

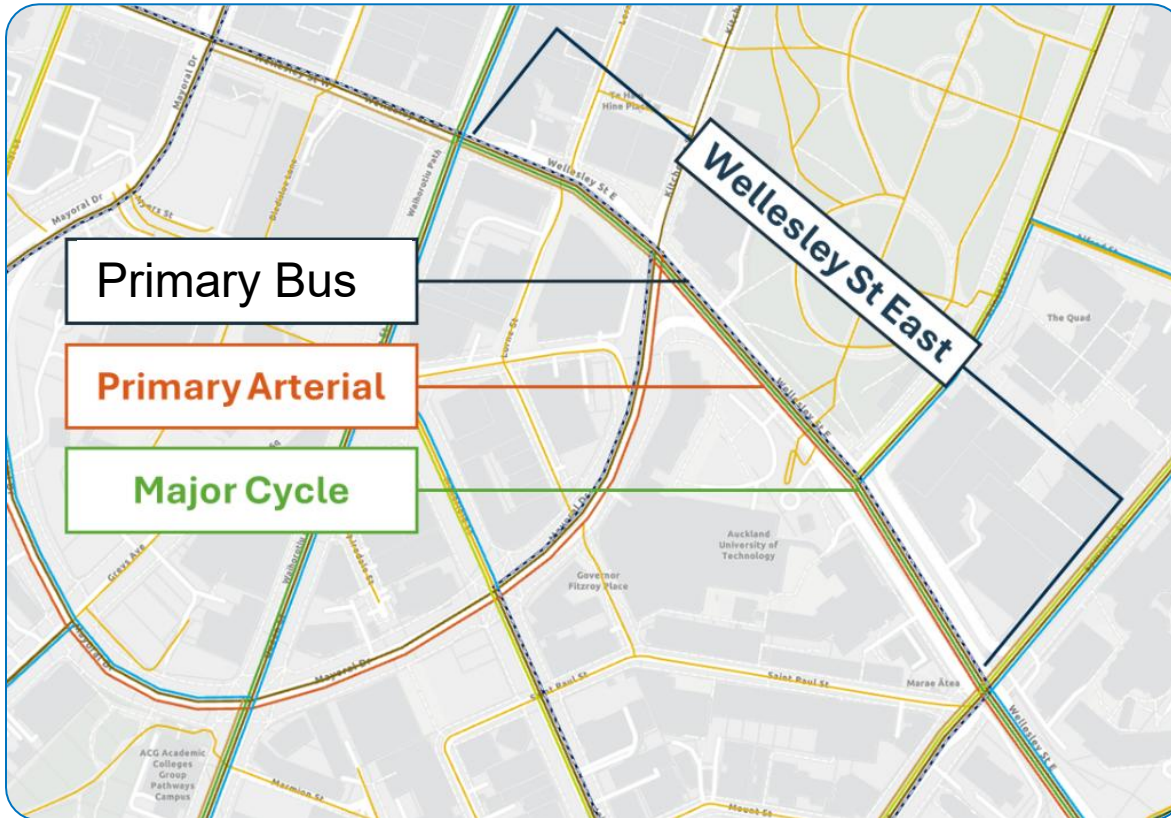


Wellesley Street East

Functionality assessment – emerging findings



Context



- Wellesley Street is a key route for multiple modes, with limited space and potentially overlapping projects
- Identified in both Future Connect and the CC Integrated Transport Network (A4E)
- NZTA have a project in design for cycling facilities along Wellesley St and are awaiting a decision from AT as to whether to proceed
- But to do this, AT needs to provide clarity on the intended network function of Wellesley Street
- An investigation into this looked at:
 1. Space constraints along the corridor impacting on the ability to cater for proposed transport functions
 2. The potential conflict between future bus and cycling infrastructure, particularly on the eastbound access ramp from Wellesley Street to Symonds Street

Investigations have been undertaken (with more detailed investigations still required for the Queen Street to Princes Street section) to understand trade-offs, and to inform wider city centre transport network planning



Cycle Network Context

- Wellesley Street is identified in Future Connect as a 'Major' cycle network connection
- There is a need for a cycle connection of this magnitude to connect between Te Hā Noa on Victoria St and Grafton Gully cycleway.
- There is a notable gap in the provision of this east-west connection
- However there are several possible alignments that could address this gap
- Wellesley Street/Queen Street is currently identified in Future Connect.
- **The section between Princes Street and Queen Street will need to be investigated further (given multiple constraints and modal challenges in the area) before it can be confirmed**
- NZTA have proposed a possible cycleway project along Wellsley St from Grafton Gully to Princes St



