



Name: Cheryl Adamson
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Q1) Do you support or oppose the proposal? (Tick one)
Strongly support /Support /Neutral /Oppose /**Strongly oppose**

We strongly oppose the proposal

Q2) What aspects of the proposal do you like, and why?

None

Q3) What aspects of the proposal do you not like, and why?

The Main issues which are consistent from many of the business consulted in the area are the following:-

- The current proposal on the intersection will cause more congestion rather than less.
- The current proposal on the intersection is more dangerous and will increase accidents.
- The proposal to extend the footpath will restrict parking from current businesses who are already short of parking, and need parking as a part of doing their daily business. In addition they will reduce street frontage to business who signed leases on that basis
- The current proposal is suggesting limited parking on the bend, which is seen as being more dangerous.
- The current proposal is not seen as being beneficial to business, pedestrians or drivers.
- Varying opinions on the pedestrian crossing are voiced, many of whom feel the appropriate place is further down the road. Our recommendation is that the bus stop and pedestrian crossing should be relocated lower that where Bedford Street intersects Parnell Rd.



Below detailed responses from Landlords and Businesses in the area.

Chris Lynch & John Phibbs are Directors of Lynch Phibbs, a group of Chartered Accountants who are situated in no 60 Parnell Rise and DIRECTLY overlook the intersection.

They can be contacted on +64 9 3666 008, or email chris@lynchphibbs.co.nz, john@lynchphibbs.co.nz

The alterations to the road at the intersection of Parnell Rise and Parnell Road are outside my business and will do nothing to solve the current congestion issues. We have been located on the 5th floor of 60 Parnell Road (corner Earle Street) for a decade and have regularly observed from above the congestion and the reasons for it.

Traffic cannot exit Earle Street and access Parnell Road because cars coming up Parnell Rise block the intersection of Parnell Road and Parnell Rise - a simple hashed yellow area (as in New York intersections) would solve that and allow cars to exit Earle Street and turn downhill into Parnell Rise.

The traffic coming up Parnell road gets congested because the cars coming out of Earle Street come out and have nowhere to go because Parnell road is blocked by traffic in the intersection. Narrowing further the area outside 60 Parnell Road will increase congestion.

Removing the carparks outside 60 Parnell (where traffic is relatively light compared to uphill traffic up Parnell rise) and placing them on the right hand bend of the Parnell Rise / Parnell Road intersection is an accident waiting to happen. Drivers naturally speed up Parnell Rise and placing a parking car into a narrow space in front of them, is going to cause an accident. The AT plan expects the two lanes of Parnell Rise to merge into one lane at the intersection and then expect people to be able to safely park on the bend. I would conservatively suggest that up to 100 cars use the parks outside our building on any day.

A major contributor to congestion down the hill is the pedestrian crossing across Stanley Street. Cars have to wait for a couple of pedestrians to cross and given the road is 4 lanes wide, that takes a long time. The resultant backlog creates nowhere for cars coming downhill and out of Earle Street to go. AT need to phase the pedestrian crossing for every second light change.



AT are most welcome to watch the action from the elevated position that our offices offer. We have a birds eye view of Parnell Road, Parnell Rise, Earle Street and all surrounding streets. We can also see the motorways and understand the effect of those.

**Miles Nathan, Lugano Estate Holdings Limited (LEHL)
Owner of no 60 Parnell Rise.**

Contact +64 (09) 309-5585 or email miles@nathangroup.co.nz

The whole proposal is totally unnecessary and has zero merit. The intersection works perfectly well as it is. No businesses in the area want it changed. There has never been an injury accident at this intersection . In your letter to me on 2 August 2013, you quote “the intersection is of low safety risk”.

LEHL own the Dell building at 60 Parnell Rd and the 3 existing carparks outside the building are used constantly for courier delivery and dispatches. Your scheme removes those 3 vital car parks & replaces them with a useless widened pavement. The 2 new car parks further up the road are dangerously exposed to accelerating traffic on a narrow lane curve.

The whole of the proposed footpath extension outside 60 Parnell Rd must be utilised for short term courier parks. We strongly oppose the present scheme.

**Hamish Lewis sits on the committee of Parnell Inc. and
is the Manager of Trenzeater, a prominent store situated
at no 80 Parnell Rd. He would be affected by the
changed sidewalk.**

Contacted +64 9 303 4151, or hamishlewis@trenzseater.com

I believe the proposed plan on changes to the intersection of Parnell Rise, Parnell Rd from Auckland Transport will cause more congestion than the current road layout. Currently traffic backs up along Earle St and Parnell Rd where traffic is trying to turn right onto Parnell Rise mainly because traffic coming down the hill onto Parnell Rise backs right up and blocks the ability for cars to turn from Parnell Rd onto Parnell Rise. Narrowing the area for cars to come out of Parnell Rd (by increasing the footpath area) I believe will cause more congestion and having a parking bay in the proposed spot on Parnell Rd will create a major traffic hazard and lead to more accidents.



I do think the crossing area at Parnell Rd, is a good idea as there is no clear area for pedestrians to currently cross and they are always having to negotiate traffic.

I would like to see the bus stop potentially moved down Parnell Rise slightly as it is quite hard to see cars coming up the rise behind the bus when turning out of Parnell Rd. I would also like to see the curb completely removed in front of 80 Parnell Rd to enable customers to park in front of our store easier. The pavers in the footpath (which are laid out like car parks) removed as customers who park there currently, thinking that is the car park, frequently get tickets. Possibly some angled or perpendicular parking created there would be a good solution. (please see diagram)

Area for consideration of angled or perpendicular parking indicated with red lines,



George Isles is the Sales Manager at Icon Textiles, situated at no 7-9 Earle Street Parnell.

He can be contacted on +64 9 302 1652, or email Georgelsles@icontextiles.co.nz

The proposed changes will create further congestion at the intersection of Parnell Road and Parnell Rise as they do not address the fundamental problem of visibility when turning onto the rise from Parnell Road at Earle St. The current bus stop removes visibility, as do buses when parked there. It also encourages pedestrians to cross at a dangerous point of the rise where 4 roads converge. A better idea would be to widen the two lanes where Earle St exits on to Parnell Road, and to make the



lanes longer going back towards the corner of York St. The bus stop should be moved towards the bottom of the rise, nearer where Augustus Terrace exits onto the rise. There is already a median barrier there to prevent cars turning right out of Augustus Terrace. So the visibility of the buses on the left hand side of the Augustus St exit is then not a concern.

It also makes more sense to have a pedestrian island half way up the rise as they can cross safely to the bus stop at either the Strand / Parnell Rise / Quay St intersection lights if coming from the CBD area, or use the pedestrian island if coming from Parnell.

Pedestrian traffic should then be encouraged to walk up Parnell road, not the Rise, and to cross the street to the commercial side not the park side. This will have benefit for all road users and businesses like 46 and York. These business could perhaps be encouraged to invest in footpath awnings to help alleviate the pressures of Auckland weather conditions?

Q4) Do you have any other comments on the proposal?

No Thanks

Yours sincerely,

A handwritten signature in black ink that reads "Cheryl". The signature is written in a cursive, flowing style.

Cheryl Adamson
General Manager
Parnell Inc.