Auckland Transport
Attention: Have your say, Jonathan Levell, Scott Ebbett, Alok Vashista

SUBMISSION PARKING CHANGES, THE STRAND, PARNELL

Auckland Transport has noted their intention to introduce changes to parking along the footpath on The Strand and Shipwright Lane, Parnell.

These include:

- Prohibiting parking at all locations along the footpath and driveways on The Strand and Shipwright Lane.

- Retaining existing bays of on-street angle parking between 9-23 Shipwright Lane. These parking bays do not affect the accessibility of the footpath.

- Introducing a parking time limit of P120 8am-6pm, Monday-Friday to encourage greater availability of these spaces.

You have also noted that you are responding to local requests to address the safety of pedestrians using The Strand and that vehicles parked on or moving across the footpath present a significant hazard to pedestrians and obstruct driver visibility.

And that you recognise that parking along The Strand has been a long-standing issue and appreciate that these changes may have an impact on businesses located here.

The Parnell Business Association are totally in support of changes along The Strand that improve the safety of both motorists and pedestrians, but do not agree that prohibiting parking along all locations is the appropriate solution.

Legacy & Tenant Mix
You have acknowledged that the current status has continued for a long while. At some point in time the demarcation of parking bays as well as a ‘criss cross’ demarcation of a clear walkway alongside some of the properties was executed by council/AT? Several businesses took up occupation in these spaces for those reasons – with specific reference to automotive and home furnishing companies. Home décor and office furnishing is one of the strongest tenant categories in Parnell and has certainly helped fuel the resurgence of Parnell as a destination. They totally depend on large spaces for deliveries of furniture and fittings and the removal of such spaces, with no appropriate replacements, would destroy the viability of their location. The Strand/Shipwright Lane is not a ‘browsing’ shopping experience and to imagine those businesses survive on pedestrian traffic is totally misguided. The custom is destination focussed, arriving in cars. Often the primary customer is an interior designer, who may visit a few businesses in Parnell –

comparing various products. The Business Association has spent a great deal of effort building the perception of a Parnell décor experience as described.

Our observation is that The Strand is a very low pedestrian usage area. There is only 1 single bus that stops along The Strand. However there are pedestrians from the apartments across the road and we were in full support of the signalled pedestrian crossing to improve pedestrian safety. In our view, much of this stretch of road can accommodate ample room for a vehicle as well as a space for the limited number of pedestrians to pass safely between the vehicle and the building.

We see 3-4 clear sections along this stretch of road and believe they should be approached individually.

- **Shipwright Lane** should not be treated the same as the rest of The Strand. It does not have the speed or congestion of the Ports traffic, nor the concern around sight lines. You have proposed retaining existing bays of on-street angle parking between 9-23 Shipwright Lane. We cannot see why this would not continue to ALL available parking spaces (with the exception of those at entrances) up to number 1 Shipwright Lane. Historically the property on the corner has been a motor dealership, so there were always several cars parked outside the property. There is plenty of space to have a clearly demarcated pedestrian walkway alongside the buildings and potentially to even put in rubber buffers so that vehicles would not infringe on this space. The no parking on the inner curb at the entrance to Shipwright Lane should be enforced, as it is not an ideal place to park.
- **25-73 The Strand**. There is evidence in places along this stretch of demarcated parking bays and a walkway alongside the buildings. We are recommending this gets reinstated with possibly the introduction of rubber buffers to ensure pedestrian safety. Businesses along this stretch are either décor related as previously described, or automotive – and thus car dependant by their very nature. We would welcome demarcation that would in some cases 'tidy up' the parking.
- **77- 95 The Strand**. Around this corner, there is a more traditional grass verge and footpath. We agree this is a difficult corner with potential safety risks, especially when cars parked on the footpath obscure sight lines into oncoming traffic and safety issues need to be addressed. We would like to understand if reversing the entrance and exit points of no 77 The Strand would assist in any way considering the speed at which trucks from Port of Auckland travel.
- **125 The Strand**. Outside the entrance to this building is a loading bay, which is heavily used by courier vehicles, and this needs to be retained.
- The opposite side of The Strand, (city side) we have not commented upon.

NZTA

Of on-going concern is the fact that the 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 perhaps NZTA should consider an even slower speed limit in the interim.

To date there is no mention of infrastructure changes by NZTA to address issues along The Strand, not only along the stretch in question, but from Tamaki Drive, over the inadequate bridge, the unsafe Gladstone Road intersection, the sharp bend outside the Saatchi Building and the limited access to Carlaw Park.

