

## Information Memorandum for the Rodney Local Board

Consultation on a proposed bus stop installation programme on the New North Network for Warkworth.

<b>To</b>	Rodney Local Board
<b>From</b>	Elisa Hardijanto – Transportation Engineer (Stantec)
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<b>Subject</b>	New Network Bus Programme - Warkworth

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## 1 Purpose of this memorandum

The purpose of this memorandum is to provide the Rodney Local Board with notice and information on consultation being carried out by Auckland Transport for proposed installation of new bus stops in Warkworth, Snells Beach, Algies Bay, Matakana, Omaha and Point Wells.

## 2 Background on wider project and proposed consultations

### 2.1 Overview

Auckland Transport wants to establish improved new bus service routes in this area to provide a better connected network for the Warkworth region. To assist with this, Auckland Transport is developing bus stop infrastructure which will service new routes 995, 996 and 997 with the aim to better connect local areas such as Snells Beach, Algies Bay, Omaha, Matakana, Point Wells and Warkworth, with Hibiscus Coast Station. Auckland Transport are always working to improve the services that are provided to the people of Auckland and want a public transport network which is conveniently accessible to residents and businesses. The location of the bus stops along Whitaker Road, Mahurangi East Road, Matakana Road, Point Wells Road, and Omaha Drive were strategically determined to best serve the proposed network. This will provide opportunity to increase accessibility to and from buses.

### 2.2 Detailed information on the change

Please find below detail of the proposed bus stops.

#### 967 and 978 Matakana Road

- **Problem**

There is currently a lack of provision of bus stops along Matakana Road.

- **Proposed Solution**

Auckland Transport is proposing to install new bus stops with associated road markings, no stopping restrictions, a concrete hardstand, shelters and signs as per current ATCOP Standards.

It is also proposed to install pedestrian refuge crossings to complement the bus stop pairs outside 978 Matakana Road and to provide a safe hold point for pedestrians crossing the road. Pram crossings and tactile pavers will also be installed as per current ATCOP standards.

- **Benefits**

The new bus stops will improve accessibility for the nearby school and town centre. This will encourage the use of public transport and reduce travel time to and from the bus stop for those residing in between the existing stops.

The new pedestrian refuge crossing will improve safety for pedestrians crossing Matakana Road and will reduce vehicle speeds by physically narrowing the road.

- **Disadvantages and Mitigation**

The only disadvantage of this proposal is that there is a total loss of 19 on street parking spaces associated with the new bus stops and pedestrian refuge crossing. This is not considered to be a significant issue given that the property at 978 Matakana Road is used as a car park providing free parking.

#### 44A and 51 Whitaker Road

- **Problem**

There is currently a lack of provision of bus stops along Whitaker Road.

- **Proposed Solution**

Auckland Transport is proposing to install new bus stops with associated road markings, no stopping restrictions, kerb buildouts, shelters and signs as per current ATCOP Standards to enhance the amenities for public transport patrons on this route.

It is proposed to install a pedestrian refuge crossing to complement the bus stop pairs and to provide a safe hold point for pedestrians crossing the road. Pram crossings and tactile pavers will also be installed as per current ATCOP standards

- **Benefits**

The new bus stops will cater for the new 995 bus route and provide amenity for bus patrons.

- **Disadvantages and Mitigation**

The only disadvantage of this proposal is that there is a loss of 15 to 16 on street parking spaces to allow for the bus to enter the bus stop.

### 3 Alexander Road

- **Problem**

The existing indented bus stop bay is not at an ideal location for safety and operational reasons.

- **Proposed Solution**

Auckland Transport is proposing to build out the existing kerb and footpath at the current bus stop location and install new bus stop road markings and sign as per current Auckland Transport Code of Practice (**ATCOP**) Standards.

- **Benefits**

The new kerb buildout will improve access for buses to enter the bus stop.

- **Disadvantages and Mitigation**

The only disadvantage of this proposal is that there is a loss of one to two on street parking spaces to allow for the bus to enter the bus stop.

### 3a Baxter Street

- **Problem**

The bus stop outside 3A Baxter Street is considered to be substandard, hence requiring an upgrade of the existing facilities.

- **Proposed Solution**

Auckland Transport is proposing to upgrade the existing road markings, install no stopping restrictions, a larger bus shelter and signs as per current ATCOP Standards to enhance the amenities for public transport patrons on this route.

To ensure adequate clearance between the bus shelters and the parked vehicles at the car park, wheel stops will be provided at the car park area behind the new bus shelter.

- **Benefits**

The new bus stop will have adequate space for two buses and the larger bus shelter will improve amenities for bus patrons.

- **Disadvantages and Mitigation**

The only disadvantage of this proposal is that there is a loss of two on street parking spaces due to the instalment of the new no stopping restrictions. These restrictions are required for buses to safely and efficiently access this bus stop.

#### 371 and 382 Mahurangi East Road

- **Problem**

The existing bus stop opposite 373 Mahurangi East Road is in an unsafe location due to its close proximity to Dawson Road intersection.

- **Proposed Solution**

Auckland Transport is proposing to relocate the bus stop from opposite 373 Mahurangi East Road to outside 382 Mahurangi East Road and install a new bus shelter at this location. A new bus stop outside 371 Mahurangi East Road is also proposed. New bus stop road markings, no stopping restrictions, and signs as per current ATCOP Standards will be installed.

