

Ken Ng

From: Strand Optimisation
Sent: Monday, 10 February 2025 1:22 pm
To: Karamveer Talwar
Subject: FW: Monday 29, April 2024 - Stakeholder meeting notes

The Strand optimisation project - engagement with PBA, Forma, Refined Living , Cuchi, Palazzo Kitchens, Cult + Property owners	
Date	Monday, 29 April 2024
Time Venue	Forma 51-53 The Strand, Parnell, Auckland 1010, 9:30am – 11:00am
Attendees	section 9(2)(a)
In attendance	Howard Marshall (NZTA Waka Kotahi) howard.marshall@nzta.govt.nz Karamveer Talwar (NZTA Waka Kotahi) karamveer.talwar@nzta.govt.nz Ritiksha Narayan (NZTA Waka Kotahi) ritiksha.narayan@nzta.govt.nz Chris Martin (Auckland Transport) chris.martin@at.govt.nz
Apologies	section 9(2)(a)

Karamveer Talwar (NZTA), Howard Marshall (NZTA) presented on The Strand project, with Ritiksha Narayan (NZTA) and Chris Martin (AT) in support.

Meeting opened by section 9(2)(a) who explained that they would like to know how the plan affects property owners and businesses, the approaches been taken by NZTA and mentioned that they are not confident the proposal meets needs of businesses.

Wants to hear process NZTA have undertaken to come up with design, the drivers and hopeful for an agreement.

Issues:

- Property Owners do not wish to surrender accessways for parking

- Do not want change in enforcement of parking on footpath which is a historical parking space for the businesses for the past 16 years
- Business owners believe there is a right to park on large footpath as long as they leave 2 meters closest to building's for pedestrians
- Believe it is safer for people to park on footpath and would seem logical to paint lines on footpath to separate footpath and parking
 - Cheaper to paint lines
 - Allows deliveries
 - Businesses say they manage and ensure cars are not blocking footpath diligently (Forma did not agree that all do this)
- Do not believe pedestrian crossing is needed and not practical with historic use of the footpath for parking and receiving truck deliveries as the crossing interferes with access for trucks onto footpath.
- Do not believe there are any pedestrians who would use new proposed crossing and no demand for a crossing here so is not solving any problem and therefore not required

section 9(2)(a) questions:

- How have NZTA identified location of pedestrian crossing and was the location considered with the appreciation of parking and accessway issues?
- Understands overall objective for crossing requirements but does not feel it is well justified in terms of optimisation project.
- Loading and safety not shown in the consideration of the location from the information provided.

Addressed:

- Design map shared showing existing accessways, store fronts and current businesses (51 - 73 The Strand), proposed crossing, new SVL and SUP, bus relocation location, removed and remaining parking
- We are not removing or closing vehicle accessways, simply asked the question based on business owner request as we must investigate all options. Property Owners satisfied with this.
- Footpath width is wide but just because there is a historic use of parking here, does not make it legal and is not condoned. We will not be painting it to mark where pedestrians can walk as this is not safe and they have a right to walk on whole footpath and we will not be compromising safety for anything.
- No enforcement currently exists on timed parking locations along The Strand but we are working on reinstating delegation to AT so that parking is enforced and therefore more parking opportunities exist on limited parking that remains.
- There will also be enforcement of footpath parking where it is a nuisance and blight as it continues to be illegal and complaints have been received in the past by other road users (picture shown to all where vans and cars were blocking footpath completely) - All were in agreement that this is a nuisance and not ok
- We are leaving the space as status quo and AT do have the right to enforce illegal behaviour as they do everywhere in Auckland. If one business ruins it for all and a complaint is made or nuisance is seen, that does mean it is likely all will be ticketed.
- We do not support the historic parking situation as it is still unsafe and we cannot allow business/property owner to paint on the footpath as this is NZTA land.
- Timing of SVL operation was advised and made clear that outside of these times the SVL will be for all general traffic
- Reasons for pedestrian crossing identified:
 - Halfway between existing two crossings at Augustus Terrace and Parnell Rise
 - Usage at existing crossing near Augustus Terrace is 1-2mins so we can see there is demand
 - The crossing provides access to the trains station and relocated bus stop location
 - Severance of crossing a 4 lane highway is addressed for vulnerable road users
 - Crossing provides a safe connection to the proposed Shared User Path (SUP) on the northern side
 - Horizontal curvature of the road and forward visibility have been carefully considered in the identification of location
 - Noted all other proposed crossings have been removed as they had too much impact on traffic
- Explained strategic intent of The Strand. Major arterial route and purpose of project is efficiency of freight and high occupancy vehicle movement, safety and resilience. AKL city centre road network is a public asset and is not designated to prioritise parking. Being a major arterial highway, efficient use of space must be considered and parking is a lower priority use of kerbside space on the Strategic Transport Network where we are delivering to a strategic modal priority which in this case, is a special vehicle lane. We therefore will be repurposing parking on the Northern side to enable that more beneficial use and a SUP to accommodate other road users too because we must consider all our road users. AT's room to move strategy is doing this across the city in Auckland and will see more parking repurposed to address congestion and space for priorities of the road moving forward.