If pedestrian safety is a key concern of Auckland Transport along this stretch of road, we believe that it is failing to address the real issue and the businesses in Parnell should not have to bear the brunt of yet another ad-hoc solution.

Information

1. We would like further supporting information such as the number of pedestrians who currently use this route – and given the growth in the area, what this could become in the next few years.
2. We would also like a record of traffic incidents along The Strand in the last 5 years.

In the wider context

Auckland Transport have spent well over a year working on the Parking Management Plan for Parnell and we cannot understand why this area was not included if it was considered that there were issues along this stretch of road. Auckland Transport will be familiar with the stance of both the business association and Parnell Community that the parking solution for the precinct needs to be holistically tackled and The Strand/Shipwright is no exception.

Parnell has suffered enough from reactive ad-hoc solutions that have unintended consequences. The removal of more than 50 car bays will seriously affect businesses along this stretch.
Ideally a long-term solution that mitigates the overwhelming effect of the traffic from Ports of Auckland and incorporates the needs of business, staff, and pedestrians needs to be developed. We believe the Local Area Plan for Parnell would be the appropriate opportunity.

So in summary we are requesting that:

- Certain sections /properties considered to be impacting on safety are specifically addressed.
- The balance on the Parnell side of The Strand/Shipwright Lane is reverted to demarcated right angle parking bays, plus a demarcated pedestrian walkway adjacent to the buildings. This should then be enforced.
- Any further changes are deferred until such time as this can be addressed as part of a wider more integrated solution with all stakeholders.

Yours sincerely,
Cheryl Adamson
General Manager
Parnell Business Association
T 09 379 0606 | E cheryl@parnell.net.nz

Cult.
Design first.

Thursday, September 7, 2017

Auckland Transport

Attention: Have your say, Jonathan Levell, Scott Ebbett, Alok Vashista

To Whom it may Concern,

Cult Design have been operating from 73 The Strand since 2008. We are a 'destination' furniture showroom and as such depend on frequent vehicle-based visitors; both new and repeat customers.

The business generated from pedestrian traffic for Cult is negligible and, while we would appreciate any initiatives to drive more foot traffic to The Strand, as it stands we are dependent on available space for vehicles to visit. We are regularly informed by customers that if street and building parking is not available on The Strand, they will not stop.

We currently keep the space outside our building free for customers to park to carry out business. The AT's recommendation to prevent parking in this area is of grave concern to our business, and without doubt will severely impact our ability to operate in this space successfully.

We understand that there are concerns as to the safety of pedestrians along The Strand, and we see this as a consequence of unregulated space. As such, we suggest this be regulated in a way that benefits local business, and improves pedestrian safety; and that some form of parking is retained for our building. This would ideally be in the form of lined / angled parking to maximise the space available, with the use of rubber bumpers or bollards to demarcate traffic and pedestrian space. If not possible, short-term parallel parking outside the building would be accepted. Finally, we suggest that the entire zone be metered to prevent long-term parking and 'wastage' of available spaces that currently occurs frequently.

For these reasons we reiterate that we oppose the proposal. If AT proceeds with its proposal to prohibit all parking along the yellow-marked area, the impact will sadly hobble - if not end - this vibrant, growing Parnell hub.

Thank you in advance for your consideration.

Yours sincerely,

James Pryor
Sales Manager
Cult Design New Zealand Pty Ltd

cultdesign.com.au
ABN 52076 716357
cultdesign.co.nz
ABN 7110 3228066

Sydney.
21-23 Levey Street
Chippendale NSW 2008
info@cultdesign.com.au
P +61 2 8062 6000

Brisbane.
925 Ann Street
Fortitude Valley QLD 4006
info@cultdesign.com.au
P +61 7 3252 7605

Melbourne.
680 Elizabeth Street
Melbourne VIC 3000
info@cultdesign.com.au
P +61 3 9066 1177

Auckland.
73 The Strand
Parnell Auckland 1010
info@cultdesign.co.nz
P +64 9 379 4466

CULT

tim fleming associates
chartered accountants

Level 2, 24 Augustus Terrace, Parnell, Auckland
PO Box 8888 Symonds Street, Auckland 1150, New Zealand

p + 64 9 366 7277
f + 64 9 366 7276

www.timfleming.co.nz
office@timfleming.co.nz

7 September 2017

Auckland Transport
Private Bag 92250
Auckland 1142

RE: THE STRAND AND SHIPWRIGHT LANE, PARNELL – PROPOSED PARKING CHANGES

We refer to your letter to occupiers dated 24 August 2017 regarding the above issue and object strongly to removing the ability to park outside 73 The Strand, Parnell.

