Auckland Transport, Corridor Management Plan (CMP)

Submission from Parnell Inc.(Parnell Business Association) and Parnell Community Committee

Executive Summary

Overview

1. We believe that the CMP process is fundamentally flawed, because its focus is only on a singular corridor, through which it seeks to squeeze all modes of transport (except train), and their associated functionality, onto one road.

2. The CMP fails to provide information relating to the important transitions that occur at the top of Parnell Rd (with relative impact from Broadway and Davis Crescent), Ayr and St Stephens intersections, the top of Parnell Rise, access to Carlaw Park and the transition from Parnell Rise into the CBD.

3. The CMP fails to address improved delivery of a **range** of transport choices, to get you 'where you want, when you want. The CMP only relates to buses along a small section of the corridor, with a modeling study for 1 intersection only, for limited time gains, is an outcome of restricted rather than holistic planning.

4. The CMP and specific AT projects e.g. St Stephens priority bus lanes, do not present a balanced overall view. While they feature the benefit for public transport they do not present the associated disadvantages on other modes of transport or the impact on side streets. A traffic management plan for the Parnell catchment that addresses the whole of the CMP route and its interfaces is required to be completed by AT to understand the overall impacts.

5. Given that this is a 30 year plan, triggers for project commencement and phasing is not clear from the CMP. The 2 cross sections imply smooth transition from one section to the other. The cross sections do not represent the entire section of road.

6. There is not enough emphasis put on the practical aspects of the design, like the width of car parks for delivery vehicles on Parnell Rd and the steep gradient cyclists are expected to traverse on Parnell Rise.

7. There has been no modelling provided by AT that shows what the impacts on all types of traffic and parking are for the whole of the CMP. We understand that this type of analysis is only sometimes commissioned once a section of the CMP has project status, so we are left with an overriding concern that AT will implement without appropriate consultation and modeling.

8. AT has issued a copy of a report prepared by Opus that investigates, at the micro level, the traffic impacts at a single intersection and then only looks at one side of one street, the results of which we believe are dubious given the inaccurate assumptions.

Parnell Rise Cross Section

We are particularly opposed to the removal of parking and the introduction of an uphill cycle lane in this cross section.

We have previously raised objections in this regard and are still concerned about the reduction in lane capacity (from 2 lanes to 1), up the hill.

We have previously advised AT representatives that we are not convinced that the recommended median is the best way of solving the U-turn problem and believe that the recommended AT solution is going to cause even more frustration for motorists and does nothing to solve the access issues into Carlaw Park.

Parnell Village Cross Section

We support retaining the Village section of Parnell Rd in its current state.

Parnell Rd from St Stephens Ave Cross Section

The Ayr Street intersection has created huge dissatisfaction with AT, who are credited with an intervention that

has created more disruption and confusion than existed before. Action is urgently required to remedy the inefficiency and lack of safety in this area.

We are opposed to the introduction of the Southbound Bus Lane from St Stephens Ave to Sarawia St and are recommending that a pm parking clearway only, not Bus Lane / clearway, be introduced as a first step.

There appears to be some inconsistencies in the SIDRA model results prepared by Opus like the reduction in queueing time expected in the left turn lane, which require further explanation, plus the assumption to treat the intersection in isolation, when queue lengths exceed the distance to another intersection, does not seem reasonable.

We are opposed to the cross section, as outlined in the CMP, depicting 2 bus lanes and no median.

Please see attached appendix of community objections at the end of this submission

Other Issues

We discourage the use of Parnell Rise and Parnell Rd, through the town centre, for cyclists, primarily for safety reasons, given of the limited street width. We are therefore opposed to the creation of **cycle lanes** along this route and believe that cyclists should be encouraged to use St. Stephens Avenue/Gladstone as a better alternative.

Solutions need to be found in Parnell for **the demand for parking**. Commuters need to be deterred from parking in the business areas and we need to provision for additional parking. Many of the CMP cross sections indicate a loss of parking, yet there is no updated comprehensive parking management plan for parking in Parnell.

We are gratified that works have commenced on the **Parnell Station** and note that it is imperative that any other projects that could affect or impede the progress of the Parnell Station, be reassessed or reprioritised, so that the Parnell Station may reach full operational status, without any further delays or impediments.

Connectivity to the Auckland Museum and The Domain are highly desirable to Parnell Inc.

Access problems both in and out of Carlaw Park need to be remedied and this is not being addressed by the CMP.

The significant additional freight traffic predicted to come from **Ports of Auckland** needs to be addressed by both Auckland Transport and the NZTA and we recommend that AT initiate a comprehensive review as a matter of urgency.

We welcome the removal of road widening designations.

For any further information, please contact
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Overview

We believe that the CMP process is fundamentally flawed, because its focus is only on a singular corridor, through which it seeks to squeeze all modes of transport (except train), and their associated functionality, onto one road.

- The identification of tensions and relative transport priorities within the various cross sections was not properly idnentified in terms of how it negatively prejudiced motorists who provide the main support for business.
- We question why it is necessary for the CMP to route all transport user types through a single corridor, when there are alternative routes for different users, which would avoid unnecessary tensions.
- There has been no modelling provided by AT that shows what the impacts on all types of traffic and parking are for the whole of the Parnell catchment.
- AT has issued Parnell Inc. with a copy of a report prepared by Opus that investigates at the micro level the traffic impacts at a single intersection and then only looks at one side of one street, the results of which we believe are dubious given the inaccurate assumptions.

The CMP also fails to provide information relating to the important transitions that occur at the top of Parnell Rd (impact from Broadway and Davis Crescent), the Ayr and St Stephens Street intersections, the top of Parnell Rise, access to Carlaw Park and the transition from Parnell Rise into the CBD.

- Wider impacts on surrounding areas need to be assessed in light of AT's proposals, particularly the impact on Parnell of Broadway intersection operations, in particular the roundabout entering Broadway/Davis Crescent as well as the pedestrian crossing outside The Warehouse.
- Discussion/predictions as to how a future development on The Warehouse site could further impact traffic.
- The deficiency in the CMP to address access issues into Carlaw Park from the corridor.
- The deficiency in the CMP to address freight and other issues along The Strand.
- The above needs to be reviewed in the first instance, before we can assess the merits versus inconvenience of AT trying to save a minute or two on bus trips between St. Stephens and Sarawia Street.

The CMP fails to address improved delivery of a range of transport choices, to get you 'where you want, when you want.' The micro focus on buses only along a small section of the corridor, and the compiling of a detailed model of one directional traffic movement through a single intersection, that produces limited time gains for a single user, is a classic case of a controlled exercise rather than holistic planning.

