvements to the pedestrian environment</p> <p>Wider footpaths and other improvements to the pedestrian environment contribute towards an increased feeling of safety and security and make the area feel more pedestrian friendly.</p>	<p>The updated design will continue to include improvements to the footpath by replacing the existing old footpath with wider and smoother concrete paved areas.</p> <p>The removal of on-street paid parking spaces is still necessary in the design, to make space for the wider footpath, to address safety issues and make room for the planting.</p>
<p>Loading and servicing opportunities are important</p> <p>You told us that general purpose loading zone spaces are very important, and we need to ensure adequate</p>	<p>We are planning to provide two additional general purpose loading zones located outside Ascent Apartments and two at the Cook Street end of the laneway. This means a total of eight P15 loading</p>



loading and servicing opportunities for the full laneway.	zone spaces are proposed to support current and ongoing residential needs.
More greenery is appealing, but careful consideration is needed so that greenery doesn't create issues You like the 'green screen' and generally support the idea of more greenery and green spaces. However, you also expressed concern about trees reducing visibility, blocking light and requiring additional maintenance. You don't want plants or trees obstructing the footpath or creating safety concerns.	Green spaces will be introduced along the laneway with the provision of planters, street trees and a green gateway at the southern end of the laneway near the intersection. To improve visibility and accessibility, we will reduce the number and size of the planters. We will carefully consider our plant selection and be thoughtful about potential issues such as leaf drop, height and visibility.
If paid on street carparking is removed, accessibility needs must still be met You told us that if paid car parking spaces are removed from the laneway, there could be an increase in undesirable driver behaviour such as vehicles blocking the road, idling in the laneway and creating congestion. You want carparks to be available for residents for services such as Ubers and taxis, delivery services, moving trucks and emergency services. Some people want fewer car share parks while others wanted more car share car parks. If parking changes are made, you would like to see more parking enforcement in the street.	A total of eight P15 loading zone spaces are now proposed. You would be able to park a vehicle in one of these loading zones to load or unload goods or passengers but must not be away from the vehicle for longer than 15 minutes. The two car share spaces will be retained. We are discussing parking enforcement with Auckland Transport and the intention is that CCTV will be provided to monitor parking restrictions and to encourage positive parking behaviour.
Cycle facilities could be improved You told us that the design of cycle infrastructure could be improved.	We have updated the design to provide a bi-directional cycleway instead of a shared path. This means pedestrians and cyclists will be separated and won't need to use the same path.

What happens next?

We are continuing to work with our project partners, mana whenua and the Waitemata Local Board and we will continue to update you about the status of the project as we progress. We have been undertaking site physical investigations that may require adjustments to inform the final design. We expect the final design will be available later in 2024, and we'll share updates with you as it is developed.

We will also keep you informed about the timing and activities for the construction phase of the project. We are planning for construction to start in the first half of 2025.

Contact us

For information about this project, check out our website progressakl.co.nz

Or email us at nelsonstreetimprovements@aucklandcouncil.govt.nz

