



19 Dec 2018

Downtown Programme Consultation  
Auckland Transport  
Private Bag 92250  
Victoria Street West  
Auckland 1142

[Downtown@at.govt.nz](mailto:Downtown@at.govt.nz)

## **SUBMISSION ON QUAY STREET UTILITIES AND QUAY STREET ENHANCEMENT AS PART OF THE DOWNTOWN PROGRAMME**

Auckland Transport have announced that over the next 10 years, Auckland Council has a vision to transform the waterfront into an attractive, people friendly environment and that Auckland Transport will be delivering the first part of this vision from 2018 to 2021.

**While we are supportive in general of the enhancement of the waterfront for the city of Auckland, we believe the priorities are incorrect. We have major concerns as to the impact of reducing the traffic flow on Quay Street to 2 lanes from 26<sup>th</sup> Dec 2018, will have on Parnell. We have no evidence to date of any proposed mitigation measures, nor evidence that any impact assessments were conducted in this regard, yet you propose to divert upwards of an additional 10,000 vehicles per day up a corridor already at capacity.**

### **The Strand/SH16/Grafton Gully**

- According to AT traffic counts, around 25,000 vehicles pass the intersection of The Strand and Quay Street Mon to Fri, of which 92% are cars. While a few more buses are available, this percentage is highly unlikely to reduce significantly.
- The Strand/SH16 at its inception across the railway bridge already carries over 26,000 vehicles a day of which approx. 2,000 are from Ports of Auckland – without any additional vehicles turning off Tamaki Drive to The Strand.
- Access into and from Gladstone Road is very dangerous and we have reached out to both AT and NZTA several times to address this.
- Access into St Georges Bay Road for both pedestrians and vehicles will be further compromised with additional traffic. This street has seen a huge increase in development over the past 2 years with at least another 1,000 workers, many of whom cross The Strand at the corner of that intersection, often placing themselves at huge risk as trucks from the Port hurtle around the corner. The corner of The Strand/St Georges Bay Road outside the Saatchi & Saatchi building is a well-known site of several truck accidents.



- The Strand/Beach Road intersection is clogged in both directions for several hours each day.
- Access into Parnell Rise and Carlaw Park has been compromised for many years as a result of the demands from The Strand/SH16/Stanley Street, and this will be further exacerbated.
- SH16 from Stanley Street up the motorway is already at capacity during peak hours, with the tailback reaching the Nichols Lane/Stanley Street intersection as well as Wellesley/The Port in the other direction.

While we are aware that plans for Grafton Gully/SH16 are being considered as part of the City Centre Masterplan Refresh (early 2019), it will take several years to manifest those projects, so what happens in the interim?

### **Other Streets in Parnell**

Access to several parts of Parnell is already compromised and dangerous and Parnell is already subject to several 'rat runs' through the suburb to avoid congestion such as Farnham/Earle Street. We believe these will take more strain, as will Gladstone Road up past Parnell District School. In addition, streets such as Ayr Street and Brighton Road will be more frequently utilised by commuters from St Helliers/Mission Bay.

### **Customs Street**

You have noted in your communication that traffic from the eastern suburbs should use the motorway or be diverted up Tangihua to Customs Street, which seems downright ludicrous at this stage, as it is completely constricted due to major construction work.

### **No evidence of Impact Reports or mitigation measures**

Since we first heard about Quay Street reducing to 2 lanes, we have been in contact with Local Boards, Councillors, the NZTA, AT and Just Add Lime to ascertain if there were any traffic modelling or Impact Analysis Reports done to evaluate the implications of your proposal. To date, we have had no evidence presented to us. Neither have we had any answers to how you plan to mitigate the effects on our suburb.

### **Conclusion**

It would appear to us that in the quest to ready the city for Americas Cup, certain projects are being initiated with questionable governance, inadequate consultation and complete disregard for the impact on adjoining suburbs. Surely before merely selecting to load a capacity corridor with several thousands of additional vehicles, those corridors should have been prioritised to be fit for purpose?

Kind Regards  
Cheryl Adamson  
General Manager  
Parnell Business Association  
cheryl@parnell.net.nz