- It is not appropriate for Parnell Road to be promoted as a route for PT servicing the wider areas of Auckland. It should be kept for Link busses and potential tourist/patrons and workers in and around Parnell only.
- Any express type buses, not intended to stop in Parnell, should be routed via alternative means.
- There has been no car park study done of the Parnell area. There is no attempt to reduce commuter parking for persons using Parnell simply as a convenient place to park a car all day and access the city.

Given that this is a 30 year plan, triggers for project commencement and phasing are not clear from the CMP. The 2 cross sections imply a simple transition from one to the other. The cross sections do not represent the entire section of road.

- By providing a 'before' and 'after' cross section it appears that the cross section will be implemented ASAP in their full and final form.
- We are unhappy with the presentation of the cross sections as they do not illustrate likely phasing or identify triggers that warrant the implementation of the next phase and request that the cross sections are presented in a staged format with appropriate measures for triggers being clearly defined.
- The cross sections are taken at locations where the width of the road is sometimes at its minimum. We also need to understand which road user group is given priority to increase lane width where the road is wider, or do all lanes increase in width proportionately.

There is not enough emphasis put on the practical aspects of the design.

- Many shops rely on delivery trucks to park in loading bays on Parnell Rd. Reducing the width of car parks will not provide sufficient room for large vehicles to park and unload safely.
- The long length of sustained steep gradient along Parnell Rise is not conducive to safe cycling.

Parnell Rise Section

We are opposed to the removal of parking and the introduction of an uphill cycle lane in this cross section.

- In general, we discourage the use of Parnell Rise and Parnell Rd, through the town centre, for cyclists, primarily for safety reasons given the limited street width. We therefore are opposed to the creation of **cycle lanes** along this route and believe that cyclists should be encouraged to use St. Stephens Avenue/Gladstone as their preferred route.
- We question the desire of cyclists to cycle up the hill. Has there been any study conducted on the number of cyclists currently cycling uphill?
- The cycle lane cannot be continued through the village so it appears irresponsible to lead cyclists into a traffic zone where their safety is compromised.
- The removal of any parking in Parnell is undesirable and businesses at the lower end of Parnell Rd depend on parking adjacent to the Fraser Park.

We have previously raised objections and are still concerned about the reduction in lane capacity, from 2 lanes to 1, up the hill.

- We do not agree with the AT response "The proposed changes will unlikely create additional congestion on Parnell Rise as the only proposed lane configuration change is on the Parnell Rise eastbound (uphill) direction between Shipwright Lane and Parnell Road intersections where it will go from two lanes to one. Both site and CCTV observations have confirmed that there are no existing capacity / congestion issues on the Parnell Rise eastbound direction and the second lane is typically only used by vehicles to bypass heavy vehicles travelling uphill or when there is a right turning vehicle at the Bedford Street intersection. (700 vehicles per hour vs. capacity of 1200 vehicles per hour)."
- We believe there will be a knock on effect on congestion from turning vehicles blocking the one lane on the uphill, which could then impact traffic turning from Stanley Street into Parnell.

We have noted to AT representatives dealing with the 'Parnell Rise Safety Improvement Project' that we are **not** convinced that the recommended median is the best way of solving the problem of u-turning vehicles and access to Carlaw Park.

- We believe the recommended AT solution is going to cause even more frustration for motorists and does nothing to solve the access issues into Carlaw Park.

Parnell Village

We support retaining the Village section of Parnell Rd in its current state.

- There is potential for another pedestrian crossing at the top of the village.
- We feel the proposed change in speed limit (from 40km/hr to 30km/hr) through the village will be confusing and recommend a consistent 40 km/hr limit on all sections, being the same as the speed limit for Broadway and the City.
- Practical issues in the village should not be overlooked. The cross section recommends that parking width is decreased to 2.1m. This may seem a good idea to gain road width, but a lot of shops do not have rear access, which means delivery vehicles use these spaces, which will become too narrow, leaving delivery vehicles protruding into the main carriage way.

Parnell Rd St Stephens Section

Ayr Street Intersection

The Ayr Street intersection has created huge dissatisfaction with AT, who are credited with a change that has increased disruption and confusion rather than reducing it. An urgent remedy to provide efficiency, increased amenity and safety is required.

- Current actions for AT are to incorporate some changes to the signal operation.
- The CMP also needs to place emphasis on amenity (horns) and optimisation with regards the existing issues at Ayr Street intersection.
- The potential of adding another traffic light at Maunsell Rd would be opposed. Not only is it seen as a further complication to that intersection, but would be viewed as an unnecessary disruption to a residential street.
- A possible move, led by AC Parks, to decommission Domain Drive would also be opposed. Implementation of a new signal at Maunsell Road to move traffic through to the Domain via an alternative route than Domain Drive (linked to removal of a median along St Stephens section in the

Cross Section), would be opposed due to the current dysfunction of Ayr Street intersection.

- It is interesting to note that the Opus report studies an intersection that all agree is completely unsafe and dysfunctional and yet it is the basis for all of AT's recommendations.

- In the Opus report, the left turn movement from Parnell Road into Ayr Street shows a major reduction in delay and queuing. This seems odd. It might be an outcome as a result of removing through traffic from the left lane (bus lane), but if there is a constant queue in the southbound through lane, left turning vehicles will still be delayed in being able to enter the left turn lane unless they illegally use the bus lane. Can you please confirm whether the delays in queueing for left turning vehicles includes the time these vehicles spend queuing in the southbound through lane before they can enter the left turn lane?

- The Opus study presented does not take into account how Southbound traffic congestion is impacted by the roundabout at Newmarket, nor the traffic lights outside The Warehouse. Nor does it reflect how this may change on completion of the new development at The Warehouse site.
    - Section 6, Scheme Options Considered - clearly states that the modeling only applies to **one intersection.** It does not take into account the further merge at the Broadway roundabout, nor does it take into account the queue that could happen down Parnell Rd, village side of St Stephens Ave, as a result of car traffic only having one lane.
    - 'For modeling purposes, only the peak morning and evening conditions were modeled for the existing layout and then compared with the option layout. The models were calibrated to account for lane under-utilisation. SIDRA **under-estimated the delay for southbound traffic on Parnell Road at the Ayr Street intersection as it considers the intersection in isolation** and cannot take into account the queues on the downstream intersection at Broadway'.
    - Modeled queue lengths (95th percentile back of queue) for the current layout were compared to survey data collected. Some validation was carried out but a full validation exercise was not considered appropriate because queues from the Broadway roundabout intersection further South, frequently interfere with the operation of this intersection'.

