



Auckland Transport  
Attention: Jonathan Levell, Scott Ebbett, Alok Vashista  
15 Jan 2018

## FEEDBACK ON PHASE 2, PARKING CHANGES, THE STRAND, PARNELL

Following consultation and stakeholders feedback, in December 2017 Auckland Transport reverted with final recommendations.

The changes AT proposes are as follows (please refer to the attached set of drawings where appropriate)

*1. To mark a pedestrian walkway 2m in width on the footpath. This would begin outside No 73 and extend in a westwards direction along The Strand to the end of Shipwright Lane where it meets Parnell Rise. This is shown on sheets 1 to 3 inclusive.*

**PBA Response:** There are no objections to this proposal, we endorse this suggestion.

*2. To introduce angle parking on Shipwright Lane. It has not been possible to orientate this at 90o as requested due to insufficient room. The AT Code of Practice states that the manoeuvring of a vehicle from angle parking must be completed outside of the live traffic lane. The proposal put forward for 5m deep 90o angle parking only left 3m of manoeuvring space which is beneath the 7m required. If the proposed angle parking is orientated at 45o then the required manoeuvring space falls to 3m. We propose to recommend a section of angle parking orientated at 45o which should accommodate approximately 12 spaces. The existing 90o angle parking will be retained.*

**PBA Response:** The tenants at 15-19 Shipwright Lane and 21-23 Shipwright Lane, would like to thank Auckland Transport for seeking to address their concerns. They are comfortable with AT recommendations in paragraphs numbered 1, 2, 4, 5, 6 and 7.

*3. We recommend two 5-minute loading zones outside No 15-19 The Strand. While AT does not normally support loading zones orientated at an angle due to large vehicles blocking the carriageway these locations are protected by a traffic island and outside the main carriageway.*

**PBA Response:** The tenants at 15-19 Shipwright Lane would request that your recommendation at paragraph 3 be modified in light of the following. On further consultation with Chris Heard of Bauhaus at 15-19 Shipwright Lane, it is their considered view that the two loading zones identified in your recommendations should be designated as driveways/vehicle crossings rather than as loading zones. The reason for this is that each area is used by service vehicles to access the building for the day-to-day operations of the business.

Identification of the above areas as driveways/vehicle crossings is consistent with the driveway/vehicle crossing designations afforded to approximately 15 other immediate neighbours either side of 15-19 Shipwright Lane. This would bring consistency to AT's parking management



of the area and ensure availability of access to the property for the tenant and its service vehicles at all times.

As both areas are used for vehicle access to 15-19 Shipwright Lane, the introduction of loading zones in both locations could impede vehicular access to the building and affect the operation of the tenant's business.

*4. AT has sought to identify a number of spaces where we feel that parallel parking could be permitted on the footpath without compromising pedestrian safety. These are shown in Sheets 2 and 3 and amount to approximately 11 spaces.*

**PBA Response:** The response from the businesses between 25-73 The Strand is not as positive. While they have expressed that some parking is better than no parking at all, (with particular reference to the décor/home improvement related businesses), the loss of almost 2/3 of current parking spaces will certainly impact the retail traffic, the ability for customers to collect purchases, or to facilitate deliveries. It makes these buildings a far less desirable retail location. As previously noted the Parnell Business Association has spent a great deal of effort building the perception of a Parnell destination décor experience.

One of the businesses has tabled an alternative suggestion which is attached. They make the point that backing out of an angle park outside 73 is less dangerous than trying to back into a Parallel park right on the bend – which we agree with. It might have to be 30 degree angled parks instead of 45 degree. Please can AT respond to this query.

*5. To apply a 60-minute parking restriction applying Monday to Saturday 8am to 6pm to the angle parking and new proposed parking spaces on Sheets 1 to 3 inclusive.*

**PBA Response:** There has been limited response on the 60 minute parking restriction. The businesses in Shipwright Lane believe this is the correct time limit, but the Business Association would also like to debate (in consultation with the affected businesses) the merit of some of these parking areas between 25-73 The Strand being designated as loading zones - and if this would assist the churn of traffic in these bays.

