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cc: Orakei Local Board

Submission on bus layovers in Mission Bay

Thank you for giving us the opportunity to comment on this proposal.

We recognise the importance of having somewhere for buses to wait for their next scheduled service, and recognise that these layovers would have benefit to the local community for bus services which originate close by.

Nevertheless, we do see some issues with the proposal, and outline these below.

1. Are the layovers for local services only?

There is an implication that the layovers are intended to be purely for those buses waiting to start a local service out of Mission Bay. There are 2 bus routes which start or finish at Mission Bay;

- 781 Mission Bay to Newmarket
- 782 Sylvia Park to Mission Bay

There are only a relatively small number of services on these routes, and so we would not expect heavy usage of the layovers. This would undoubtedly limit some of the negative local impacts.

The consultation document does not, however, explicitly state that the layovers would be limited to locally originating services. We would be very concerned if the layovers were to be routinely used by buses waiting to start routes originating from St Heliers or Glendowie or even as spill-over from the Quay St bus parking in the city, as the local impacts would be much greater.

We strongly recommend that use of the layovers be limited to buses waiting to start local Mission Bay services.

2. Selwyn Ave layover

We generally support the layover on the eastern side of Selwyn Avenue. Buses would be parked against the cliff face, reducing the visual impact, and would have limited impact on views or noise for local residents.

3. Tamaki Drive island layover

We do not support the layover on the southern side of the Tamaki Drive island. This location has much more visual impact on the suburb as a whole, has potential to seriously impact residents' views, and raises traffic safety issues.

Mission Bay is one of Auckland's gems. Its scenic character attracts large numbers of international and local tourists every day. We must therefore be very careful to ensure that we do nothing to detract from this character. We believe that using the island as a bus parking lot, out in the open and directly visible from the beach and road would have a significant visual impact on the suburb, particularly from double decker buses. It would also have a substantial impact on the residents of 125A-D Tamaki Drive.

Buses parked there would also reduce the visibility for vehicles turning right into Tamaki Drive from Marau Crescent. This is already a difficult intersection, with vehicles being forced to creep out into the intersection to be able to see traffic from their right. We recognise that you have set the bus layover back from the intersection which would help, but any loss of visibility to the right would just compound an already difficult situation. Changing the give way to a stop sign for traffic coming past the bus layover from Selwyn Avenue might make this intersection easier and safer, as vehicles from Marau could nose out into the intersection with less concern over having to give way to traffic from Selwyn.

4. Reduced car parking

The proposal would result in the loss of 10 car parks. While this does not directly impact local residents as they would not generally be parking here anyway, it does push parking further into residential streets. Marau Crescent already has full parking on both sides all day, mainly due to commuters catching buses from Mission Bay, and in the evening due to people using the restaurants. The loss of these spaces will exacerbate the problem.

Auckland Council has just reduced the requirements for off street parking for commercial premises. This results in greater demand for on-street parking at the same time you are proposing to reduce it. We would like to see a consistent approach from the Council and its subsidiary organisations.

Conclusion

We support the bus layover as proposed on the eastern side of Selwyn Avenue.

We do NOT support the proposed layover on the Tamaki Drive island. Instead, we suggest increasing the size of the Selwyn layover to accommodate two buses.

We believe the layover(s) should be restricted to only buses waiting to start local services originating in Mission Bay.

If the Tamaki Drive island layover is implemented, we strongly recommend it be limited to single decker buses to minimise the visual impact, both to the suburb's character and to the views of local residents.

Yours sincerely



Don Stock
Chairman
Mission Bay Kohimarama Residents Association