- We believe that the reduction of 1 southbound lane to traffic in the PM peak and the removal of the merger provision past the intersection, will increase queue length and congestion for motorists down Parnell Rd as that is already experienced in some adverse conditions.
    - Pg 22 - Comparison of the SIDRA results for the morning peak for the existing scenario with the results for Option 1 has shown that Option 1 slightly improves the degree of saturation (capacity) and average delay for all traffic, whereas Option 2 further improves the capacity but slightly increases the average delay **for all traffic** (8.3 seconds) through the intersection. This is due to the through traffic being restricted to one lane only at the intersection.

  The report acknowledges that the SIDRA model looks at the intersection in isolation, taking no account of upstream or downstream effects. For example, the southbound queue in the AM peak increases slightly from 452 to 466 metres and reduces slightly from 591 to 574 metres in the PM peak. Given that the St Stephens intersection is only about 330 metres upstream of this southbound movement, is it reasonable to consider the intersection in isolation and support the proposition of potential time savings when this was not evaluated as part of the modelling?

We question why Opus have used the SIDRA model in this situation. SIDRA is suited to the modelling/optimising of isolated intersections, which the Ayr Street intersection is clearly not, due to the existing length of queues. This leads us to believe that the use of the model in this instance is inappropriate and will underestimate the real impact the bus lanes will have on traffic congestion including the upstream, downstream and side street impacts.

Southbound Bus Lane

We are opposed to the introduction of the Southbound Bus Lane from St Stephens Ave to Sarawia St and are recommending that a pm parking clearway only, not Bus Lane / clearway, be introduced as a first step.

- The significant increase in patronage of PT predicted is disproportionate to the required increase in buses. AT has advised the following:
    - The modelled 2013 figure for PT is 469 trips in 2013. This is comparable to the HOP data of 570 trips in 2014, reflecting a growth of approximately 120 passengers per year, which is in line with the projected PT figure of 2066 in 2026.
    - Forecast PT trips in 2046 (30 years from now) indicate the current bus services (17 buses per hour) will be unable to carry the required number of passengers. Approximately 19-20 buses

(full capacity) will be required.

This leads to the following questions:

- Does the potential of 2-3 more buses in 30 years' time require bus lanes now?
- What is the economic justification for running 17 buses per hour now, when the average occupancy is well under 50%?
- If the growth in patronage is 120 passengers per year, why does the illustration in the CMP forecast the number of PT trips in 2016 as over 1,300?

Auckland Transport Guidelines for Appropriate Connections to Adjacent Network should be applied in this case.

The success of bus lanes and transit lanes can often be compromised by the end treatments, or where the lanes connect onto the road network downstream. It is recommended that special consideration be given to both the upstream and downstream connections to a bus or transit lane section, and ideally ensure that vehicles on bus and transit lanes are able to disperse or merge into the general traffic with little hindrance or friction, so as to retain network improvements associated with the bus or transit lane.

Accordingly, it is therefore recommended that:
- Merging two lanes into one downstream lane should be avoided
- Any merging that is otherwise required, should be undertaken over adequately long lengths to minimise traffic flow disruption
- Short sections of bus or transit lanes be considered in advance of the principal bus and transit lane to ensure operational continuity and safety.

- We would favour a solution that benefits all road users and not one that favours public transport to the detriment of other users.
    - Pg 24, economic evaluation – 'It is noted that this is a conservative analysis based on trip reliability improvements only. The proposal provides a National Benefit / Cost Ratio (BCRN) of 24 for Option 2. This **considers travel time savings to buses only'.**
    - Pg 25 – 'Additional delay to southbound motorist through removal of a through lane albeit largely offset by removal of merge'.
    - Pg 27 –' Finally this report is only in the context of bus priorities. Auckland Transport needs to review whether it wants T2/T3 lanes in conjunction with the bus priorities as well as cycle and car users'.

- The Opus report clearly illustrates the limitations of the study and the minor savings that can be achieved. On page 26 this is quoted as follows 'The SIDRA results show that during the PM peak Option 2 will provide the greatest benefit, **albeit minor'.**
    - PDF Pg 79 - reduction in average minutes late - 1 minute
    - Pg 22 - the table shows the level of service still stays at an F

Presently, the extended merging from two lanes to one directly in front of the shops and gas station works for all transport users. If a bus lane was introduced the single lane car traffic may well lead to a major blockage of this intersection by trapped cars, which in turn would greatly inhibit the high pm demand of traffic going east/west from Ayr to Domain Dr.

For the reasons above, we believe it would be prudent to introduce a parking clearway only (not a bus lane/clearway) in the PM peak and test efficiencies / monitor the results. This could be upgraded to a T2 or T3 if required.

CMP Cross Section depicting 2 bus/cycle lanes

The community and business concerns raised about the southbound bus lane are mirrored in the northbound option.

- While we have been told that The Opus study confirmed the option of a bus lane in both directions, we only have to hand an Opus Report for Southbound bus lanes.
- In addition to all the concerns raised above, we have major concerns over the removal of the median and access implications to local properties.
- Community facilities such as the library and blind foundation require right turn access off Parnell Road. Many of these facilities are patronized by older members of the community who are already nervous in

the face of oncoming traffic and use the median as a refuge to wait to turn.
- The Auckland Museum requires a right turn from Parnell Rd and this is used by thousands of locals and tourists alike.

Birdwood Crescent and other

Closing access off Birdwood Crescent, onto Parnell Rd, thus simplifying St Stephens intersection may have merit but we would need to look at implications once data and assessment is undertaken to determine likely impact.

The reduction in footpath width to less than 2.4m minimum would not be a desirable outcome to accommodate other modes of transport.

Treescapes need to be included in this cross section as a necessary part of the community amenity.

Cycleways

We discourage the use of Parnell Rise and Parnell Rd, through the town centre, for cyclists, primarily for safety reasons, given the limited street width. We therefore are opposed to the creation of **cycle lanes** along this route and believe that cyclists should be encouraged to use St. Stephens Avenue/Gladstone as a better alternative.

- There are at least two valid alternative routes for cyclists. These are St Stephens – Gladstone Rd which provides a gentler and safer gradient and the Greenways cycle project. Until these are explored, it does not make sense to be making compromises on any part of Parnell Rd and Parnell Rise to accommodate cyclists.

- We do not believe that enough emphasis has been put on safety with respect to:
    - Cyclists riding past parked cars.
    - Cyclists riding past delivery trucks.
    - Cyclists speeding towards pedestrian crossings.
    - Cyclists speeding down to the intersection of Parnell Rise and The Strand.

