

CCRG would like to present our formal feedback on this project.

<https://www.nzta.govt.nz/projects/auckland-network-optimisation-programme/the-strand-optimisation/>

Our vision for the city centre can be found [HERE](#), but in a nutshell, we are wholehearted supporters of, and the benefits that the City Centre Masterplan can provide to residents and others.

The Strand Project has excellent intentions, and good interventions, and its fairly rapid implementation timeline is good to see as well. We recognise and appreciate this is a step towards delivering the larger CCMP vision.

This project, for the most part (see parking further on), achieves something that CCRG very much support, and that is in the first instance we should be looking to (more cheaply) re-prioritise what we already have (but often don't use efficiently), rather than building expensive and intensely carbon-emitting new infrastructure.

We support the 4m wide cycling/shared path throughout the route. Anything less than that might push cyclists back on to the road, and we have seen the fatal results of that along Stanley Street.

Additional pedestrian crossings we also support fully, although we are concerned if there is no red light enforcement.

A glaring hole is that there are no red light/speed cameras installed. For the cost of re-cambering 1 corner to prevent trucks tipping over (speeding perhaps?) we might be able to have all intersections covered with cameras. We don't understand how the priority can be to camber a corner in a busy urban area for nothing more critical than allowing trucks to go faster, when enforcement cameras are not being considered at all. We understand that corners can be tricky for high loads like shipping containers but they are perfectly safe if taken at a slower speed when truck drivers drive to the conditions.

This corridor is notoriously bad for speeding and red light running across intersections, and at speed. We only have to see how long the orange light phasings have become, and the Timelapse between other directions getting a green light to see how this is well know by those programming the phasings, and has now been built into the system. A fact that drivers also know, so they are now gaming the system.

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

## **Parking**

WK's project page states:

'we need to optimise our current transport corridors by using the space we have more efficiently.' (CCRG support this).

AT's own parking strategy also says there should be no parking on arterials.

If ever there were a critical and busy arterial in Auckland then this is it.

So it flies in the face of Waka Kotahi's own statements, AT policy, and common sense, to continue to allow parking on this arterial, when space is so constrained, safety options so limited, and very large trucks with trailers so frequent.

'Improve safety for all users' - parking cars along obviously does nothing to improve 'safety for all users' in fact it clearly detracts from that stated intention, as it constrains space available for 'efficient and safer use' of the corridor for movement.

If this is not the opportunity for safety and efficiency, then when is?  
This is the most glaring and incomprehensible negative in the whole project.  
And does nothing to drive our national policy to decrease VKTs either.  
It is really just continuing on with Business as Usual climate change denial, when we actually have an opportunity to shift many dials.

To be frank, the planet doesn't care something is 'not in scope', but we should.

We support the SVL lane and the operating hours look good.

We also support the bus rejigs.

But please ensure there is bus stop amenity - have a look at this bus stop amenity index :

[https://welch.shinyapps.io/AT\\_Bus\\_Stop\\_Amenity/](https://welch.shinyapps.io/AT_Bus_Stop_Amenity/)

All three stops here rank very low, (0.65 - 2.8) on the bus amenity index



Making people stand in the sun, rain, wind etc with no seating will not encourage mode shift, reduce VKT, or help reduce our carbon footprint and emissions.

It would be good to avoid this:



We support the raised intersection crossings. They need to be actually raised. For example, the new ones installed at Tangihua/Quay street are barely a bump and slow no one down. Very little additional safety for a high construction cost, and yes, large trucks with trailers can slow down.

Cycling. The ambition is stated:

- 50% increase in cyclists with 70 - 80 new cycle trips per day
- With 4m wide paths being the standard that is good from Alten Road. But we're sceptical this ambition will be achieved if there is no cycling safety across the Strand rail bridge to Tāmaki Drive - clearly this would also link into the wonderful cycling and active modes network there.
- And to have uptake requires joined up, linked, and safe networks.

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.

### **ERP, Terp and Te Tāruke a Tāwhiri & VKT reductions**

As a general rule, CCRG would expect to see, every Council and Govt agency project assess on how much a project/programme xyz DELIVERS on both the Transport Emissions Reduction Pathway (**TERP**) and [Te Tāruke a Tāwhiri](#) (Auckland's Climate Plan) and, Council's VKT reduction [agreement](#).

So at the end of each year, we can all see can clearly that they are achieving the required target emissions and how this has been achieved.

The only means of achieving targets is to change the way we have done things in the past so that is what we are asking Waka Kotahi to do.

The reality is that the [World can still avoid worst of climate collapse with genuine change](#)

Where are the assessments of elements of this project against these critical plans and targets?

So while CCRG do support this project, and applaud the agile way it is being run, we would like it to be more. And would like to see evidence of alignment with climate objectives that are referenced both here, and in the strand project info.

Ngā mihi,  
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CCRG

ngā kainoho o te pokapū o tāmaki  
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