*6. That the existing on-street parking shown be retained as a 120-minute restriction applying 8am to 6pm Monday to Saturday.*

**PBA Response:** Again there has been limited response from the businesses involved as they are focussing on their immediate concerns. The Business Association would like to keep the potential of metered parking as an open discussion, following the installation of paid parking in other parts of Parnell. We have witnessed all day commuters using this parking and 'chancing the odd ticket', so with under-resourced enforcement, this is sure to get worse.

*7. That outside no 93, there is the creation of one small parallel 'P15 at all times' bay.*

**PBA Response:** We totally support this in an effort to give access to that business to accommodate drop - offs and collections.



In order to effect this change so that it is compliant, it has been suggested that various options such as painting or otherwise marking the space be actioned in order to highlight that parking in the driveway is now banned, even perhaps installing kerb stones or bollards. Current signage on

the exterior of 93 would need to be removed, and consistent with the other businesses from 25-73, no inference of 'own parking' via signage should be allowed if it is not on private property.

There has also been the suggestion that the existing P120 outside the park (near door to Matisse) and to the right of the crossing is removed as this would give clear sight lines to people exiting no 77 and thus enhance safety. PBA do not have an objection to this request.

*8. That all parking on the footpath outside of the marked and signed parking restrictions will be prohibited.*

**PBA Response:** Feedback from tenants at no 77 has been that the recommendations need to be strictly enforced in all situations and have tabled their detailed response directly to AT.

## **OTHER**

**125 The Strand.** PBA note that the loading bay outside the entrance to 125 has been removed. This is heavily used by courier vehicles, who will not park in the soon to be metered bays outside the premises – there is thus no parking for courier vehicles. Given that the bus stop will provide clear access back onto The Strand, we believe this should be reinstated.