- We disagree with AT information that cyclists travelling towards the city split 50% 50% between St Stephens Ave and Parnell Rd. Based on local observations we believe it is more like 90% who turn down St Stephens Ave, with 10% continuing down Parnell Rd. We have recommended to AT that any upcoming feasibility investigation projects conducted at this location include 6am and 7pm timings to cover the extended cycling peak.

Parking in Parnell

Solutions need to be found in Parnell to make more car parks available to meet the demand for parking. The key issues are commuter parking clogging business areas as well as the provision of additional parking.

- Parking in Parnell is extremely limited and many businesses complain about the lack of parking affecting the patronage of their customers. The demand for car parking spaces is growing as we improve the tenant mix and hospitality component in Parnell.

- The pool of car parks available for customers is being diminished as a result of commuter parking clogging up Parnell streets. This needs to be addressed. We are still awaiting the outcome of previous submissions on this subject, noting the result of reduced parking directly impacts customer patronage for businesses in Parnell.

- Many of the CMP Cross sections indicate a loss of parking, which is not acceptable.

- An updated Comprehensive Parking Management Plan is urgently required. As part of this we require an understanding of how we compare to competitive fringe suburbs, (parking ratio /m2 of retail space).

- We request that AT invests in building a public car park in Parnell to cover the short fall in off-street parking.

Parnell Train Station

We are gratified that works have commenced on the Parnell Station and note that it is imperative that any other projects that could affect or impede the progress of the Parnell Station be reassessed or reprioritised, so that the Parnell Station may reach full operational status without any further delays or impediments.

- Expected to become one of the busiest stations, with 2,000 passengers predicted to get off trains there in the 7am to 9am morning travel peak, from next year, of whom three-quarters are expected to head across Grafton Gully to the universities, the Station will service the key catchments of Parnell Village, the Universities and Carlaw Park. The new Parnell Station should be the focus of a quality cultural and heritage destination, integrating the historic Newmarket Station building and providing new connections to the Domain and Auckland Museum.

- Once the station is complete it will stimulate further business and property investment in Parnell.

- We are concerned that a recent update given to the Board of Auckland Transport late in April noted the following:-
  The construction contract for the station has been awarded and works have started on site. The Easter Block of Line has been used to start installing the platform face and carry out earthworks to allow the full platform to be installed. The works are planned for completion by August. KiwiRail has engaged contractors to complete the design and refurbishment of the heritage Newmarket station building and provide for its relocation to Parnell. This is due for completion by late 2015. AT will then commence fit-out works. **The opening and operation of the station is currently aligned to the closure of Sarawia Street Level crossing. The crossing is due for closure by June 2017 but is subject to planning processes.** AT Metro is reviewing the rail timetable modelling to determine if Parnell station can be opened prior to the closure of the level crossing. This will require acceptance by Transdev and KiwiRail. If agreement can be reached then the station could commence operations from early to mid-2016. Consultation with the Local Board, AC parks and local residents is on-going.

- In addition several Newmarket transport projects were cut off from funding in the CRL. We have previously requested in the LTP submission that if any of those projects affect or impede the progress of the Parnell Station, that they are reprioritised above the CRL, so that the Parnell Station may reach full operational status without any further delays or impediments.

- We understand that as the station develops, there will be a need to analyse the impact/traffic/support etc. and that without this "real time" information the CMP does not currently addresses this. We encourage a more gentrified look to Cheshire, Falcon and Heather Street to add to the appeal and use of the new Parnell Station.

Domain Link to Parnell

Connectivity to the Auckland Museum and The Domain are highly desirable to Parnell Inc.

- We understand that the Greenways study is progressing to feasibility and feedback will shortly be forthcoming. Delivering a cycle option / greenways route through the Parnell Rail Tunnel would be of great benefit.

- More emphasis needs to be placed on the importance of the underpass and link to Gibraltar via Ngahere Steps as key heritage link between Parnell Village and Domain.

Access to Carlaw Park

Access problems both into and out of Carlaw Park need to be remedied and this is not being addressed by the CMP.

- The lack of a right turn from the motorway into Nicholls Lane is resulting in undesirable consequences for Carlaw Park employees as well as creating other implications on Parnell Rise. AT have noted that there are plans for a pedestrian over-bridge at this Stanley Street / Nicholls lane intersection and have agreed to discuss with NZTA to enable right turns into Carlaw Park.

- We understand the right turn from Stanley Street into Parnell Rise and subsequent lack of access into Carlaw Park Ave, is a further problem dictated by NZTA?

- The lack of a right turn into Carlaw Park Ave from Parnell Rise is resulting in inappropriate u-turning manoeuvres.

- When exiting Carlaw Park, the lack of a right turn into Parnell Rise, or across to Augustus creates numerous safety issues that result from motorist frustration.

- We have noted to AT representatives dealing with the 'Parnell Rise Safety Improvement Project' that we are not convinced that the recommended median is the best way of solving the problem of u-turning vehicles and access to Carlaw Park.

- We have also noted our concern in the reduction to a single lane up Parnell Rise. We believe this is going to cause additional congestion, which could then further impact on traffic turning from Stanley Street into Parnell.

The Strand/Ports of Auckland

A transport project that deals with the significant additional freight traffic predicted to come from Ports of Auckland needs to be undertaken by both Auckland Transport and the NZTA.

- In the projects set out in the Regional Land Transport Plan there is no mention of a transport project to deal with the significant additional freight traffic from Ports of Auckland and how this impacts on The Strand and businesses in Parnell. Referencing the key NZTA projects, it states "MetroPort, an enterprise of Port of Tauranga handles around 200,000 container movements per year, and much of the bulk movement of freight to and from the Port of Auckland is also done by rail, reducing the need for heavy trucks to travel all the way to the city centre. However the road network in this area was not designed with this level of freight traffic in mind, and some changes are essential", with no further mention of how this would be addressed.

- PCC recently met with AT to discuss future freight linkages to POAL and were advised

  Beach Rd will be removed as a freight link to the western side of the Port – likely timeframe 10+ years. This presently accounts for 25% of all truck movements to and from the Port

  All trucking movements will go along Quay St and then turn right over the Strand bridge and then proceed to SHI/16. A significant proportion of this additional truck traffic will be double articulated, 9 axle, 24m long break bulk trucks able to handle 30 tonne loads.

  This will make the pinch point at the Quay St/Strand lights very scary both to cars and motor bikes as well as acerbating the problematic Gladstone Rd intersection

- We request that AT revert with a plan as to how we can jointly (AT, PCC and Parnell Inc.) engage with NZTA for future discussions on these issues. A comprehensive review needs to be initiated of how to best handle huge increase in freight from motorways to Port with plans for a direct underpass from the motorway to the Port brought forward and accelerated as an urgent matter.