Background

My company owns the building at 73 The Strand, Parnell which is tenanted by two destination companies that rely on customers coming to their premises to purchase (mainly) commercial furniture and fittings. Their customers rely heavily on being able to drive to the door to visit them and their show rooms. Given the product being sold by these businesses and that some (not all) of the product is taken by the customer on the day of purchase – we simply cannot see how the customer could carry the new chair (for example) across the road to wherever they have parked, or onto public transport. This totally undermines the ability of the customer to be a customer. Also, the tenants need to be able to receive deliveries of furniture and fittings at the front of the premises during normal business hours.

Removing the ability for customers and delivery vehicles to park in front of the building will have a serious and severe impact on their businesses, and ultimately on the value of the property.

Current Use

The Strand is a very low pedestrian usage area where parking is relatively restricted and limited.

Outside 73 The Strand, the area between the curb and building is very wide – around 6.1 metres from the closest point of the building to the road to the end of the curb. There is ample room for a vehicle to be parked there and for the very limited number of pedestrians pass safely between the vehicle and the building.

We would disagree that our customers and delivery people are breaching either Paragraph 6.9 or 6.14 of the Land Transport Rules (Road User) Rules 2004. They generally neither park nor obstruct the area which could be called the footpath, or a driveway.

Alternative Options

We are happy to explore alternative parking options outside 73 The Strand with Auckland Transport if deemed necessary, but we are not convinced that it is necessary.

Other Issues

As you are aware, parking is not an isolated or completely local issue, but has ripple effects across the rest of the area. Changing the parking arrangements or removing the parking as proposed, would have a number of unforeseen consequences that need to be understood and allowed for. We understand that AT is going through changes to the parking policy across the whole of Parnell. Making changes in The Strand needs to be seen in this wider context of parking policy and how other proposed changes are likely to impact on The Strand.

The Strand has been progressing through a major transformation as a destination for a number of businesses, far removed from the previous industrial type activity. This rejuvenation has been driven in particular by retail and commercial décor outlets relying on customers coming to the area, which does not have much in the way of public transport. Two of the tenants in the building at 73 The Strand, Cult Design and Crestline are such companies. Removing parking from outside these businesses will reverse this reinvigoration.

We therefore would appreciate the opportunity to explore in greater detail options for retaining parking in front of 73 The Strand and at the same time meet some of the alleged concerns raised in your letter.

Regards

for

Tim Fleming CA (PP) ACIS
Director

BONN FAMILY TRUST

P.O. Box 28612, Remuera, Auckland 1541,
NEW ZEALAND

Email. bonnfamilytrust@gmail.com

Tel. (+649) 522 2389

G.S.T. No. 84-037-680

5 September 2017

Auckland Transport

Attention: Have your say, Jonathan Levell, Scott Ebbett and Alok Vashista

Re: Parking Changes – The Strand (and Shipwright Lane)

As longstanding landlords of 15-19 Shipwright Lane, Parnell, we write to oppose Auckland Transport's proposed parking changes to The Strand and Shipwright Lane and record our concerns regarding the immense and disproportionate impact that these changes will have on our tenants.

Safety

We are firmly of the view that the safety of pedestrians and road users along The Strand and Shipwright Lane is paramount. Accordingly, we welcome the clear demarcation of the pedestrian walkway and parking bays to ensure pedestrian-friendly accessibility to the businesses lining these two roads.

Improvements to ensuring the safety of pedestrians along The Strand and Shipwright Lane can, in our view, best be achieved through the use of improved signage, painted yellow lines demarcating pedestrian areas, painted lines demarcating driveways, curbing, bollards and/or concrete parking barriers.

The above said, the improvement of safety measures along these two roads do not by extension necessitate the arbitrary removal some 50 plus parking spaces used by local businesses and their customers.

While blind spots should be identified and targeted, we do not believe that the solution to addressing the issue of safety is the blanket removal of on-street parking along large swathes of The Strand and Shipwright Lane.

We suggest that rather than decreasing the number of available on-street car parks, existing parking bays should be retained, particularly along the length of Shipwright Lane, subject to necessary safety measures being put in place.

Of considerable concern to us is pedestrian safety in relation to the immense traffic flows along The Strand by vehicles accessing the Port. The volume of heavy goods vehicles, and speed with which those vehicles use this stretch of road, pose a significantly greater risk to pedestrian safety than the retention of existing car parks. However, there is no mention of any works being undertaken by Auckland Transport to address this problem, and instead, its focus is misguided in targeting the removal of car parks.

If pedestrian safety is a key concern of Auckland Transport along this stretch of road, we believe that it has failed to address the real issue. Quite simply, the issue of pedestrian safety relative to the heavy goods vehicles using this stretch of road (often at speed) presents a real and far greater danger to both pedestrians and other road users than the retention of existing parking bays.