Bus routes and movements

Bus Network Context

- Wellesley St is the highest order bus corridor in the city centre, and one of only two east-west corridors provided for in the City Centre Bus Plan (CCBP)
- However, the arrangement of the network in the area means **not all routes** are able to solely follow Wellesley St as set out in the CCBP
- High volumes of buses currently need to use parts of the network not previously envisaged – **Mayoral Drive and Wakefield Street** – for movement, stops and layover
- This is due to a Grafton Gully bus facility not proceeding, and a planned Quay Park bus facility unable to accommodate Midtown buses. No other viable alternative arrangement has been found.
- This is contrary to Mayoral Drive's role as the **key east-west traffic corridor under the CCBP**, and the **CCBP network**

Use of Eastbound Sliplane Ramp

- The width (and intersections) of the eastbound ramp means buses cannot use it to turn right onto Symonds Street.
- It only allows low bus volumes to turn left, and if there was a need for buses to turn right from the ramp, it is likely to need to be widened, which risks clashing with adjoining space a cycle facility may use
- However, the ramp arrangement does not currently preclude bus operations, nor would a introducing right turn help to re-route buses off Mayoral Drive
- The benefit of a future widening of the ramp is unclear at this stage**



General traffic and business access

General Traffic Network Context

- Cook/Mayoral/Wellesley Street route is the key east–west traffic corridor through the city centre, and should offer an effective and legible route for drivers.
- Connects city centre arterials with State Highway 1 (from Cook Street, Hobson Street, Nelson Street) and State Highway 16 (from Wellesley Street) motorway ramps
- This allows traffic from other city centre arterial routes to circulate away from streets focused on bus, cycle, or pedestrian movements
- However, there is also high volumes of buses using Mayoral Dr between Wellesley St and Wakefield St, with a bus-only right turn from Wellesley St into Mayoral Dr
- This provision for buses clashes with the identified traffic function
- Additionally, eastbound **traffic diverted from the Queen St AVO** onto Wellesley Street cannot access Mayoral Drive due to bus priority and turn restrictions.
- This conflict between bus and traffic networks results in some general traffic travelling further and on lower-volume local streets, undermining the network planning and reducing the ability to enhance those local streets.



Recommendations

Recommendation	Reason	Trade-off	Recommended Action
 NZTA cycleway project proceeds on Wellesley St, east of Princes St	Between Grafton Gully and Princes Street, Wellesley Street remains the preferred and the most viable option for cycling: - Route in published planning documents - Most direct and legible for cyclists with the most manageable gradients. - There is greater certainty that cycling facilities can be delivered (NZTA proposal exists)	 No futureproof for ramp widening for future right turning bus volumes	- NZTA to proceed with their project - NZTA project needs to ensure a practical and safe tie-in for buses, traffic, pedestrians and cyclists at the Wellesley Street and Princes Street intersection
 Wellesley Street ramp widening for buses is not futureproofed for	- Uncertainty in future bus operational requirements - Unclear benefit for a right turn onto Symonds Street – useful but creates challenges, and that movement has alternatives in the network - Left turns by buses onto Symonds to be enabled - allows a potential shift of buses off Alfred St, aligning with Auckland University proposals	 Risks being unable to achieve future bus right turn, if needed  Buses on ramp pass close to sensitive UOA Science building	- Use of ramp and left turn onto Symonds St by buses to be enabled - Discussions commence with University about buses using the ramp, with potential removal from Alfred St
 Continue bus movements on Mayoral Drive and Wakefield Street	- Buses need to use Mayoral Drive because a lack of alternative layover in Learning Quarter/Grafton Gully - This is not due to a lack of a right turn on the Wellesley Street eastbound ramp	 Network conflict between traffic and bus movements on Mayoral Drive 	- The CCBP and related workstreams to be updated to recognise this requirement - Investigate and confirm ongoing bus layovers in the area, identify opportunities to remove buses from Mayoral Drive
   Investigate remaining modal challenges on Wellesley Street (Princes St to Queen St)	- Significant unresolved network conflicts remain on Wellesley St west of Princes St, due to multiple modes sharing the limited space and the need for movements not currently provided - Resolving this is a key enabler for upcoming work – e.g. WSBI Stage 3 and DDP	   Current strategic plans may have to be amended for one or more modes, or a desired modal outcome may be unable to be achieved	- Investigation to confirm how bus, traffic, and cycling provision can be viably made in the section of Wellesley St between Queen St and Princes St. - For cycling, this includes identifying a preferred cycle route between Princes Street and Te Hā Noa

PgCG decision – Wellesley St

Topic	Wellesley St sliplane
Discussion / Update	• NZTA cycleway project proceeds on Wellesley St, east of Princes St • Wellesley Street ramp widening for buses is not futureproofed for • Continue bus movements on Mayoral Drive and Wakefield Street • Investigate remaining modal challenges on Wellesley Street (Princes St to Queen St)
Decision	PgCG to endorse the recommendations