Road Widening Designations

We welcome the removal of road widening designations.

- We understand from AT that as part of the Proposed Auckland Unitary Plan, that they will be relinquishing the York Street road widening designations and those remaining designations on Parnell Rd, with a view that these areas could possibly be transformed into areas of urban amenity/placemaking.

Miscellaneous

Further analysis of one the way street system at Parnell Rise section of corridor (Earle Street, Bath Street etc.) is worth further analysis to see if any efficiency improvements could result without reducing already limited parking.

An improved walking and cycling connection between the 2 sections of St Georges Bay Road would be desirable.

General way finding around Parnell needs addressing. There is a need for clear way finding to The Museum from various access points as well as other attractions in Parnell such as The French Market (La Cigale). Once the Parnell Station comes on line, way finding signage will need to be put in place.

Public Feedback, Priority Bus Lane project, Parnell Rd from St Stephens to Sarawia Street.

Please see attached initial emails following the proposal

Followed by

Signed petitions from businesses in Parnell Rd

-----Original Message-----
From: Patricia Wright [mailto:patandalastairwright@xtra.co.nz]
Sent: Wednesday, 11 March 2015 9:44 a.m.
To: Emma Taylor (AT)
Cc: cheryl@parnell.net.nz; Alastair Wright
Subject: Public Transport "improvements" Parnell Road

Dear Emma,

We live at 3/466 Parnell Road and my husband has his legal practice at 1/466 Parnell Road. We have been here 12 years. The current proposal to place a greater focus on transport efficiencies between St Stephens Ave and Sarawia Street completely fails to take into account the unique nature and function of this section of Parnell.

At best a bus lane in such a small strip will produce a 30 second to one minute improvement in bus travel. The cost will be the loss of easy access to places of high value to the local community and a restating of the purpose of this part of Parnell Road as a traffic corridor and not as a unique community use area between two commercial areas.

Firstly there is St Mary's. Over the last five years in particular this has become a focal point for many activities, from huge high profile funerals to child orientated events. Tourists, locals, and visitors are always present on the site. Kinder House is another community hub on this small stretch of road. Recently housing community groups and running a well supported community programme. People need to have access to these venues which involves being able to park near by.

Then there is the Auckland Domain and the increasing use for community events and recreational get togethers. And lastly the Jubilee Centre. Go there any afternoon between 3 and 5 and it is packed with school children and their parents or on Fridays where 40 over 60's are playing bridge. All sorts of community events take place on a regular basis.

None of this fits in with treating this strip of road as a transport corridor. Transport

corridors are hostile to the needs of the local community. They rob us of parking and the feeling that this place is the destination for local use and enjoyment not a convince for bussing people to other places. Destroying a the opportunities to fully participate in the community life of this unique area to create a hostile transport corridor, producing a 30 second time benefit, suggests a lame tunnel vision approach that will do more harm than good. We feel that this proposal shows no understanding of the true nature of this area.

The letter says that "The proposed works will provide travel time savings and service reliability improvements for public transport users". Is that really a good enough reason to destroy the local communities rights to enjoy their amenities and turn our benevolent environment into a hostile one. We think not and strenuously object to our right to the enjoyment of our environment being ignored for a benefit that can not and is not clearly outlined or quantified. It is just not good enough to make vague and unsupported statements like the one above as sufficient reason to take the steps you propose.

Perhaps the Parnell train station would be a better use of the funds.

Patricia and Alastair Wright
3/466 Parnell Road
0274491987

On 16/03/2015, at 11:24 am, Emma Taylor (AT)
<Emma.Taylor@aucklandtransport.govt.nz> wrote:

Dear Ms Wright, thank you for your recent contact.

It is not the intention of this project to impact the local feel of the community or change this part of the road into a pure commuter link. However the reality is that this stretch of road is heavily congested during peak times which is causing a significant issue for the efficient flow of the public transport network.

There are currently 305,000 bus passenger trips per year on this route, we expect this to rise significantly over the next few years. A projected 1 minute per passenger time saving over this 0.45 km stretch of road is very significant.

There will still be access to all the community sites you mention, and increasingly we hope there will be more use of public transport to get to these sites as the network intensifies and becomes more efficient (because of these incremental time savings).

The peak time lane will be for buses only, not general vehicles, so overall the road will not feel like a dual carriageway. The overall feeling of congestion experienced at these times may also feel less as the line of moving vehicles is not hampered by parked vehicles, which can give the feel of a dual carriageway. Furthermore with buses exiting the general traffic lane, cars should experience some improvement in

the flow of the general vehicle lane.

Post construction Auckland Transport will monitor the corridor to ensure that access to properties and safety is not being compromised.

I hope this answers your query? If not, please let me know.

Regards, Emma

Emma Taylor
Stakeholder management
Private Bag 92250, Auckland 1142
www.at.govt.nz

-----Original Message-----
From: Patricia Wright [mailto:patricia.mary.wright@icloud.com]
Sent: Monday, 16 March 2015 12:02 p.m.
To: Emma Taylor (AT)
Cc: Cheryl@parnell.net.nz; rayhair@xtra.co.nz; Alastair Wright
Subject: Re: Public Transport "improvements" Parnell Road

Dear Emma,

No that does not sufficiently answer our concerns. We live on that stretch of Parnell Road and would dispute your findings. It is very unusual for there to be significant holdups on this part of the road. Most traffic even in peak hours has to wait for only two light changes to progress past Ayr Street.

Parking to access the amenities mentioned is very significant as this stretch acts as the community hub for Parnell and much of Newmarket. Restricting access to amenities is a big price to pay. Your suggestion that you hope more people will use the bus to get to these amenities is not particularly well thought out as the busses in question do not access the residential streets of the neighbourhood.

You suggest the time saving is very significant and we would also dispute that, however significant you think it is it is too insignificant to warrant losing the very significant residential parking along this important part of our neighbourhood. Once again I feel that you have responded with a somewhat glib reply that suggests the “consultation” process is simply window dressing and the matter as far as Auckland Transport is concerned is already settled.

As Stakeholder management your job is to represent this process honestly so I would like to know what date Auckland Transport let the contract for this work as it would be far to quick a timeframe to have the work commence in April if the contract was not already let. If, as seems abundantly clear, that this situation is destined to go ahead regardless of what the local community needs are, then I have to say it is a

very cynical exercise on your part.

We would urge Auckland Transport to engage more openly in this process and to give better consideration to our concerns. Your response does not satisfy any of our concerns.

