

The Strand Optimisation

Concept design feedback



The Strand project is part of the Auckland Network Optimisation Programme. The project is a stepping stone to the vision for the area set out in the Auckland Council Centre City Master Plan.

The purpose of this document is to summarise the feedback received from stakeholders and the community regarding the concept design for improvements along The Strand (State Highway 16).

Project aims

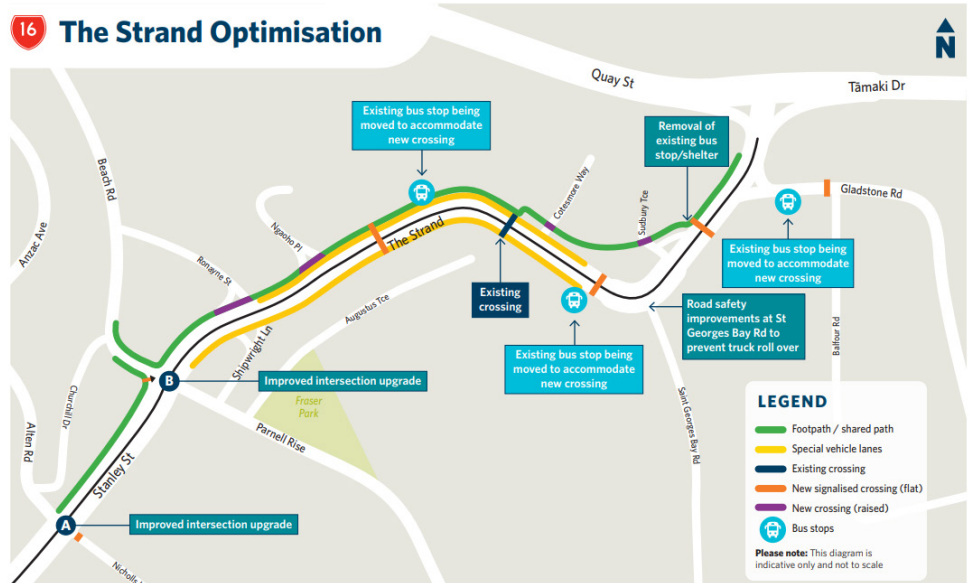
The Strand Optimisation project aims to improve:

- **travel choice** by creating a safe, separated shared path from Alten Road to Tāmaki Drive for people who walk and cycle
- **efficiency** for freight and high occupancy vehicles by creating a special vehicle lane
- **safety** for all users.

Proposed improvements

These include:

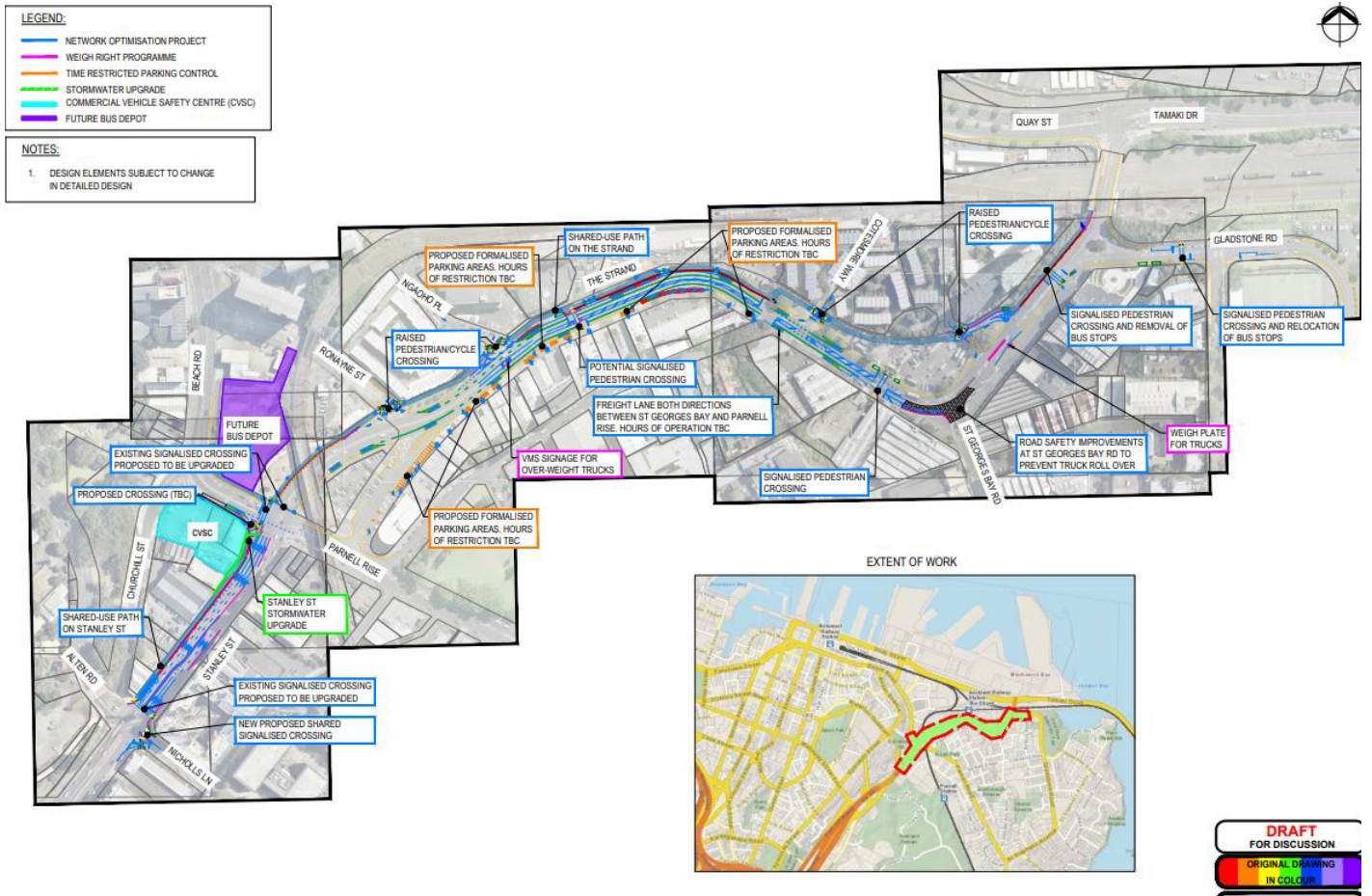
- a separated shared use path (SUP)
- a special vehicle lane (SVL)
- bus stop removal/relocation
- new pedestrian crossings
- intersection improvements.



Concept design

A concept design has been developed for these improvements.

Consultation was undertaken to better understand local views on the concept design. Feedback has been reviewed and will be investigated as part of detailed design.



Engagement undertaken



Feedback received



Feedback received from

104
people



Feedback received via email from

84
people



20

Collected
feedback forms

We heard from:

- Businesses and business associations
- Residents and residents' associations
- Local board members
- Freight associations
- Community groups
- Cyclists and advocacy groups
- Pedestrians
- Road users
- University students
- Property owners/tenants
- Developers
- Mana whenua
- Emergency services
- Transport associations

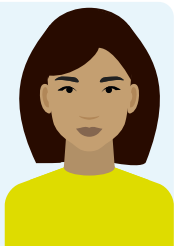
Overall sentiment

Most respondents provided neutral feedback, offering ideas where they felt the design could be improved. This feedback has been themed in the following pages.

The majority of respondents indicated a support for the shared use path and a large number requested some design changes to it.

There was strong feedback from businesses along The Strand – particularly around the Shipwright Lane end of the project area – that changes would negatively impact business.

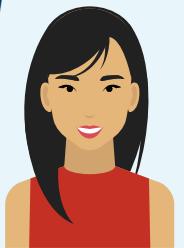
'The proposed changes are excellent and we agree with every one of them.'



'The proposed changes to The Strand will create better efficient traffic flow to our largest port and therefore help to reduce CO₂ emissions.'



'I'm opposed to the proposed changes to The Strand. It will make it impossible for us to operated our business from its current location and I feel your plan is an extravagant waste of money, for little gain to anyone.'



Pedestrian crossings

Feedback received

There was general support for changes to pedestrian crossings to allow easy and safe access for people, particularly to bus stops. However, respondents did question if four crossings were needed along this portion of The Strand and the proposed location of these.

Concerns were raised that the number of signalised crossings on The Strand would inhibit traffic flow and access.

General support for level rather than raised crossings on The Strand due to use by large vehicles and emergency services.

To be considered during detailed design

- Review the number and location of pedestrian crossings.
- Identify and apply appropriate technology to ensure crossings do not negatively impact traffic flow.
- Work closely with Mirage Apartments regarding crossing at Sudbury Terrace and how it will interact with residents accessing their buildings parking.

