

From: [Siobhan O'Donovan \(AT\)](#)
To: [REDACTED]@gmail.com
Subject: RE: Karanga-a-Hape Station precinct integration project - update on Mercury Lane
Date: Tuesday, 3 September 2024 3:34:00 pm
Attachments: [image002.png](#)

Good afternoon, Ross.

Thank you for your email.

The decision to change the proposal from pedestrian mall to shared space has been made taking into account feedback received both during the 2023 consultation period and, following that, during discussions with residents, property owners and businesses owners in the area.

In fact, during our discussions with property owners, etc., including representatives of the George Court apartment building, we had established a mechanism by which access out of upper Mercury Lane (left turn only) for those directly affected by the implementation of a pedestrian mall could be retained. However, concern was still expressed about how this would work for non-residents/business owners, such as service and delivery vehicles, employees, and people moving in/out, etc.

As a result, it was decided that a shared space would be the best option in the first instance. In the meantime, upon reopening of Mercury Lane, monitoring of the space will be undertaken. So, the idea of reviewing access through Mercury Lane is not completely off the table. If the space is not being used as expected, i.e., high traffic volumes, illegal parking, etc., we will reconsider the resolution and undertake a new round of consultation to restart the pedestrian mall process. Retractable bollard infrastructure is being installed during the current upgrade work to provide barriers to the station for emergencies. These can also be used if access through the road changes in future.

We appreciate your concerns around enforcement of existing shared spaces. In the Mercury Lane Shared Zone, vehicles will not be allowed to park in the Shared Zone, except when using the Loading Zone. As part of the Karanga-a-Hape Station precinct Integration project (a.k.a. Project K), we are increasing the number of CCTV cameras operating in the area. These will be used both to monitor use of the space to establish if a future change to its use is required, as well as to enforce the shared space rules.

In terms of providing input into the Traffic Control Committee (TCC) decision-making process, they will be considering both the 2023 consultation, which, as you note, reflected both support and opposition to the pedestrian mall proposal, as well as our on-going discussions with the directly impacted groups. Also, the feedback we have received since last week when we informed the community (as per our email last week) that the latest thinking was to recommend a Shared Space to the TCC rather than a pedestrian mall, will also be considered in that decision-making process. You are not the only person to respond to our email – some have been supportive of the shared space proposal and some, like you, are opposed to it, preferring a pedestrian mall. However, there is no opportunity to speak to this before the TCC.

In the future, should AT determine that a change of designation from the planned Shared Zone is warranted, you will be able to provide your input into that process.

Kind regards,
Siobhan

From: [REDACTED]@gmail.com>
Sent: Friday, August 30, 2024 2:21 PM
To: Karangahape (AT) <Karangahape@at.govt.nz>
Subject: Re: Karanga-a-Hape Station precinct integration project - update on Mercury Lane

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Siobhan, hi. Thanks for this update. I have to say I read it with a sinking heart. Karangahape Road is kind of a home to me; I shop, eat out and go to the gym there, and I expect to be a frequent user of the K Road RL station when it opens. To learn that a section of Mercury Lane that I will no doubt use when I walk to that station will now be open to vehicles is disappointing. And for good reason; the experience with shared paths in this city - Fort Street being the go-to example - is underwhelming. In the absence of consistent enforcement, our shared paths are often clogged with illegally parked vehicles and it's very common to see drivers willfully putting the safety of pedestrians at risk. This decision feels once again like the interests of the majority have been set aside for the convenience of those who choose to drive.

A couple of questions, if I could:

- What access exactly does this new shared path provide that wasn't allowed for with the pedestrian mall? I'm guessing the redesign is to placate drivers exiting the George Court car park, and that those drivers had egress under the original plan but not via Upper Mercury Lane to K Road. Or have I managed to misunderstand this?
- I note that this decision needs to be confirmed by AT's Traffic Control Committee. Would you know, please, if submissions on this plan can be made to the committee and, if so, who I should contact to arrange this?

Thanks so much, Siobhan. All the best.

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On Thu, 29 Aug 2024 at 09:31, Karangahape (AT) <Karangahape@at.govt.nz> wrote:

Kia ora,

This email is to update you on the Karanga-a-Hape Station precinct integration project.

In 2023, we proposed to permanently restrict motor vehicle access on the upper section of Mercury Lane and for Mercury Lane to become a pedestrian mall. 67% of survey participants supported the proposed access changes and 20% opposed. However, when filtered to those who live within the Karangahape neighbourhood, support reduced to 44% and opposition increased to 32%. Following this, we met with directly affected residents, businesses, and property owners to further discuss upper Mercury Lane being a Shared Space or Pedestrian Mall.

In our discussions we heard about concerns regarding access such as concerns that friends, family, visitors, couriers, deliveries and people moving in/out would have difficulty accessing the space. Another concern was that the NZ Police might reduce the number of patrols driving through the area if it was made more difficult.

We would like to inform you that when construction is complete, the upper section of Mercury Lane will open as a Shared Space. The proposal to make this section a Pedestrian Mall has been deferred until after the station opens. The process to create a Pedestrian Mall would once again require appropriate consultation.

The Shared Space will be marked and signposted with a loading zone, but will otherwise be moving traffic only, i.e. no parking. Motorists will only be able to go northbound (uphill) from immediately north of the George Court carpark access and turn left onto Karangahape Road. The signals to operate this will be installed during construction. The road will be two-way between the George Court carpark access and Cross Street.

Bollards will also be installed during construction as planned but not operated. This is to limit further disruption should the area change to a Pedestrian Mall in the future. We still expect very low traffic volumes through upper Mercury Lane.

If you have any questions, please do not hesitate to reply.

Kind regards,
Siobhan O'Donovan

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