Please send me the contract date. We do not consider this is commercially sensitive information as it is pertinent to Auckland Transports role in this consultation.

Regards

Pat Wright

On 16/03/2015, at 12:07 pm, Emma Taylor (AT) <Emma.Taylor@aucklandtransport.govt.nz> wrote:

Hi, no contract has been let and the work will not be undertaken this April. There is full transparency and work will only progress once local concerns have been addressed. Regards, Emma

-----Original Message-----
From: Patricia Wright [mailto:patricia.mary.wright@icloud.com]
Sent: Monday, 16 March 2015 12:12 p.m.
To: Emma Taylor (AT)
Subject: Re: Public Transport "improvements" Parnell Road

Thanks Emma,

Hopefully our concerns will be revisited.

Regards

Pat

On 18/03/2015, at 12:03 pm, Emma Taylor (AT) <Emma.Taylor@aucklandtransport.govt.nz> wrote:

Hi Pat, here is a breakdown of the detailed information our engineers used to design this proposed solution. I hope this covers the concerns you have over the insignificance of any time savings for bus passengers and also parking? Outside peak hours, this stretch of Parnell Road will retain its current character and feel.

Please let me know if there are any details I can source for you?

Regards, Emma

Bus southbound on Parnell Rd, from St Stephens Ave to Sarawia St

- Bus numbers: Inner link, Outer Link, 635, 645, 655

- Bus Frequency for the busiest hour in PM peak: 16 Bus/hour Equivalent to 3.75min per bus

- Bus Speed: 9km/h (dwelling time included) LOS =E & F

- Average Bus Occupancy: 19 (survey made at Bus Stop No. 7194, 4:30-5:30pm, Thu 12th Feb 2015, Uni Holiday - expect greater occupancy during term time)

- Estimated total passengers transported by bus per hour: 304

- Bus travel time between 7194 (St Stephen's Ave) to 7198 (Sarawia Street). Based on a standard week travel times in Feb 2015:

o 147 scheduled services between 16:00 – 18:00, not including buses due to commence at 18:00
o # buses recorded completing the journey up to 1 minute above the expected travel time 1:12-2:11 is 22 (15%)
o # buses recorded completing the journey between 1 and 2 minutes of the expected travel time 2:12-3:11 is 38 (26%)
o # buses recorded completing the journey between 2 and 5 minutes of the expected travel time 3:12-6:11 is 64 (44%)
o # buses recorded completing the journey over 5 minutes above the expected travel time 6:12-11:11 is 15 (10%)
o # buses recorded completing the journey over 10 minutes above the expected travel time 11:12+ is 8 (5%)
o The longest recorded journey was 17:34 to complete a 1:12 journey. 2 others were over 15 minutes above the expected travel time.

- 85% of buses are running over 1 minute above the expected travel time on the proposed bus lane section Parnell Road

- 59% of buses are running over 2 minutes above the expected travel time on the proposed bus lane section Parnell Road

- 15% of buses are running over 5 minutes above the expected travel time.

- Modelling has shown that the proposal will have little impact to traffic flow. Left turn vehicles into Ayr street currently delayed by straight ahead traffic and likely to reduce, buses no longer in the general traffic lane as parking will be temporarily removed and removal of the short merge (short lane merges provide little benefit).

- Bus occupancy observations were that the Outer Link was generally full and all other buses have available capacity for increased patronage.

- Parking observations were that the un-restricted spaces were occupied throughout the survey time with some leaving, no new vehicles (16:00-18:00).

- 2 vehicles were observed using the P60 and 2 vehicles observed using the P120 over the 2 hour period.

-----Original Message-----
From: Patricia Wright [mailto:patricia.mary.wright@icloud.com]
Sent: Wednesday, 18 March 2015 4:43 p.m.
To: Emma Taylor (AT)
Cc: rayhair@xtra.co.nz; Cheryl@parnell.net.nz
Subject: Re: Public Transport "improvements" Parnell Road

Thanks Emma,

That is very interesting. From that we can agree that 44% of busses make a 2 minute time gain. The higher and lower times are not significant enough to count.

Also that the parking is well used and the spaces fully occupied.

That brings us squarely back to the question is the fact that someone arrives home in Mt Eden 2 minutes ahead of time for 44% of their bus trips a more compelling argument than the fact that local people rely on the parking to access local amenities?

Clearly Auckland Transport is completely absorbed by the opportunities to great efficiencies in transport times, that is your job. But I don't think you have made a sufficiently strong case to disturb the status quo for the local community.

Therefore our objection still stands.

Regards
Pat

On 18/03/2015, at 18:03, Emma Taylor (AT)
<Emma.Taylor@aucklandtransport.govt.nz> wrote:

Hi Patricia, the parking survey showed us is that it is likely to be predominantly commuter parking - rather than users of the community facilities/shops etc. There was no turnover of vehicles during the peak time observed, vehicles leaving (and not being replaced) between 4-6pm is normally indicative of commuter parking. There were only two new vehicles observed using the time limited parking - which would generally be the spaces those attending events or shopping would use. We normally find that any measures that discourage commuter parking bring about a positive impact on the local community and free more spaces for local visitors/amenity users.

We do not prioritise routes so that individuals enjoy a two minute improvement in their journey time, we are looking at the network as a whole. We add time savings together and on this route alone, a two minute average saving per journey equates to 610,000 minutes a year or more than 10,000 hours - which is a significant amount of productive time. Current estimates expect public transport use to increase threefold in the next 30 years. We are making constant improvements to the network so that public transport efficiency and reliability improves, with an improved service we hope that it will become a more attractive option to more city residents. Giving people a reason not to use their car is a win for everyone.

We have recorded your objection to the proposal.

Warm regards, Emma

Pat

On 20/03/2015, at 7:44 AM, Patricia Wright <patricia.mary.wright@icloud.com> wrote:
Dear Emma,

I wanted to consider your answer so I have spent a couple of days observing the traffic flows. It would appear that there are two separate sets of data to be looked at.

Firstly the stretch between St Stephens Ave and Ayr Street. The south bound route is feed by St Stephens Ave and Parnell Road and has a much lighter traffic flow than Parnell Road past Ayr Street. This is because Shore Road traffic splits into two at the bottom of Ayr Street. Traffic to Newmarket and Domain Drive goes up Ayr Street and traffic to Stephens Ave and lower Parnell goes up Brighton Road. On the return route traffic to Shore Road turns down St Stephens and into Brighton. From Newmarket again the traffic splits at Ary Street between Shore Road traffic and Parnell Road traffic.