'I don't have any issues with the addition of pedestrian crossings in the appropriate locations.'



'Given the importance of The Strand to freight and general traffic movements, we strongly suggest that any signalised crossings are linked to one another - so that if pedestrians are waiting at multiple crossings, they all go green at the same time rather than one after the other.'



Parking

Feedback received

Changes to the number and location of parking was of serious concern to some of the businesses along the route – particularly those located towards the Shipwright Lane area of the project where buildings do not have parking facilities. It was noted that The Strand is a hub for stores specialising in furniture and home furnishings. Customers need the ability to park, and walk between the number of high end, independently owned, outlets. Removing on-street parking would negatively impact these business.

Respondents noted that time-limited parking on western side of The Strand is not enforced, and they had observed the spaces being occupied for several days at a time. Parking that is retained should be time-limited (P60/P90 was suggested) and enforced.

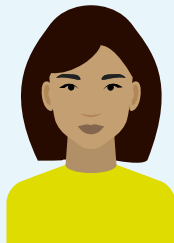
Some respondents were supportive of removing parking along the route. Some noted this was necessary given the critical and busy nature of this arterial road whilst others felt adding official car parks is inconsistent with our country's emission reduction goals.

Both groups mentioned concerns about safety of people parking their vehicles next to a SVL.

To be considered during detailed design

- Engage directly with the individual businesses between 25-73 The Strand regarding their concerns.
- Use existing parking survey data to establish a strategy to maximise parking opportunities in the area.
- Implement an enforcement programme to ensure time-limited parking is not misused.
- Undertake a safety assessment of parking locations adjacent to SVL.

'Removing all the public parking will destroy businesses.'



'I also strongly support the removal of car parking. At the moment these car parks often only have one or two cars in them and they massively slow down traffic - including all that port traffic. There are plenty of car parks nearby on the side roads, and many of the businesses have their own car parks too.'



'I feel there is no need for any parking along The Strand. I know the removal of some spaces is proposed but surely if all spaces were removed there would be greater opportunity for implementing cycling lanes or SVL.'



'What happens to customer parking along the Strand for businesses that rely on getting customers in store? People won't walk up The Strand. You are once again making it too tough to do business here and will drive businesses away from Parnell.'



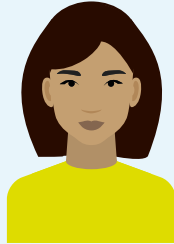
Deliveries

Feedback received

There are substantial requirements for adequate loading facilities and truck access to several stores along The Strand, mostly those that are décor related.

It was also questioned how delivery vehicles would safely cross The Strand if approaching from the opposite side of the street.

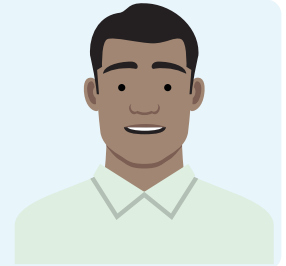
'I won't argue the toss about this alleged 'balance' however I would point out that loading and servicing is quite a different need and importance, and that it should not be conflated with general public parking.'



To be considered during detailed design

- Engage directly with the individual businesses between 25-73 The Strand to better understand the size and timing of deliveries.
- Engage with companies delivering to these stores.

'It is imperative that delivery trucks, service/goods vehicles and couriers can access our building and therefore the designated parks are of appropriate size for these vehicles.'



Access to properties

Feedback received

Respondents advised that the design needs to ensure businesses have clear and safe access to their buildings. Specific concerns were raised that locations of pedestrian crossings and queued traffic would impact the ability to access properties.

Residents and developers also raised these concerns. This was specifically highlighted by residents living off Sudbury Terrace.

'It is imperative that delivery trucks, service/goods vehicles and couriers can access our building.'



To be considered during detailed design

- Review the recommendation that all vehicle entrances to an existing building need to have 'vehicle entrance' access applied, not just 'loading zones'.
- Identify if there are specific locations where a 'keep clear' area may be required.
- Engage directly with 86-88 The Strand; Mirage Apartments body corporate on safe driveway and garage access.

'How will people access their properties with all the extra traffic congestion?'



Special vehicle lane (SVL)

Feedback received

The response to the SVL was mixed. Some respondents expressed that the SVL would be beneficial, while others expressed concern that this would create bottlenecks, and inhibit traffic flow.

