



Auckland Transport

Attention: Rob Douglas Jones, Philippa Crisp

SUBMISSION – PARNELL ROAD, PROPOSED BUS PRIORITY MEASURES

You have noted - As part of efforts to improve bus reliability and frequency along key bus corridors, Auckland Transport is proposing a northbound bus lane on Parnell Road between Newmarket and Parnell, and a change in operating hours on the southbound bus lane between St Stephens Avenue and Sarawia Street.

Thousands of people travel along Parnell Road daily with congestion becoming a key issue in the morning and afternoon peaks. The proposed bus priority measures will help alleviate the congestion and provide an incentive for more people to consider travelling by bus.

We would respond that we totally support efforts to increase bus reliability and frequency as a way to incentivise public transport, but would submit that your proposal has the potential to increase rather than alleviate general congestion and busses will only benefit slightly.

As you have noted, thousands of people travel along Parnell Road daily. The pressure on that stretch of Parnell Road comes from Broadway, but also Carlton Gore Road, where the tailback approaching the Davis Crescent circle is already significant in morning peaks. In addition you have traffic entering Parnell Road along that stretch from the likes of ACG College, as well parents heading towards Parnell district school, in addition to the library and business along that stretch. Initial AECOM studies suggested a Northbound Bus lane was not desirable as there were so many exits onto Parnell Road.

Reducing the cars to only 1 lane in sections will make this much worse.

The Southbound Bus lane may have improved bus travelling times slightly, but in our view has often increased traffic congestion. According to information supplied last week as a response to a question from ourselves, Auckland Transport have no way of measuring half hour slots with SNITCH GPS trackers, as only 'peak periods' are measured. In addition, roads such as Carlton Gore are not monitored.

So this will again leave the businesses in a position of 'anecdotal' response while Auckland Transport will prove that busses gained a slight advantage.

We would submit that a T2 or T3 lane would be far preferable as it would also provide for families with children and would request that Auckland Transport revert on this suggestion.



The proposal includes the Northbound bus lane

- Starting north of Davis Crescent roundabout and finishing at Maunsell Road.
- Restarting after the Ayr Street/Parnell Road intersection and finishing at St Marys Close.
- It will be operational Monday to Friday during peak hours of 7am to 10am and 4pm to 7pm and there will be no parking during the hours of operation.
- New road marking will be required but there will be no impact on the number of traffic lanes and no change to the width of the road.
- Green surfacing will be applied along the length of the bus lane.
- The Pohutukawa tree outside 539 to 541 Parnell Road will be pruned to allow buses to pass underneath.

We are in support of the removal of parking for the hours indicated, and while this is not always desirable to business, we understand that in order to create a 'clearway or priority bus lane' in peak times, this is necessary.

We would like to submit that the sentence '...on traffic lanes...' is misleading. There will be no impact on the number of traffic lanes, but there is an impact on the number of traffic lanes available for cars.

The bus stop opposite Ayr Street will be relocated a short distance to 487 Parnell Road and it is proposed that this will become a bus shelter with a bench. This will require the removal of three parking spaces.

- The one parking space on Claybrook Road near to the intersection with Parnell Road will be removed to allow space for vehicles to safely turn onto Parnell Road.
- The bus stop outside 437 will be moved slightly north to ensure rear bus doors are away from the driveway.

We are not in support of the proposal to move the bus stop and concur with the submission by the businesses at 481, 487, 487A, 491.

1) As per the provided drawings, the bus-stop goes across the driveway/access of 491/493 Parnell Road which does not meet AT standards. Furthermore, the area is a designated a mixed use zone so future developments planned for 491 and adjacent sites may mean that this accessway is used for large apartment/residential developments, increasing the traffic in and out significantly.

4) Having the bus-stop in its current location does help to calm traffic coming along Parnell Road from Newmarket. Given there is no bus lane indicated outside 535 and 523, cars will speed to cross the traffic lights. According to your interaction with the businesses in that stretch, research has shown that buses have never been involved in or the cause of a single accident in its current location.

6) The relocation of the bus-stop and erection of a bus shelter will make access to and from our several driveways along that stretch less safe for everybody as visibility will be significantly reduced. This includes staff, customers and couriers.

7) By moving the bus-stop, 3 car-parks will be permanently lost on a stretch of road where there businesses such as hairdressers - dependent on customer parking.

8) There is an additional bus stop within a very short distance at 437 Parnell Road which could serve this stretch of road very well if the Ayr Street stop was removed altogether. The extra walking distance is a few hundred metres at the most and would make sense financially. Surely this would also assist to speed up bus travel times?



Southbound bus lane – St Stephens Avenue to Sarawia Street

- Change the operating hours from 4pm to 6pm to include the morning peak of 7am to 10am and extend the evening peak from 4pm to 7pm to better align with peak travel times.
- Remove two parking spaces on Parnell Rd just north of Cowie Street to improve visibility for drivers exiting Cowie Street.

We are in support of the removal of parking for the hours indicated, and while this is not always desirable to business, we understand that in order to create a 'clearway or priority bus lane' in peak times, this is necessary.

Can you please advise us what measures Auckland Transport are undertaking to improve public transport and other modes of transport to schools? We all know how much the traffic changes when school holidays arrive and providing safe options that parents approve of would significantly reduce congestion.

Yours sincerely,
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