

## Feedback on the George Street/Bank Street Connection Project

Thank you for the opportunity to engage in the design phase of the George Street/Bank Street Connection Project.

My name is Alana Reid, and I live, have lived at 535 George Street for the last 10 years. This high-density residential area is dominated by students attending the University of Otago and Te Pukenga. Other events can drive traffic and pedestrians, such as events at the FB Stadium.

Despite the high density, traffic noise has the greatest impact on the amenity of our area. We have enjoyed less noise during the works in the CBD precinct. It will be interesting to see what the new 'norms' will be following the opening of the blocks between Frederick Street and Moray Place. Our building has recently installed triple glazing, and this has improved our indoor amenity. One of the issues is that traffic accelerates as the vehicle leaves the Albany Street intersection. So any measure to reduce the speed of the traffic is welcome.

I use active transport within a 6km radius of 535 George St. That is, if what I want to do (shop, visit places, meet friends, swim etc) is within this radius, I walk, bike or take the bus. My experience is that if you are 'commuting' by bike, the average speed is much higher than 'riding for leisure'. You don't 'leisure' ride George Street. It is a means of getting somewhere to 'leisure ride'.

I fully endorse and support the design principles in the proposals, with one exception\*\*.

This is a high pedestrian area, and anything that can be done to keep traffic speed below 50km, is welcomed.

The 'trial' of the roundabout at the St David Street/Regent St/George St intersection has been very welcome and, to me, successful as it has effectively slowed the traffic, making it much safer for pedestrians, especially for those using the popular and busy Regent St Night and Day (both vehicles and pedestrians).

I have found that riding up and down George Street doesn't really 'need' a cycle lane. However, I support option 2 - with the addition of the cycle lane for the following reasons:

1. It will visually narrow the street, and drivers will naturally tend to slow down.
2. It will encourage more cyclists.
3. Before the road works in the Knox block, we did experience afternoon traffic queuing from Union Street daily and regularly from St David Street to Pitt Street. A cycle lane will allow cyclists to flow past this traffic queuing.
4. Maximizing car parks is welcome. Car parking is often very tight at certain times of day/evening.

\*\*The exception to the support is the diversion of the cycle lane onto the footpath. This is due to a commute cycle speed of 20-30km/hr. It is my opinion the cycle path should be shared with the

bus, rather than pedestrians so I don't recommend diverting the cycle path behind the bus stop, particularly outside George Street Normal School.

Cars don't like cyclists in the vehicle lane when there is a cycle lane, but at 30km you can't ride with pedestrians, and I would drop into the vehicle lane, provoking 'anger'. I will out-ride a bus in the cycle lane up/down George Street. You can pass the bus (subject to traffic) if it is stopped. Also, there is a fixed pool of bus drivers who will adjust to sharing the lane with cyclists (and vice versa).

So if the cycle diversion behind the bus stop is not changed, I prefer OPTION 1(no cycle lane).