Other:

- section 9(2)(a) advised section 9(2)(a) pays for parking on footpath near Snap Rentals accessway - NZTA explained not legal and section 9(2)(a) should not be paying anyone for this..
- Property and Business Owners asked why the pedestrian crossing cannot be located near Ngaoho Place - NZTA explained it cannot be near curvature of the road and too close to Parnell Rise crossing.
- section 9(2)(a) asked why a pedestrian overbridge could not be considered - Others did not agree with this and NZTA advised there is not land space or provision of this. Outside the budget and none of the businesses or property owners want this outside their space.

ACTIONS:

- Omara Property and DM Consulting to provide list of points with regards to pedestrian crossing location and why they do not see any benefit in it
- NZTA agreed next steps are to consider points and provide decision in writing - hopefully by end of week

Summary:

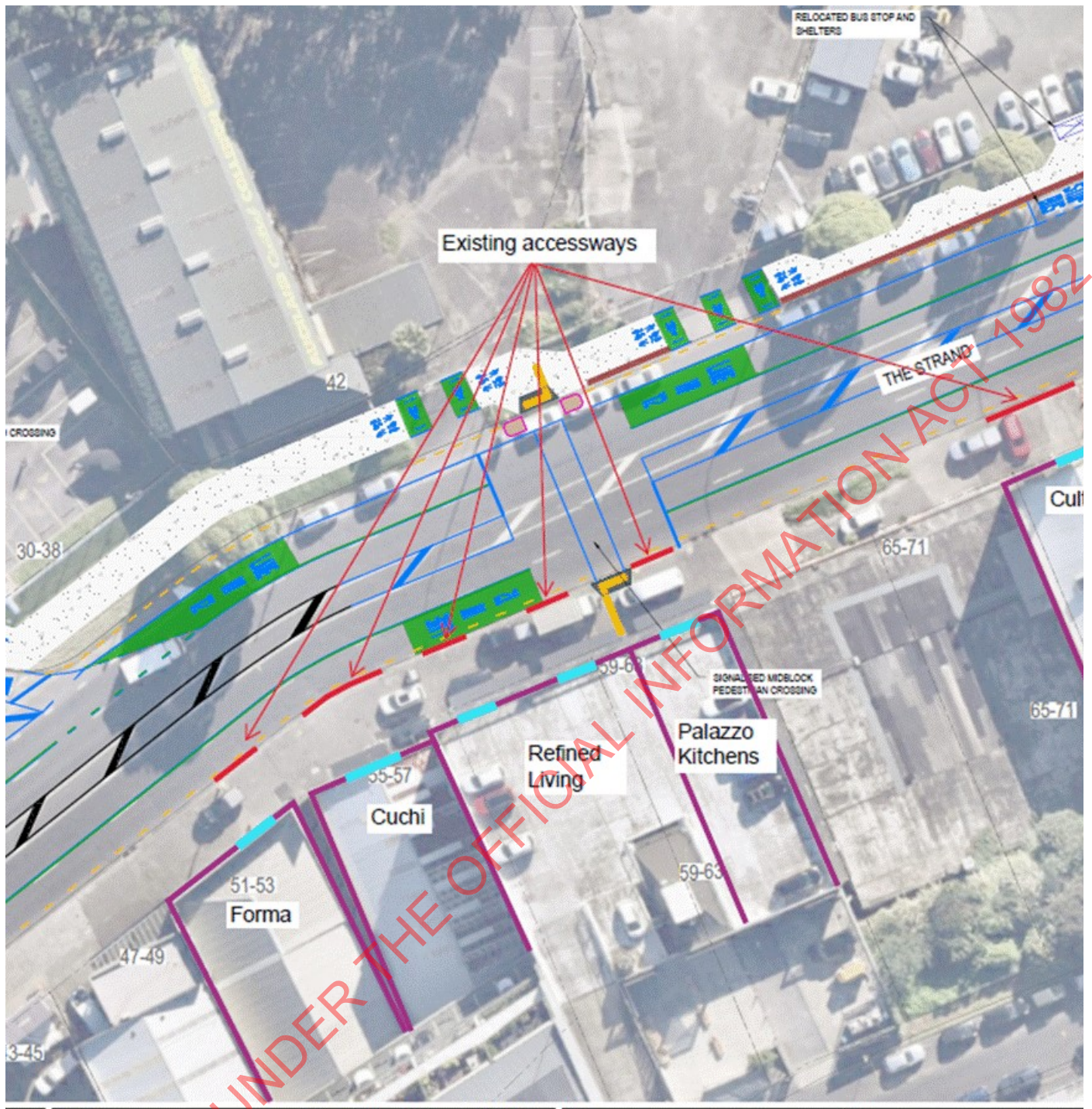
Southern side being left as status quo..

NZTA and AT do not condone parking on footpath.

Accessways not being removed.

Pedestrian Crossing to be further investigated and decision pending.

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982



Working Original	Original	Design	Q. 8/11	02.04.24	Approved For	Client	Phase
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