This means that the data is significantly different between St Stephens to Ayr Street (probably half the volume) and Ayr Street to Sarawai Street. Which set of data did you send me and did Auckland Transport use the lighter or heavier volume to base their decision on. The former stretch is much quieter and therefore would afford little margin for gain demonstrated by the data supplied.

I look forward to hearing from you.

Kind regards

Pat

Sent from my iPad

From: martin <m.putterill@clear.net.nz>
Martin Putterwill, resident Cowie Street

Subject: RE: Parnell Rd Buslane
Date: 23 March 2015 10:58:42 AM NZDT
To: 'Luke Niue' <niueluke@yahoo.co.nz>, 'Roger Cole-Baker' <rbcb@xtra.co.nz>, Cheryl@parnell.net.nz
Cc: m.putterill@clear.net.nz

1. Jubilee stretch of road bus-lane review, site visit next week sounds good.
2. By the way, AT action in this matter makes a mockery yet again of community consultation-

- Have budget so spend it !
- Appoint Optus to come up with solution to this element
- No evidence of integration into broader area planning
- AT public relations brought in to **ensure** adoption.

Martin

Luke Nuie – Parnell Community Committee

Got to speak to Clinton who owns Domain Ayr cafe and he said all the recent and long duration work outside the cafe that had taken away the car parking had resulted in a 5% loss of business income - they were lucky to be able to secure some car parks in the service station adjacent and do have plans to make this a permanent feature for their customers. The also have the P15 car parks outside Kinder House at the top of Ayr St that are well known to their customers and never policed by traffic wardens. P60 on Parnell Rd is proven - .any shorter does not work for a cafe.

I told him that the survey I did across 2 mornings this week (Tues/Wed - 7.15am to 9am) had seen not one bus (inner and outer Link/Blue 665/school buses x 2) fail to negotiate the Ayr St lights on a single phase - quite often two buses traveled through at the same time. Max traffic flow was 8.15am to 8.40am.

Clearly, AT have identified that they don't have a significant problem in the morning as the total traffic flow (all types) is light versus heavy late in the day. .This was expressed by Robert saying that they were 'flexible' on rolling out the am Bus Lane - very disturbing that Emma said it made their life easier to do one round of signage and that was a driving consideration. I have dealt extensively with the AT signage team in a previous life and the cost to change out panels as and when required is minimal and done easily at non-peak times.

We now wait for the Opus modelling to support the claim that the impact of a bus lane and pm car flows will be minimal - when they installed the roundabout at Newmarket end they sung the same tune but admitted at a later date that this was not the case.

Have a great weekend,

Luke

Raymond Henderson, Raymond Salon De Coiffure
477 Parnell Road

Hi Cheryl
Will chat with Pat next week
Everyone will sign a petition on the strip
lets get started
Stand in the grid lock at 7 till 9 or 4 till 6 enough time for every driver to sign I repeat its madness
Raymond Henderson ----------

Strongly opposed To any Bus Lane
What a backward step
Raymond Henderson 477 Parnell Rd
3089415

Hi Cheryl

We are against having the bus lanes.

Regards
Catherine Arnault
Interactive Healing Therapies
3/439 Parnell Road,
Parnell, 1052
Auckland
Tel: 09 368 9496
www.lymphenergy.co.nz

From: "Roger Cole-Baker" <rbcb@xtra.co.nz>
Subject: RE: Parnell Rd Buslane- PR
Date: 23 March 2015 11:52:24 AM NZDT

To: "'martin'" <m.putterill@clear.net.nz>, "'Luke Niue'" <niueluke@yahoo.co.nz>, <Cheryl@parnell.net.nz>

Public relations on this a mockery.

- Meeting held to discuss proposal and community input
  - BUT decision to go ahead already made.
  - So what was purpose of meeting? To be able to say they had a meeting
  -
- Ignored precedent of Remuera where they got it wrong and later changed to F3? Due to Community action

Suggest I complain to AT public relations man who always gives us a good ear
If poor response we formally complain to AT's board.?

Regards

Roger

From: Luke Niue <niueluke@yahoo.co.nz>
Subject: Buslane Feedback
Date: 23 April 2015 5:07:28 PM NZST
To: "Cheryl Adamson (cheryl@parnell.net.nz)" <cheryl@parnell.net.nz>
Reply-To: Luke Niue <niueluke@yahoo.co.nz>

Dear Robert and Emma,

As advised previously, we remain strongly opposed to the introduction of a Southbound bus lane between St Stephens Ave to outside Trelise Cooper, opposite the Jubilee Building.

1. As advised when we met with you and Emma, a northbound Buslane was also proposed by Opus but rejected by your team due the volume of traffic turning right into Ayr St or St Stephens Ave. Needless to say we were very surprised last week to see it on the latest CMP planning.

Coming from the other direction the same degree of choke points are evident, namely

· At the Newmarket end the highly problematic single lane from the roundabout to Kyhber Pass

· Cross directional demands at Ayr St

· Significant traffic turning right into Maunsel, Jubilee entrances, and George St.

2. The latest March 8, 2015 data shows the below delays for buses

Up to 1 minute delay – 34
1 to 2 minutes delay – 54
2 to 3 minutes delay – 25
3 to 4 minutes delay – 16
4 to 5 minutes delay – 11
5 to 10 minutes delay – 15
10+ minutes delay – 1

The above appears to concur with the Opus report that states on Page 26 'The SIDRA results show that during the PM peak Option 2 (preferred buslane) will provide the greatest benefit, albeit minor'.

3. Relative to high demand FTN roadways Parnell Rd at 17 buses per hour is not a key route for those exiting the city to go home. At no point have AT given us the volume of private road users but we estimate it is a very high ratio. As such the problems AT experienced when going straight to buslanes on Remuera Rd will take place here is Parnell

4. For Emma to say one of the key benefits post the renewals programme that is underway was the opportunity to paint a buslane is very surprising. Markings for the limited existing parking bays are very minor and easily changed.

6. Robert who is doing the CMP made imminent sense when he put forward a staged assessment of improving the situation, namely Clearway, then T3/2 and if necessary a full bus lane.

Dear Business Owner/Resident,

Auckland Transport has recently delivered a letter notifying you of a proposed priority bus lane on the Eastern Side of Parnell Rd, from the intersection of St Stephens Ave to Sarawia Street. We would like to co-ordinate as many responses as possible, so encourage you to please note your response, which we will submit to Auckland Transport.

- We support the request of Parnell Inc. to place this on hold until we can see the full RMCP (Road Corridor Management Plan), incorporating the connection to Newmarket and the full extent of he proposal on Parnell Rd, together with supporting research/modeling, plus the correction of adjacent issues such as the Ayr Street intersection. **Yes/No/Maybe**

- We do not support any action being taken until the full RMCP has been tabled for feedback and response from the community.

