



## **Bus Stops at #77 and #125 The Strand**

Dear Matt,

Parnell Inc is definitely in support of **additional bus stops** along The Strand to support the number of potential commuters who work in the area. We need at least 2 on either side along the stretch from Beach Road to Gladstone Road.

We previously lobbied for a bus service that goes along The Strand so workers along The Strand and in St Georges Bay Rd have access to public transport. We estimate that there are at least 7,000 workers in Parnell. Just along St Georges Bay Rd, we estimate at least 2,000 workers, which does not include The Strand or new developments such as Faraday Properties Limited (Watt Street), Krukzeiner Development from Watt to Cleveland Rd - and a 12,000 m2 building from Mansons which will accommodate over 800 workers.

We are happy that the 703 was re-routed along The Strand since April 2016, **but are very disappointed that it has** taken Auckland Transport so long to effect the change at the bus stop outside no 165 The Strand. As a result of this, we have not publicised the new route, which should get a lot more support, but saw no benefit doing this when an unmarked, unsheltered bus stop was the only option on one side.

Long term we would like more busses to be rerouted along The Strand.

We have had limited feedback from businesses in the area but have the following to report.

### **New stop at #125 The Strand**

The owner of the Saatchi building at #125, has no concerns about the proposed bus stop but has asked you to please be mindful of the safety issues for both the bus and the waiting passengers. He has experienced several incidents of trucks rolling over on that corner, many of which have posed imminent danger to his actual building. In one incident the only thing that saved the truck from smashing his front façade was the planting outside (e.g.below).

Hopefully the new pedestrian crossing is slowing some of the traffic or making them more aware of crossing pedestrians, but adequate signage needs to be considered to slow trucks down before the bend.

The long-term solution as we all know is to change the sharpness of that corner.





Businesses in no 107-115 The Strand, have adequate parking, but are aware that people often park in their parking illegally as there is limited parking in the area, so they are mindful any loss of parking will further affect this.

Our view is that the loss of 3 parking spaces at no #125 is worth it for a bus stop.

### **New stop at #77 The Strand**

Again we have had limited feedback. Certain businesses at #77 have endorsed the proposal saying these look like good enhancements, however we have had feedback from a business at #93 The Strand (which was also sent to you).

*Dear Auckland Transport*

*Whilst we welcome the introduction of some public transport stops along The Strand, however as we are situated right on the bend of The Strand at #93, to us the proposed stop at #77 makes no sense to the benefit of local residents or businesses.*

*We would oppose the bus stop being sited at no #77 due to the dangerous nature of the bus 'pull in, then out' just prior to a bend where the road narrows from two lanes to one lane. It will cause traffic and safety issues at #77 and we would highly recommend to Auckland Transport, that the bus stop is re-sited to nearly opposite the #125 proposed busstop. This gives much better line of sight after the pedestrian crossing and also will allow for the traffic to be traveling at slower speeds past the bus stop if it is placed AFTER the pedestrian crossing heading towards the ports.*

*It will become very problematic if buses stop at #77. Plus there will be more loss of available street parking to us a charity for our volunteers..*

*We have been working next to this busy road for seven years and have intimate knowledge of how it gets used by cars and trucks form the port.*

*Please pass our feedback to Auckland Transport.*

*Kind regards,  
**Auckland Festival of Photography***

I am unable to comment on the safety issues and would assume Auckland Transport would make the most appropriate decision.

### **You do not indicate in your proposal if the bus stops will provide shelter?**

If these are not sheltered stops we think that has limited foresight. As you know there are lots of mums with small children in strollers who live in the residential apartments as well as a number of employees who may have to walk quite a way from their place of employ to a stop. Given that the 703 is such a limited service (every 30 minutes or so), plus the fact that in the locations suggested there are no verandah coverings from adjacent buildings under which to stand - they need a sheltered bus stop in which to wait for a bus.

Kind regards,  
Cheryl Adamson  
General Manager  
Parnell Inc