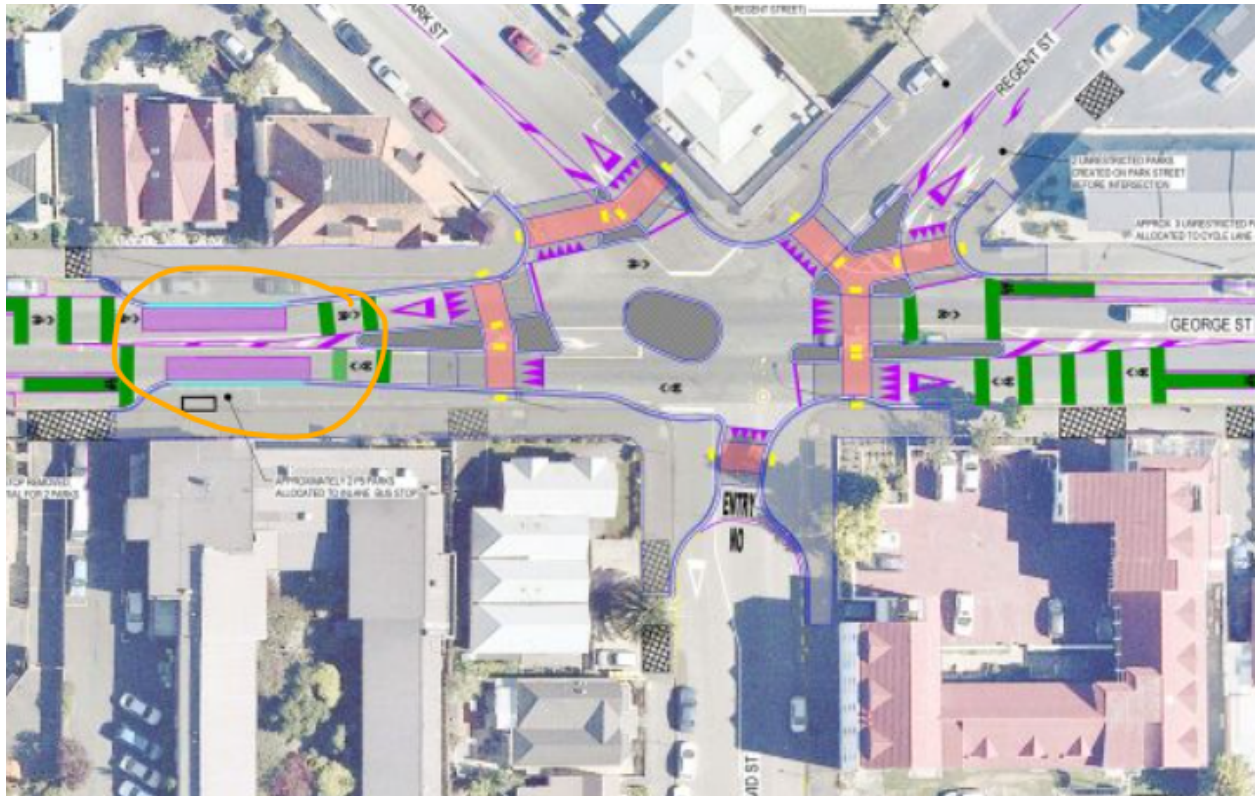
I also note I prefer to ride on the driver's side (like the one way north - between Stuart Street and Duke Street), avoiding the driver's left side blind spot. But I accept there is no easy way to achieve this on George Street.

The return of a northbound bus stop outside #521 is very welcome in OPTION 1.

Also, the pedestrian refuge at the intersection from Pine Hill Road and George Street is also very welcome. This is dangerous to get across due to the speed of the traffic.

I support the raising of the intersections along the route.

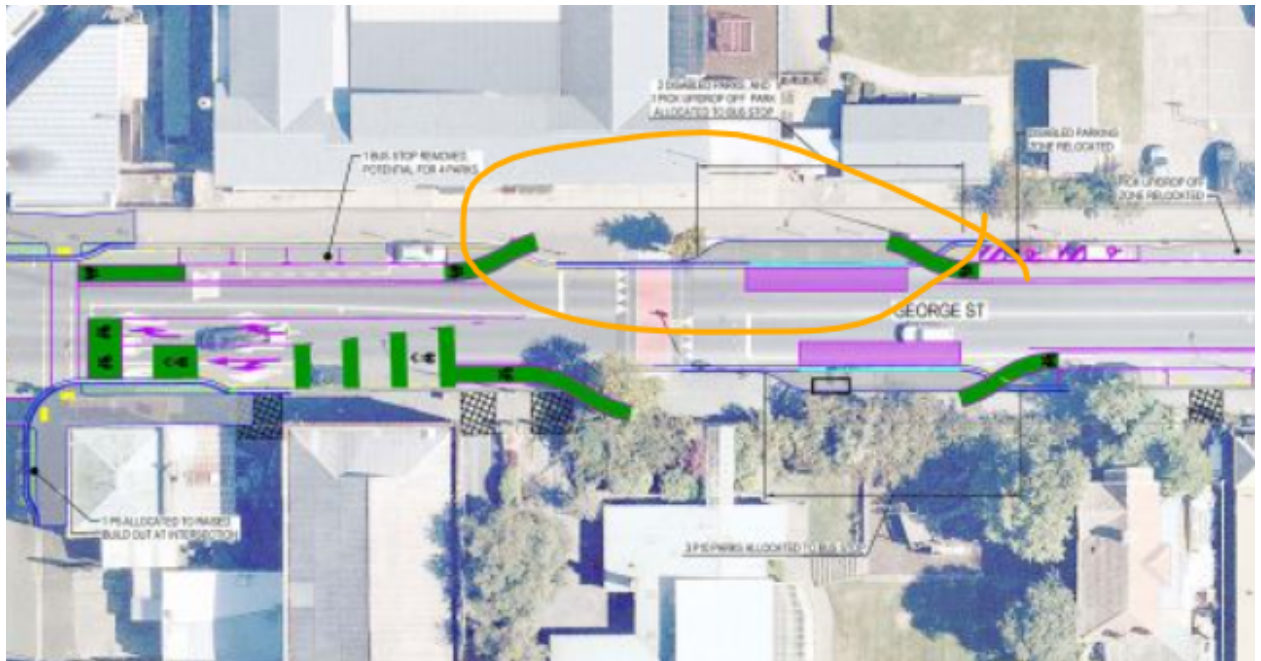
Under Option 2 - Regent/Park/St David Street concept, it appears the bus at the stop will block the traffic lane. Is this right? Or am I missing something?