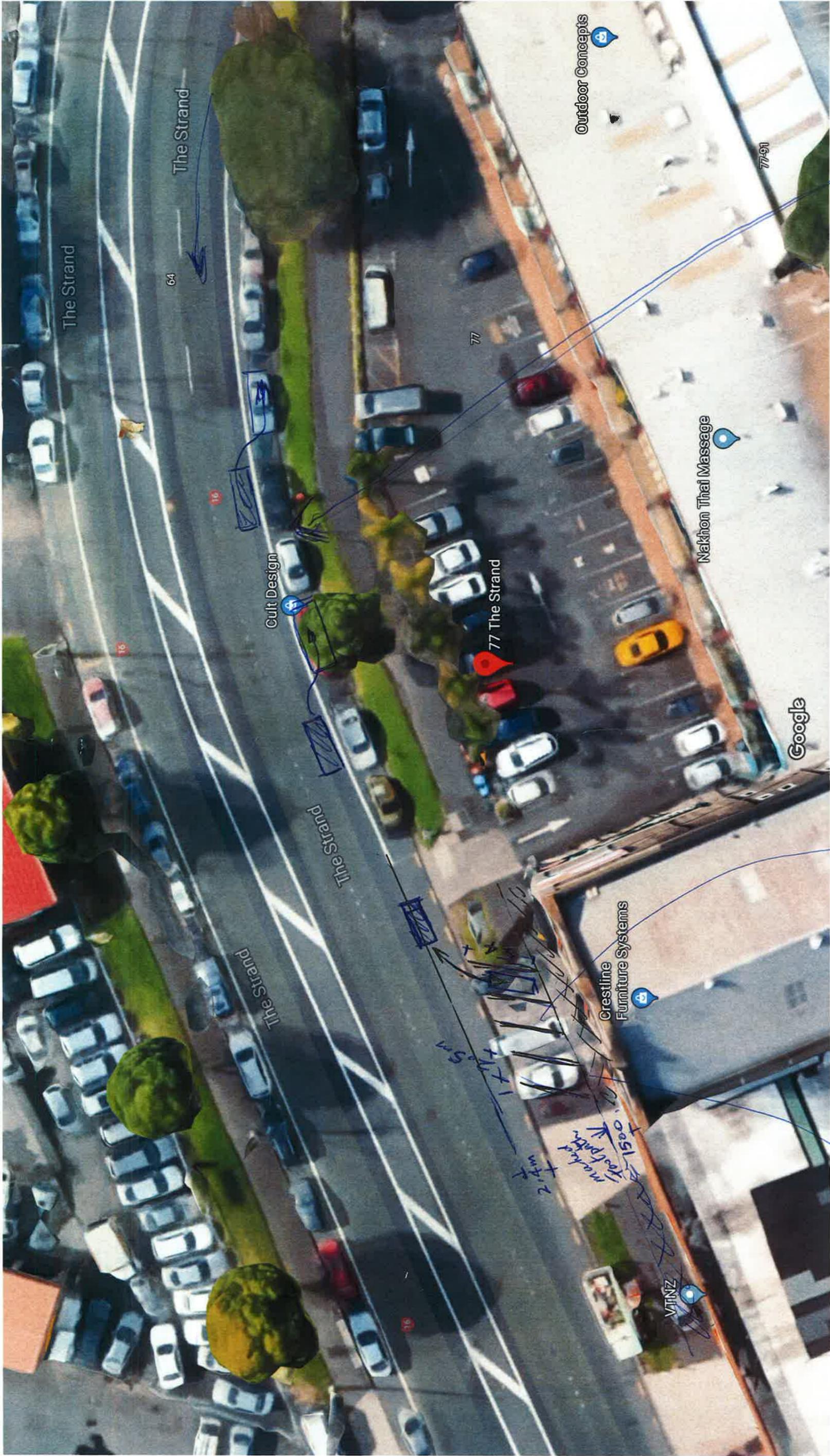
## **NZTA**

We conclude with noting again that Parnell is the victim of the overwhelming and continuous traffic from Ports of Auckland and this is not being addressed. Auckland Transport and the Waitematā Local Board need to lobby for NZTA to participate in this issue and present a long-term solution.

The issue of pedestrian safety relative to the heavy goods vehicles using this stretch of road (often exceeding speed limits) presents a real and far greater danger to both pedestrians and other road users than the retention of existing parking bays. The construction of the signalised crossing has really assisted in slowing down the traffic and NZTA needs to implement other improvements.

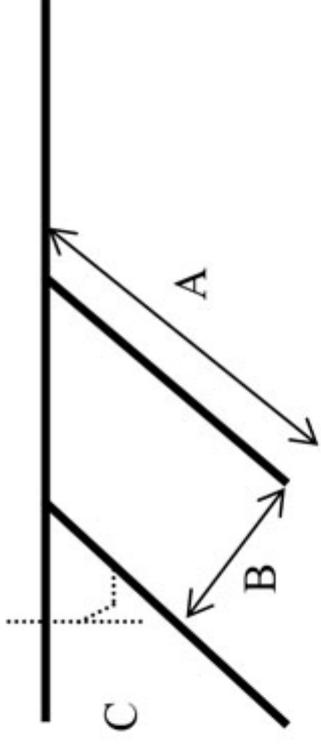
We would welcome a joint meeting with NZTA and AT to discuss the future of this road corridor.

Yours sincerely,  
Cheryl Adamson  
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Parnell Business Association  
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45° Angle Parking (Designated to cult/crestline)

This layout from experience is safer than the parallel parking on the corner. The road outside 73 is wider than further along the strand towards shipwreck lane. Ample room for 4-angle parks outside.



Vehicle type	Space length (A) (m)			Space width (B) (m)				
Angle of park (C)	30°	45°	60°	90°	30°	45°	60°	90°
Standard vehicle (car/van) <sup>1</sup>	5.4	5.4	5.4	5.4	2.5	2.5	2.5	2.5
Disabled	5.4	5.4	5.4	5.4	3.0	3.0	3.0	3.0