



The Strand – Signalised Pedestrian Crossing and Footpath Extension

Dear Vishwanath,

Thank you for involving both PCC and Parnell Inc. as key stakeholders on your proposed projects along The Strand. We have sought feedback from key affected landowners and businesses parties, which is tabled in the accompanying documentation.

Signalised Pedestrian Crossing between 95 and 99 The Strand.

- We support the creation of a safe pedestrian crossing along this busy stretch of road, as there is currently nowhere for pedestrians to cross safely and fatalities have resulted in the past. A signalised option would enhance this objective and hopefully motivate some caution on the part of truck drivers who take the corner near the Saatchi Building at break neck speeds.
- The braking assistance paint system would add visibility.
- We are aware AT has asked for the sides of the pedestrian crossing to be built out for added pedestrian safety and agree with this observation, but concur with PCC that you should please consider some addition of visual amenity.
- We would like to suggest that since this is a motorway, a pedestrian overbridge is the more appropriate application and should be considered for the future, when budget permits.

Regarding the extension of the footpath outside no 137-165 The Strand, we have some serious concerns, from businesses and landowners in the immediate vicinity, which are tabled in the following pages.

- We are requesting a meeting with NZTA/ AM as soon as possible to hear the concerns of these landowners and tenants.
- We would like to note that we are in discussions with AT to develop bus routes along The Strand and they have advised that from April 2016, the 703 will be re-routed along The Strand. While we are highly sensitive about losing any parking in Parnell, we understand that we may need to lose some parking adjacent to the current footpath to achieve this objective and ask NZTA/AM to please advise us of the placement of bus stops in future correspondence.

Kind Regards,

Cheryl Adamson, General Manager, Parnell Inc.

The Strand Business Owners

24 November 2015

The Chief Executive

Parnell Business Association

Parnell

Dear Cheryl

We the undersigned, as directly affected business owners, object to the NZTA proposal to increase the footpath length to facilitate the connection of cyclists coming down Gladstone Rd to Beach Rd as outlined in plans prepared by Opus for NZTA (Project No. 170001.16).

Our objections are centred on a number of issues issues:

1. As business owners we have significant interaction with the general public in undertaking our day-to-day business activity. The existing layout of this portion of The Strand (i.e. access to businesses via the 'lower road') means it is sometimes difficult for customers to find our businesses. However, the proposed introduction of an extended footpath/cycleway, effectively cutting off reasonable access to our businesses, will have the effect of visually blocking the route to the lower road which are the entry points to our business.

This would mean it would be virtually impossible for people visiting our businesses to understand how to get to the lower road and to the entry point in order to conduct business with us.

There is no doubt the impact on the viability of our business operations will be nothing short of disastrous. The majority of the businesses signing this letter have indicated they would need to seriously review the viability of their businesses in this location if this proposal was to proceed. There is also the issue of the liability of the lease commitments of the business owners given the impact on their ability to earn revenue and conduct effective business operations. Leases invariably require the lessee to hold personal guarantees, meaning the liabilities of business owners are very real.

2. One of the businesses located on Level 1 of 165 The Strand, Sarsfield Brooke, have advised they receive regular delivery of products they display and sell from their premises from trucks that are significantly larger than the 8 metre truck depicted in your turning circle diagrams. A copy of their letter is attached outlining their

concerns in more detail, together with their concerns about the dangers of forcing traffic to the lower road through a small gap.

The owners of Milly's and of Unison, both located on the same floor, have advised they also receive deliveries of large amounts of product from overseas suppliers in large trucks. They are equally concerned with the depiction of the turning circle.

3. We have serious concerns about the safety of the pedestrians and cyclists under this proposal. At the moment people on foot or on cycles can simply cross at the end of the existing footpath over to the footpath adjacent to the lower road and travel in either direction. Under the proposed changes the pedestrians/cyclists will then be in the centre of 2 roadways. As they make the slight turn at the end of the proposed footpath to cross the lower road, they will lose sight of the vehicles coming down The Strand and turning into St Georges Bay Rd and then onto the lower road. This is extremely dangerous for young people and for those travelling on bicycles.

Please note the point above regarding the dangers of channelling large trucks and also cars and pedestrians through the small gap to the lower road as depicted in the Opus plans. Our view is that this is a recipe for disaster.

We are also of the view that allowing parking on both sides of the lower road will be problematic because the channel will not be wide enough to accommodate cars and trucks travelling in both directions. This will lead to a bottleneck at the very busy St Georges Bay Rd/The Strand intersection which will have the effect of gumming up both access routes.

As an additional point, we think consideration should be given to renaming the lower road, such that it has a clear identity that can be clearly signposted and found.

We request that on our behalf you express our objections to NZTA. We are happy to be part of any delegation to NZTA if required. We have also held discussions with the lessor of 165 The Strand who wish to be involved in this process.

Please keep us informed on progress.

Yours sincerely

1. Millys Ltd
Level 1, 165 The Strand

Signed.....
Name..... CAREY OLDFIELD
Position..... OWNER

2. Sarsfield Brooke Ltd
Level 1, 165 The Strand

Signed.....
Name..... Peter Lancaster
Position..... Company Director

3. Unison Workspace Ltd
Level 1, 165 The Strand

Signed.....
Name..... Matthew Vyle
Position..... Director

4. The Home Ideas Centre
165 The Strand

Signed.....
Name..... Colin Lowery
Position..... Managing Director

5. Kouzina Appliances Ltd
Level 1, 155 The Strand

Signed.....
Name..... Martin Cross
Position..... Co. Director

6. Metrix Ltd
155 The Strand

Signed.....
Name..... Gary Will
Position..... General Manager.

7. The Design Warehouse
137 - 147 The Strand

Signed.....
Name..... Mike Fox
Position..... General Manager



Sarsfield Brooke Ltd.

SINCE 1998

Date 23-11-2015

Attention Mervyn & Kerry

After my conversations with you both I have done some homework with reference to the size of trucks that make deliveries to us.

I have contacted the four main trucking companies that deliver to us on a regular basis and on average their trucks are 12 metres and some are up to 18 metres in length.

Keep in mind that the trucks of 18 metres deliver to me very infrequently but from time to time they do come. Even if we eliminate the 18 metre trucks from coming to us our average truck length is 12 meters so my problems do not go away.

The proposed plans only make allowance for a truck of 8 metres so this will not work for our company. Also they do not see the hazard that will be created by forcing all traffic to and from our collective businesses through this tiny egress.

With the number of employee, delivery and customer vehicles that come and go right throughout the day this will be come a bottle neck which will not only impede on our right to trade but will create a pedestrian death trap.

Could you (Kerry) please include this as part of your submission?

We agree with your other points as well but would very much want it noted this will impede on our ability to trade and will force us to reconsider our long term viability at this location.

In closing I was very surprised to hear of this via Kerry and not via some form of notification process.

Please keep me informed and if I can offer any other form of support let me know.

Regards

Peter Lancaster
Company director
Sarsfield Brooke LTD