

Kia ora koutou,

SH16 The Strand Optimisation project

Thank you for taking the time to meet with us on Monday 29 April 2024, and for sharing your feedback both at the meeting and in the subsequent email from [section 9\(2\)\(a\)](#) dated 2 May 2024, on the proposed SH16 The Strand Optimisation project (the project).

We understand from your feedback that concerns relate to the following topics, and also a general view that NZ Transport Agency Waka Kotahi (NZTA) has not understood the current use of this part of SH16 The Strand:

1. Retaining existing accessways from SH16 The Strand to your property frontage.
2. Continued use of wide footpath as parking and concerns regarding enforcement.
3. The location of the proposed pedestrian crossing and its impact on business operations.

I have set out my responses to your concerns below but also wanted to emphasise that the purpose of the project is to improve the efficiency of freight and high occupancy vehicle movements, safety, and provide more effective travel choices with a focus on resilience. All of these objectives require due consideration when making balanced and pragmatic decisions regarding this major arterial route.

Existing accessways and parking (including in front of the storefront)

Feedback during consultation and at our previous meetings indicated business owners want authorised loading and parking, indented or on footpath, along the property frontages to support their business operations.

A concept design for the project was developed indicating the possibility of parking/loading bays along the property frontages subject to subsequent investigation and design.

During further consultation, in response to the concept design, business owners requested to increase the proposed parking/loading provision. We therefore approached the property owners to understand if they would be willing to close their accessways to increase parking provision.

We understand from your responses that retaining the accessways is preferred and NZTA confirms that as part of the project, there will be no change to the accessways or layout of the footpath areas adjacent to the Forma / Cuchi / Refined Living / Palazzo Kitchens properties.

As part of the investigation, we reviewed the existing utilities and discovered very shallow utilities therefore making indented parking an unsuitable option.

We note the historic use of, and your desire to continue to use the wide footpath in front of the buildings for parking. Unfortunately, parking on the footpath is not a legal activity and it is not condoned by NZTA or Auckland Transport (AT). The Land Transport (Road User) Rule 2004 states that parking on a footpath is illegal and currently enforceable by AT. It is a safety hazard to pedestrians and prevents those with accessibility needs from being able to use the footpath in the way it is intended.

Although to date there has been limited enforcement of parking along this area, we reiterate, as confirmed at the meeting, that the on-road enforcement delegations to AT will be reinstated on completion of the project, anticipated to be early 2025. AT will then have the power to enforce timed on street parking and will continue to have the right to issue tickets for illegal behaviour (such as parking on the footpath), as they do across the rest of Auckland. As such, no further consultation on enforcement will be undertaken.

Proposed pedestrian crossing

You have shared your concerns regarding the proposed location of this crossing, specifically that it would impact delivery truck access to these businesses and that there is no existing need for a pedestrian crossing at this location.

We had initially proposed three new pedestrian crossings along SH16 The Strand as part of the project. This was reduced to a single crossing placed near Refined Living and Palazzo Kitchens due to the others having significant network impacts following traffic modelling analysis. As mentioned at our meeting, there are a number of strategic reasons for this choice of location. These included the equal distance between the existing pedestrian crossings, forward visibility for approaching traffic, and direct access to the train station and relocated bus stops. The proposed crossing also takes into consideration the increased pedestrian demand projected to be generated by the new shared path which is being delivered as part of the project.

Following an internal review, we have decided to postpone the construction of the crossing at this time. Should there be an increase in pedestrian activity or safety concerns at this location in future, we may look to construct the crossing then. We will, however, be future proofing this site with underground ducting to prepare for any future construction, should the projected demand occur.

Should NZTA choose to construct the crossing at this location in the future, we will do so and will work with you during the construction.

Next steps

Construction is expected to commence in late 2024 and take approximately 5 months. As part of the Traffic Management Plan, we will ensure the construction contractor works with owners and businesses to ensure minimal impact and exact timings will be provided once established.

If you have any further questions, do not hesitate to contact strandoptimisation@nzta.govt.nz. For further information on this project and its progress, please visit our website.

www.nzta.govt.nz/projects/auckland-network-optimisation-programme/the-strand-optimisation

Ngā mihi nui,



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NZ Transport Agency Waka Kotahi