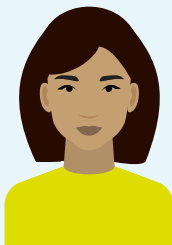
The operational hours of the SVL conveyed that some respondents would like it to operate 24/7 to mitigate confusion, while others agreed that the proposed hours make sense.

While the SVL enables free-flow for heavy vehicles during peak hours, respondents noted that the SVL could provide for other vehicle movements without significantly compromising freight. Respondents would like the option of the SVL operating as T2/T3 outside of operational hours to be explored.

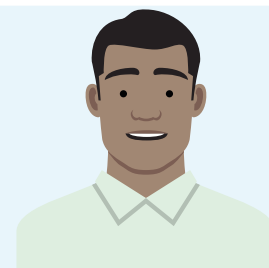
To be considered during detailed design

- Review and explain the modelling data that has been generated.
- Run design scenarios through the modelling to assess best structure for the SVL.

'It's likely the SVL could provide for other vehicle movements without significantly compromising freight.'



'Vehicles with multiple occupants should be T3, not T2 to reduce congestion on the SVLs.'



Construction disruption

Feedback received

Though there is an understanding that construction will ultimately impact businesses and general commuting, the businesses would like access and car parking to remain top priority. Businesses would like to be consulted on the Traffic Management Plan, as they understand that often there can be better arrangement that may be a bit more effort but make a huge difference to access and safety.

Noise is a key issue with construction, the community would like this to be kept to a minimum as best as possible.

To be considered during detailed design

- Given the importance of the project area, both the construction methodology and TMP will be considered carefully to keep impacts to a minimum.
- We will take on all feedback and speak/inform the residents and businesses affected as the project progresses.

'We would be suggesting that management of access to the various businesses and carparks is a top priority.'



'Another 1-2 years of disruption while the construction of the proposed roading changes are carried out, is very scary.'



St Georges Bay Road intersection

Feedback received

There was support for proposed changes to the camber at St Georges Bay Road with several respondents citing recent truck roll over events.

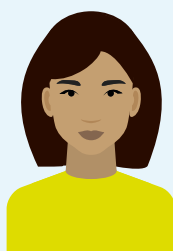
While supportive, respondents advised that camber improvements need to be carefully considered to ensure large vehicles can turn into and out of St Georges Bay Road without tipping or getting stuck.

Respondents also expressed a desire to see additional safety measures for cyclists and pedestrians at this intersection.

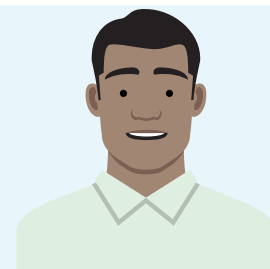
To be considered during detailed design

- Escalate concerns so additional improvements are considered in future works programme and funding allocations.

'Any camber change need to be carefully considered to ensure long trucks can get in and out of St Georges Bay Road without tipping or getting stuck.'



'I turn on St Georges Bay Road. This is the most dangerous intersection for all users I've seen in NZ'



Gladstone Road intersection

Feedback received

Consistent feedback from respondents was that this intersection needs immediate attention as it is dangerous and confusing. There was strong feedback that this intersection should be within the scope of this project and not excluded.

Respondents mentioned seeing numerous accidents and near misses at the intersection.

To be considered during detailed design

- Investigate potential improvements at the intersection including improving signage, slight adjustments to the layout and improved road markings.
- Escalate the concerns so a full upgrade is considered in future works programmes and funding allocations.

'I'm keen to better understand your 'prioritisation logic'. Would you mind walking me through your logic for addressing the camber issue ahead of the Gladstone Road/Strand intersection?'



'The Gladstone Road intersection is a nightmare for cars, let alone cyclists.'



Shared use path (SUP)

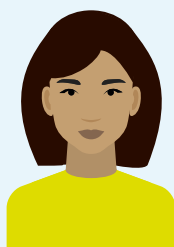
Feedback received

The majority of respondents indicated their support for the SUP. Cyclists and heavy vehicle representatives alike indicated a separated facility would greatly improve the safety of cyclists along this route.

The key improvement suggested for the proposed plans was to continue the SUP across the bridge to connect with the existing cycle path on Tāmaki Drive/ Quay Street.

Respondents also noted that the SUP should be wide enough to comfortably fit pedestrians/cyclists travelling in dual directions and that including plants along the route would provide shade, improve aesthetics and have environmental benefits.