Options 2 changes:

1. Cycleway along the length of George St, both ways. Southbound bus stop outside #516 removed. **DO NOT SUPPORT. Prefer Bus stop #521 north and #516 south.** **Otherwise, there are effectively three blocks without a bus stop (south end of Knox Block, then at 677 George Street. THIS IS NOT REASONABLE**
2. Cycleway continues, kerb build-outs at the intersection corner. **SUPPORT.**
3. Bus stop removed outside Allan Court Hotel going south, and bus stop removed outside 607 George St. **ONLY SUPPORT IF BUS STOP AT #521**
4. Cycleway **MERGES** onto road to enter roundabout, continues as cycleway exits roundabout. **SUPPORT**
5. Bus stop outside 664 George St moved slightly north to 678 George St. New bus stop outside 677 George St going north. **DO NOT SUPPORT DIVERSION ONTO FOOTPATH**
6. St David St becomes one way. **SUPPORT**
7. Cycleway continues, raised crossing at intersection of George St and Dundas St with kerb build-outs. **SUPPORT**
8. Bus stop removed outside 896 George St, moved slightly south to outside 818 George St. Bus stop added outside 847 George St. Cycleway moves onto road to enter intersection. **DO NOT SUPPORT DIVERSION ONTO FOOTPATH**

9. Kerb build-outs at intersection, raised pedestrian crossing on Howe St. Bus stop removed outside George St Normal School and moved slightly more north (still outside the school). **DO NOT SUPPORT DIVERSION ONTO FOOTPATH**
10. Disabled parking zone and pick up/drop off zone relocated slightly further north down the street (still outside the school). New bus stop outside 950 George St (replaces bus stop at 974 George St). **SUPPORT BUS STOP RELOCATION**
11. Kassel kerbs for both bus stops allow cyclists to continue on path behind bus stop. **This is HIGH risk. DO NOT SUPPORT DIVERSION ONTO FOOTPATH**



12. Bus stop removed from 974 George St (relocated slightly south to 950 George St), cycleway moves onto the road to enter the intersection, with a raised crossing. One bus stop removed at 1011 George St going north (moved to 1061 George St). **SUPPORT BUS STOP RELOCATION**
13. New bus stop at 1061 George St going north (replacing bus stop at 1011 George St), raised pedestrian crossing outside 1067 George St. New bus stop outside 1074 George St. Bus stop removed outside Woodhaugh Gardens entrance. **SUPPORT BUS STOP RELOCATION**
14. Kassel kerbs for both bus stops allow cyclists to continue on path behind bus stop and through to Bank St. **NOT SUPPORT DIVERSION ONTO FOOTPATH**
15. Cycleway continues through to Bank St, no stopping lines from Willowbank to Bank St to allow cycleway. Kerb build-out outside 38 Bank St. **SUPPORT**
16. Bus stop removed outside Gardens Health Centre, raised pedestrian crossing installed there. Cycleway moves onto road to enter the intersection. **SUPPORT**