



Federal Street Walking and Cycling Improvements

Consultation with a difference

Federal Street Walking and Cycling Improvements



A growing city



Photo: BSW Photography

- Rapidly growing population
- CRL
- Central City to become more walking & cycling-friendly
- Tactical urbanism – quick & cheap



Strategic rationale

- Laneway circuit
- Slow & low volume traffic
- Temporary & low-cost during CRL
- Popular walking & cycling route
- Connection with City Centre Cycle Network & waterfront

Consultation & Construction

IAP2's Public Participation Spectrum



	Inform	Consult	Involve	Collaborate	Empower
Public participation goal	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
Promise to the public	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.
Example techniques	<ul style="list-style-type: none"> ■ Fact sheets ■ Web sites ■ Open houses 	<ul style="list-style-type: none"> ■ Public comment ■ Focus groups ■ Surveys ■ Public meetings 	<ul style="list-style-type: none"> ■ Workshops ■ Deliberative polling 	<ul style="list-style-type: none"> ■ Citizen advisory Committees ■ Consensus-building ■ Participatory decision-making 	<ul style="list-style-type: none"> ■ Citizen juries ■ Ballots ■ Delegated decision

© 2000-2006

Why this project?



- Quick construction: total 4 days over 5 weeks
- Cost-effective: \$174k total on physical works
- Tactical urbanism: little civil works = Low impact

2017

Nov – Dec

- Federal Streetscape Upgrade Stage 2
- AT, Auckland Council (AC) and New Zealand Transport Agency (NZTA) internal engagement

2018

Jan

- Initial engagement with LB & stakeholders
- Information to directly affected - construction, timeframes, upcoming evaluation period

Feb

- Communication with LB, stakeholders & directly affected

March

- Public information campaign - construction, timeframes, upcoming evaluation period

2018

April

- Construction
- **Changes made to project during and shortly following construction, based on feedback from key stakeholders and affected parties**

Key stakeholder consultation

St Patrick's Cathedral



Photo: Jason Pratt

- Lighting improved
- Bins improved – AC
- Moved pedestrian crossing
- Drainage issues – Landowner

City Centre Residents' Group (CCRG)



- Improve lighting
- CCTV cameras
- Improved connection with Fanshawe Street (waterfront)

“What a great 'win' and future model. It's just a city street should be so far - everyone, including cyclists, moving with more care, cars going slower, and just an altogether more calm environment.”

Auckland District Court & Rydges Hotel

14



- “Standard” buses - mirrors - **3.45m traffic lane required**
- Moved planters & indented parking by 300mm
- 400mm “furniture zone” removed to **create 3.55m wide traffic lane**

Public consultation

June – Aug

- Public consultation campaign 18th June - 19th Aug
- Research undertaken by Mackie Research – intercept surveys and traffic counts

Contraflow cycleway? PLEASE TICK

— — — —

I really like it I like it Neutral I dislike it I really dislike it

Why?

.....

.....


.....

.....

.....

.....

.....



Public consultation methods



- Letter drop
- Web page
- Social media
- Our Auckland
- Blogs eg Bike Auckland
- Public drop-in sessions
- On-street signage
- Cycling interest EMD