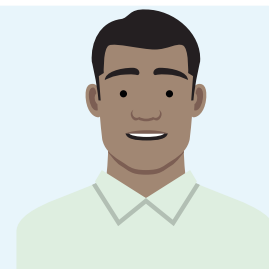
'I just want to say that this is great news. It is currently an absolutely horrific place to try to bike.'



To be considered during detailed design

- Review the potential options for the SUP over the bridge.

'The cycleway ending at the Strand Bridge just makes no sense if we want to encourage cycling uptake amongst anyone else except confident and fit male cyclists.'



Amenity

Feedback received

Respondents provided a number of suggestions around amenity along the corridor. Respondents wanted to see all year weather protected bus shelters and a shelter cover near Alten Road.

There was also support to have plantings included for health benefits and to increase the areas aesthetic.

There was a specific mention of the large trees along The Strand near Cotesmore Way. While there was a desire to retain vegetation, there was concern that the large spike fronds on these trees had potential to make the SUP unsafe.

'Footpaths, shared paths and improved pedestrian crossings will also add to the amenity of The Strand, improving access to businesses.'



To be considered during detailed design

- Consider/confirm what amenities can be included within the funding allocation.
- Investigate the safety issues created by the existing trees.

'The changes proposed will see a significant loss to tree amenity, Waka Kotahi/AT need to lift their game on this vital community street attractiveness aspect.'



Traffic flow

Feedback received

Respondents questioned the impact that the new road layout would have on traffic flow along this already busy corridor. There was concern that additional pedestrian crossings and the SVL would create more traffic congestion and queuing of traffic down to Tāmaki Drive.

It was noted that there is already traffic queuing in this area, particularly during the morning peak travel hours. Respondents expressed concerns that they had observed an increase in traffic congestion in other areas of Auckland where SVLs had been introduced and that if this occurred along The Strand it would create problems across the wider transport network.

Although bus services are infrequent along this road, respondents also noted a desire to have enough space to allow buses to easily pull out of traffic to ensure continuing traffic can flow smoothly.

To be considered during detailed design

- Spacing and location of bus stops.
- Synchronisation of traffic/pedestrian lights with the major intersections at either end of the Strand, enabling optimal traffic flow and minimal pedestrian disruption.

'If you were to restrict the flow onto The Strand for any reason, then it will simply transfer heavy vehicles to alternative streets as the industry looks for the quickest route available to get to the port or other customers that require deliveries.'



Speed management

Feedback received

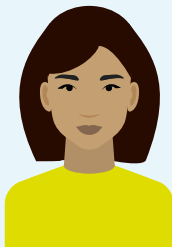
There was concern about motorists who speed and run red lights. These actions make the road dangerous for road users, pedestrians and cyclists.

Respondents indicate that due to lack of enforcement and cameras, drivers will continue to demonstrate poor driving behaviour.

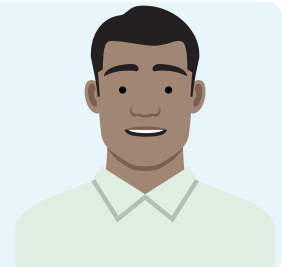
To be considered during detailed design

- Assess the need for and location of potential red light and/or speed cameras along the route.
- Further engagement with NZ Police.

'A glaring hole is that there are no red light/speed cameras installed.'



'We recommend some actual enforcement rather than making speeding and red lighting running worse'



Other comments

Feedback received

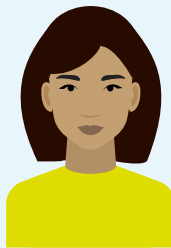
Several respondents note the damage caused by floods in January 2023. It was noted that remediation of the local stormwater system and the drains below Shipwright Lane and The Strand must be a priority over the proposed road layout changes.

We also received feedback that air and noise pollution are serious concerns for people walking and cycling along busy roads. A suggested solution was the provision of planting along the shared use path.

To be considered during detailed design

- Coordinate with Auckland Council to help facilitate stormwater improvements in the area.
- Review the planting strategy along the corridor.

'I understand that freight for now cannot be diverted to rail, but any investment needs to increase the air quality markedly in this area, which means heavy restrictions on private vehicles, perhaps only allowing buses and trucks through, as other traffic could easily find an alternative route.'



'After several years of COVID and now the floods, many businesses are anxious about the future and weighing up their options.'