Any additional comments:-_____

_____

Name: Chris Dobbs Company: working style

Street Address: 523 Parnell Rd - Parnell

Contact email: cdobbs@workingstyle.co.nz Contact tel no: (021) 979476

The Ayr st Intersection revamp has been a disaster and has resulted in problems and a more dangerous intersection. There is also more ~~car~~ car noise, tooting at lights as cars can not see signals - This has been communicated to "AT" already. (28 years operator at 523 Parnell Rd).

Chris Dobbs

Dear Business Owner/Resident,

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- We do not support any action being taken until the full RMCP has been tabled for feedback and response from the community.

Any additional comments:- The recent roadworks demonstrate the effect of having only one lane available for cars — it is chaotic and this will become the norm if the bus lane proposal goes ahead.

Name: ALASTAIR WEIGHT LAWYER Company:

Street Address: 1/466 PARNELL RD PARNELL

Contact email: ac.wright@xtra.co.nz Contact tel no: 09 3091430

ALASTAIR CHARLES WRIGHT
BARRISTER AND SOLICITOR
AUCKLAND

Dear Business Owner/Resident,

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- We do not support any action being taken until the full RMCP has been tabled for feedback and response from the community.

Any additional comments:- TERRIBLE IDEA, THERE AREN'T MANY PARKING SPACES AS IT IS!! STRONGLY AGAINST

Name: BEN SAMES Company: DOMAIN AYR CAFE

Street Address: 492 PARNELL RD

Contact email: domainayr@gmail.com Contact tel no: 3664464

Dear Business Owner/Resident,

Auckland Transport has recently delivered a letter notifying you of a proposed priority bus lane on the Eastern Side of Parnell Rd, from the intersection of St Stephens Ave to Sarawia Street. We would like to co-ordinate as many responses as possible, so encourage you to please note your response, which we will submit to Auckland Transport.

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- We do not support any action being taken until the full RMCP has been tabled for feedback and response from the community.

Any additional comments:-_____

_____

Name: MAC MCKAY Company: PARNELL VETS

Street Address: 534 PARNELL ROAD

Contact email: mac@parnellvets.co.nz Contact tel no: 021 226737

Dear Business Owner/Resident,

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- We do not support any action being taken until the full RMCP has been tabled for feedback and response from the community.

Any additional comments:-_____

_____

Name: James Li Company: ECO NZ E&G LTD

Street Address: 486 Parnell Road, Parnell Auckland

Contact email: jameslee.fee@gmail.com Contact tel no: 021-2700629

Dear Business Owner/Resident,

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- We do not support any action being taken until the full RMCP has been tabled for feedback and response from the community.

Any additional comments:-_____

_____

Name: Patricia Wright Company: _____

Street Address: 3/466 Parnell Rd.

Contact email: terewhiti@xtra.co.nz Contact tel no: 0274491987.

Dear Business Owner/Resident,

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- We do not support any action being taken until the full RMCP has been tabled for feedback and response from the community.

Any additional comments:- The traffic problems that already exist at this stretch of road, will only be exasebated.

Name: Deborah Lichtenstein Company: _____

Street Address: 525, 532 and 486 Dawson Drive, Parnell

Contact email: deborah.lichtenstein@xtra.co.nz Contact tel no: 379 9291

Dear Business Owner/Resident,

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- We do not support any action being taken until the full RMCP has been tabled for feedback and response from the community.

Any additional comments:-_____

_____

Name: Graeme Torrance Company:_____

Street Address: 464B Parnell Rd

Contact email: graemetorrance@gmail.com. Contact tel no:_____

Dear Business Owner/Resident,

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- We do not support any action being taken until the full RMCP has been tabled for feedback and response from the community.

Any additional comments:-_____

Name: Simmie Nichols Company: Apropos Ltd.

Street Address: Lvl 7 Portmar RD, PARNELL

Contact email: Simmie@apropos.co.nz Contact tel no: 029 25 33 888

Dear Business Owner/Resident,

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Any additional comments:-_____

Name: Raymond Hendrs Company: Raymond Salon de Coiffure

Street Address: 477 Parnell Rd Auckland

Contact email: rayhar@xtra.co.nz Contact tel no: 09 3089411

Dear Business Owner/Resident,

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Any additional comments:-_____

_____

Name: STEPHEN BLAKE Company: OCEANIC NAVIGATION Ltd.

Street Address: 46C PARNELL RD.

Contact email: stephen@oceanic.co.nz Contact tel no: 0274 929 112.

Dear Business Owner/Resident,

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- We do not support any action being taken until the full RMCP has been tabled for feedback and response from the community.

Any additional comments:-_____

_____

Name: JACQUI Company: MOMO LIVING

Street Address: 479 PARNELL ROAD

Contact email: michellegb@126.com Contact tel no: 377 0388

Dear Business Owner/Resident,

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- We do not support any action being taken until the full RMCP has been tabled for feedback and response from the community.

Any additional comments:-_____

_____

Name: Leanne Company: EXQUISITE LASER CLINIC

Street Address: 481 Parnell Road, Parnell

Contact email: leanne@exquisitelaser.co.nz Contact tel no: 021 453 266

Dear Business Owner/Resident,

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Any additional comments:-_____

_____

Name: Brittany Burke Company: NZ Sotheby's International Realty

Street Address: 501 Parnell Rd, Parnell.

Contact email: brittany.burke@sothebysrealty.com Contact tel no: 353 1220

Dear Business Owner/Resident,

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- We do not support any action being taken until the full RMCP has been tabled for feedback and response from the community.

Any additional comments:-_____

_____

Name: STEPHEN BLAKE Company: OCEANIC NAVIGATION Ltd.

Street Address: 46C PARNELL RD.

Contact email: stephen@oceanic.co.nz Contact tel no: 0274 929 112.

Dear Business Owner/Resident,

Auckland Transport has recently delivered a letter notifying you of a proposed priority bus lane on the Eastern Side of Parnell Rd, from the intersection of St Stephens Ave to Sarawia Street. We would like to co-ordinate as many responses as possible, so encourage you to please note your response, which we will submit to Auckland Transport.

- We support the request of Parnell Inc. to place this on hold until we can see the full RMCP (Road Corridor Management Plan), incorporating the connection to Newmarket and the full extent of he proposal on Parnell Rd, together with supporting research/modeling, plus the correction of adjacent issues such as the Ayr Street intersection. **Yes/No/Maybe**

- We do not support any action being taken until the full RMCP has been tabled for feedback and response from the community.

Any additional comments:-_____

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