Public feedback so far



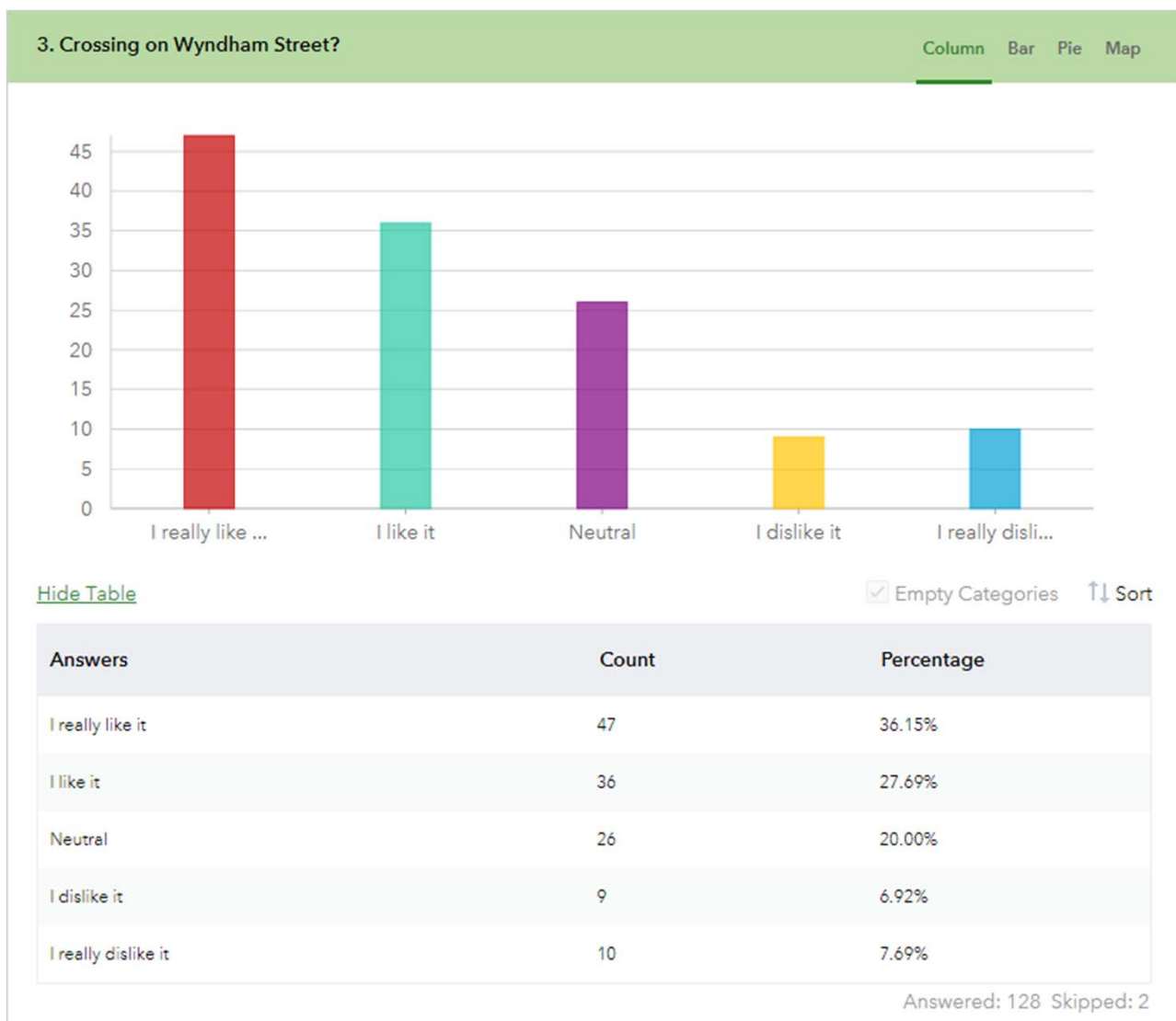
“It’s good to see more people using the road than cars. The cycleway is colourful which adds excitement to the scene.”

“There are enough traffic issues without creating more with cycle lanes”



“Excellent devices to experiment with to see how different infrastructure users **ACTUALLY** interact with the infrastructure.”

“They get knocked over and are not sustainable.”



“This should be replicated EVERYWHERE! Pedestrians and cyclists deserve infrastructure that limits their need to “guess” where they should be going.”

“It all looks a bit like a child’s play set.”

What's next?

Aug – Sept 2018



- \$58k allocated for changes
- Changes made ASAP following public evaluation
- Parking, planters, lighting, signage, road marking



- Feedback report & research finalised and made public
- Project to remain in place until Federal Street receives a full, permanent streetscape upgrade
- [AT.govt.nz/haveyoursay](https://www.at.govt.nz/haveyoursay)