



Parnell, Newmarket, Remuera cycleway consultation

17 June 16

For the attention of Auckland Transport consultation team,

We have concerns about the current consultation for the following reasons,

- We are supportive of the proposed rail trail greenway using the abandoned rail tunnel in Parnell and disappointed this is not indicated on the map. Several respondents may not even be aware of this possibility which could skew results.
- We are concerned that you wish the public to 'do the thinking', without due consideration of the impact on business and other road users.
- We are concerned that the preference of a route may lead to the assumption that it is desirable/feasible to then impact the amenity in whatever way necessary in order to create a cycle lane – whereas in our mind they are two separate issues.

Parnell Road/Parnell Rise versus St Stephen Ave/Gladstone

You have noted in your correspondence *“Proposing routes at this stage could be controversial given the number of businesses that could be located on proposed routes. Generally we are aware of the concerns businesses have regarding cycleways (e.g. parking loss) and we will take that into consideration (along with public feedback) when determining the best cycle network for the area”*.

Out of the two potential routes through Parnell, we have documented several times that Parnell Road/Parnell Rise is not the preferred option due to gradient, several pedestrian crossings, traffic and lack of safety – especially downhill.

While the route via St Stephens Ave/Gladstone Road is the preferred option, this in no way, from our point of view, endorses the removal of parking to put in cycle lanes. Any loss of parking along this route would have an adverse impact on several parties and would be resisted and possibly opposed in the project.

- Coming up Gladstone Road from The Strand, in addition to the all day commuters parking, much of the parking is occupied by students at Whitecliffe College as well as the Callaghan Innovation Centre. Many of the 350 students carry lots of art materials and equipment and for many of the students, they have no other way of getting to the college. We are in support of additional public transport being created along The Strand (e.g the 703). Britomart is a 15–20 minute walk for the students, and for those coming down through Parnell it has its challenges with the steep hill to walk down.
- The shortage of parking in St Georges Bay Rd, Cleveland Road etc. requires that many staff park all the way up near the Rose Garden and walk down. Again we anxiously await the Parking Management Study in the hope that the outcome may free up some parking used by all day commuters.
- The businesses in the Gladstone neighbourhood centre survive on the efficiency of the short-term angled parking provided as a shopping convenience. An opposition on this was presented



to the WLB, supported by thousands of signatures and led the WLB and AT to not proceed on the proposed removal.

- The balance of businesses along this location, including Rosie café and the Rose Park Hotel require substantial parking and patrons are often frustrated with the limited parking on offer.
- The Parnell District School is very dependent on parking at drop off and collection times.

We request that no matter what the outcome of the consultation process, that you adopt an integrated/holistic approach that balances the needs of all the road users as well as residents, businesses and children going to school in the area. It is our current observation that many of the more professional cyclists using this route do so in the early morning, ride in 'packs' of lycra' and are the least likely to use cycle lanes. We think it is really important not to fall into the trap of cycleway planning that kills the street flow and creates lanes that are not used by cyclists or creates cycle lanes that may be used heavily for an hour each day yet penalises all other road users for the balance of the time.

We would ask that comprehensive cycle flows are assessed in the process, not just desirability of routes which may or may not be utilised and would opt for a design that takes the mixed use amenity into account.

In addition, we would really like to see the development of the Greenways Route, regardless of feedback on this initial stage of consultation, as several respondents may not even be aware of this as a possibility.

Process from here

You have noted in your correspondence the following :

- Once the cycle network is confirmed, (presumably from this consultation phase) we will report back to submitters on the feedback received and the network we have settled on.
- The next step in the process is then to identify the priority routes in the network for implementation. The AT cycling team do this.
- Then the Investigation and Design team take over and develop designs for the priority routes on the network. People will have further opportunities to provide feedback on each project as designs are developed. Our engagement process for such projects is to develop initial design options and then meet with directly affected businesses and other key stakeholders to gather feedback. This feedback is taken on board and used to help inform the project going forward (e.g. do we need to revise the design?). Wider community feedback is invited after directly affected businesses' feedback has been taken on board; businesses can also provide further feedback during the community feedback period.

We hope your reference to 'affected businesses' does not infer that you have already made a decision and ask you to please keep us informed.

Kind Regards,

Cheryl Adamson, General Manager, Parnell Inc.