

8 April 2019

Howick Local Board  
c/o Ben Stallworthy  
Elected Member Relationship Manager  
Auckland Transport  
Private Bag 92250  
Auckland 1142

Dear Ben

### **Proposed relocation of Bus Stop and Bus Shelter – Pakuranga Road, Howick**

Auckland Transport is proposing to relocate the bus stop and bus shelter currently outside 702 Pakuranga Road slightly further west to outside 700 Pakuranga Road in Howick. We, PTM Consultants Ltd. have been engaged by Auckland Transport to undertake the consultation for this change. Our plan for the proposal is enclosed.

We are seeking feedback from the Howick Local Board regarding the proposed works in relation to the following:

- any land development proposals or issues that may affect the proposed bus stop and shelter relocation;
- any site-specific safety issues that you think would affect the proposed bus stop and shelter relocation.

If we could please get feedback from the Local Board by e-mailing us on [admin@ptmconsultants.co.nz](mailto:admin@ptmconsultants.co.nz) by **Monday 29 April 2019**.

#### **Why are we relocating the bus stop and shelter?**

Concerns have been raised about the safety of bus passengers using the current bus shelter outside 702 Pakuranga Road due to its close proximity to the driveways on either side. Investigations were undertaken to determine if the shelter could be repositioned to improve the situation.

It was found that there was space to relocate the bus shelter west to outside 700 Pakuranga Road which would move it away from the driveways. Ideally, bus shelters are positioned near the head of the bus stop as this is typically where passengers wait for the bus. Consequently, with the relocation of the bus shelter it was determined that the bus stop should also move slightly to the west to ensure that the bus shelter was still relatively close to the head of the bus stop.

#### **What are the proposed changes?**

It is proposed to shift the head of the bus stop 11.5m further west and the bus shelter approximately 20m further west to outside 700 Pakuranga Road. The section of road where the bus stop was will be replaced with broken yellow line restrictions to ensure that no vehicles can park directly in front of the bus stop which would have a negative effect on buses trying to pull out of the stop.

The bus stop will also be lengthened to 30m from the current 24m to ensure that the bendy bus that does use this stop for school services can fit in the stop correctly. Additional broken yellow lines



restrictions will also be installed at the rear of the bus stop connecting to the existing restrictions to ensure that no vehicles park directly behind the bus stop as this would create accessibility issues.

A new hardstand area will be installed between the new head of the bus stop and the new shelter location to provide a waiting area for passengers.

### **What other issues have Auckland Transport considered when selecting this location?**

#### Parking

Auckland Transport acknowledges that this proposal will result in a loss of 2 on-street parking spaces on Pakuranga Road. However, this is necessary to ensure that the bus can safely enter and exit the bus stop. If no broken yellow lines are installed the buses will have trouble entering/exiting the bus stop, and be unable to pull into the kerb properly which would create an unsafe environment for bus passengers to board and exit the bus.

Further to this, there is widespread on-street parking available in the surrounding area, which can be utilised by vehicles affected by the parking removal.

#### Visibility from driveways

Auckland Transport wants to make moving around Auckland as easy as possible. Part of that is ensuring that all accesses have good visibility. Removing the on-street parking to shift and lengthen the bus stop should, most of the time, improve visibility from these driveways because, generally, buses will only occupy the stop for about 10 to 20 seconds at a time.

Further, the position of the proposed shelter has been carefully determined to ensure that visibility for drivers' entering and exiting the driveways is not obscured.

### **When will the proposed changes be implemented?**

These changes are planned to be implemented by mid-2019.

### **What happens after the feedback period closes?**

We will:

- Consider all feedback and make a final decision on the changes.
- If feedback is provided send a letter outlining the final decisions and responding to the feedback received; the letter will also inform the Local Board of any further steps in the project.

### **Further information**

For further information on the proposed changes please email me at [admin@ptmconsultants.co.nz](mailto:admin@ptmconsultants.co.nz)

Yours Sincerely,

A handwritten signature in blue ink, appearing to read 'Pippa Mitchell', is located below the 'Yours Sincerely,' text.

Pippa Mitchell  
**Principal Transportation Consultant**  
**On Behalf of Auckland Transport**