Furniture and design local businesses

The availability of on-street parking along The Strand and Shipwright Lane has, without question, assisted in its emergence as a destination shopping precinct. This is particularly the case for furniture and design businesses.

Many businesses along these two roads rely heavily on the availability of parking outside of their premises, consequently, the removal of those car spaces will have a materially detrimental effect on their business.

As the area continues to develop its reputation as a go-to destination for the furniture and design trade, there is a need for more parking, not less, to support this burgeoning business sector. Few, if any, other shopping precincts offer the same concentration of like-businesses.

Many of the businesses along The Strand and Shipwright Lane are what could be referred to as "destination businesses". They are, by and large, businesses visited by customers with a specific large-scale purchase or service in mind and do not attract high levels of foot traffic travelling between shops. This can be contrasted with many of the retail shops, cafes and restaurants along Parnell Road that attract significantly higher levels of foot traffic.

With the removal or significant reduction of on-street car parking, customers looking for such destination shops or services are likely to look for businesses in alternative locations that have better parking facilities.

In brief, the removal of parking will deter customers from seeking to visit many businesses along The Strand and Shipwright Lane and undermine the efforts that those businesses have put into developing the area into the vibrant, destination shopping precinct that it has become.

Car-dependent local businesses

Other car-dependent businesses will suffer hugely through the implementation of Auckland Transport's proposal. By way of example, CRS, Remuera Collision at 21-23 Shipwright Lane is a panel beaters and paint shop employing 5 staff. The business owner already pays for his staff to park in the Wilson Carpark at Carlaw Business Park in order to leave space for his customers to collect and drop off cars. If his customers are unable to park outside of his premises then this will unquestionably have a detrimental impact on his business, as the business, by its very nature, is car-dependent. Without the availability of parking outside of his workshop, potential clients are likely to turn around and go elsewhere, income will decline and, as a result, this will jeopardise CRS' continued operation in the area and the employment of its staff.

Wider implications for local businesses

The removal or significant reduction of on-street parking is likely to decrease the patronage of local businesses along The Strand and Shipwright Lane. The effect of which is likely to result in the closure of many longstanding businesses in an area undergoing a resurgence of popularity.

The vibrancy of The Strand and Shipwright Lane as a retail and service area is directly attributable to the businesses currently located there. It is these businesses that will be adversely affected by Auckland Transport's proposal to vastly reduce the availability of parking in the area.

From a practical perspective, many local businesses also require access for both collections and deliveries. With the imposition of parking restrictions along the breadth of The Strand and Shipwright Lane, this will prevent businesses from running their day-to-day operations.

If Auckland Transport's proposed changes go ahead, many local businesses will face the real prospect of having to vacate their premises in order to sustain their business, having spent years to help secure The Strand and Shipwright Lane's position as a go-to destination shopping precinct. This is simply unacceptable.

In an area where the number of businesses and residents in the immediate vicinity have continued to increase in number, the removal of public parking facilities is counterintuitive.

Adoption of a policy along the lines proposed by Auckland Transport is likely to kill rather than promote local business. The implementation of this type of blanketed approach will ultimately be to the detriment of local business and it does not seek to address the real and apparent safety concerns of locals.

Existing car parking facilities in the local area

The Strand is an area not well served by public parking facilities, yet Auckland Transport's current proposal advocates the further reduction of those limited facilities, notwithstanding the volume of retail businesses in the area.

With regards to Shipwright Lane, it is our understanding that Auckland Transport proposes to introduce 120-minute parking limits between Monday – Saturday, 8am – 6pm outside of 15-19 Shipwright Lane and introduce a no parking area outside of 21-23 Shipwright Lane (with the possible exception of one car space). We do not believe that the imposition of a time limit or the introduction of a no parking area is either necessary or desirable for local businesses, their customers, staff or pedestrians.

Summary

While we are strongly in favour of improvements to The Strand and Shipwright Lane in the interests of pedestrian and road-user safety, such improvements should be targeted and proportionate to best address the concerns that have been identified. The effect on local businesses should be minimised and the consequences of any change on local businesses given careful consideration. The arbitrary imposition of widespread parking restrictions will have a materially adverse consequence for local business and this should not be an afterthought.

Any change to on-street parking in the area should not jeopardise the vibrancy and vitality of local businesses but help to sustain and promote them.

Yours faithfully

D Bonn
For and on behalf of the Bonn Family Trust

A Bonn
Trustee of the Bonn Family Trust

I Bonn
Trustee of the Bonn Family Trust