It is also proposed to install pedestrian refuge crossings outside 383 Mahurangi Road to provide a safe hold point for pedestrians crossing the road. Pram crossings and tactile pavers will also be installed as per current ATCOP standards.

- **Benefits**

Visibility and manoeuvring from Dawson Road intersection will be greatly improved by relocating the bus stop further from the intersection.

- **Disadvantages and Mitigation**

The only disadvantage of this proposal is that there is a total loss of 13 on street parking spaces associated with the new bus stops and pedestrian refuge islands. It is considered that the advantage of increased safety and manoeuvrability for buses and safety of pedestrians heavily outweighs this disadvantage, hence motivating the decision to remove these parking spaces to accommodate the new road markings.

#### 142 and 149 Mahurangi East Road

- **Problem**

There is currently a lack of provision of bus stops along Mahurangi East Road.

- **Proposed Solution**

Auckland Transport is proposing to install new bus stops with associated road markings, no stopping restrictions, a concrete hardstand and signs as per current ATCOP Standards to enhance the amenities for public transport patrons on this route.

It is proposed to install pedestrian refuge crossings to complement the bus stop pairs outside 148 Mahurangi East Road and to provide a safe hold point for pedestrians crossing the road. Pram crossings and tactile pavers will also be installed as per current ATCOP standards.

- **Benefits**

The new bus stops will improve accessibility for the local catchment area. This will encourage the use of public transport and reduce travel time to and from the bus stop for those residing in between the existing stops.

- **Disadvantages and Mitigation**

The only disadvantage of this proposal is that there is a loss of 10 on street parking spaces as is often the case when new infrastructure is proposed.

#### 174 and 181 Mahurangi East Road

- **Problem**

There is currently a lack of provision of bus stops along Mahurangi East Road.

- **Proposed Solution**

Auckland Transport is proposing to install a new bus stop outside 174 Mahurangi East Road with associated road markings and signs as per current ATCOP Standards to enhance the amenities for public transport patrons on this route.

The existing bus stop and shelter outside 181 Mahurangi East Road will remain and will have new bus stop markings and sign installed.

It is proposed to install pedestrian refuge crossings outside 187 Mahurangi Road to provide a safe hold point for pedestrians crossing the road. Pram crossings and tactile pavers will also be installed as per current ATCOP standards.

- **Benefits**

The new bus stop will improve accessibility for the local catchment area especially with the expected growth associated with the new development nearby.

- **Disadvantages and Mitigation**

The only disadvantage of this proposal is that there is a total loss of seven on street parking spaces. However, parking is already prohibited at the existing bus stop outside 181 Mahurangi Road, and the installation of no stopping yellow lines will formalise this restriction.

#### 271 and 279 Mahurangi East Road

- **Problem**

There is also a lack of bus stop provision outside of Mahurangi Shopping Centre.

- **Proposed Solution**

Auckland Transport is proposing to install new bus stops outside Mahurangi Shopping Centre with associated road markings, no stopping restrictions, shelters and signs as per current ATCOP Standards.

New speed cushions are also proposed to slow down vehicles on approach of the zebra crossing.

- **Benefits**

The new bus stops will be located close to shopping amenities and where there are safe crossing provision for pedestrians.

- **Disadvantages and Mitigation**

The only disadvantage of this proposal is that there is a loss of approximately three on street parking spaces. Given that the shopping centre has a large car park area, on street parking loss is not considered to be a significant issue.

#### Opposite 397 and 403 Mahurangi East Road

- **Problem**

There is currently a lack of provision of bus stops along Mahurangi East Road.

- **Proposed Solution**

Auckland Transport is proposing to install a new bus stop outside 403 Mahurangi East Road with associated road markings, no stopping restrictions and sign as per current ATCOP Standards. It is also proposed to install new bus stop markings opposite 397 Mahurangi East

Road (outside Snells Beach Baptist Church) and relocate the existing bus shelter to the front of the bus stop area.

To improve visibility past the bus stop, new traffic islands are proposed at the zebra crossing.

- **Benefits**

The new bus stop markings will establish a formal place for buses to stop at. The new traffic islands at the zebra crossing will improve safety for pedestrians by providing visibility past a parked bus and narrowing the crossing distance. The new side islands will also reduce vehicle speeds by physically narrowing the road.

- **Disadvantages and Mitigation**

The only disadvantage of this proposal is that there is a loss of approximately seven on street parking spaces as is often the case when new infrastructure is proposed. However, parking is already prohibited at the existing bus stop outside Snells Beach Baptist Church, and the installation of no stopping yellow lines will formalise this restriction. It is considered that the advantage of increased safety and manoeuvrability for buses heavily outweighs this disadvantage, hence motivating the decision to remove these parking spaces to accommodate the new road markings.

#### 52 Point Wells Road

- **Problem**

The bus stop outside 52 Point Wells Road is considered to be substandard, hence requiring an upgrade of the existing facilities.

- **Proposed Solution**

Auckland Transport is proposing to install new road markings, no stopping restrictions, and a sign as per current ATCOP Standards to enhance the amenities for public transport patrons on this route. The existing bus shelter is to remain.

- **Benefits**

The installation of the proposed amenities will increase the attractiveness of public transport within this area, hence likely increasing patronage.

#### Corner of Omaha Drive and Meiklejohn Way

- **Problem**

The existing bus stop does not have bus stop signs to indicate the bus stop location.

- **Proposed Solution**

Auckland Transport is proposing to install new signs as per current ATCOP Standards to make the bus stop more obvious and to prohibit parking within 6m of the bus stop signs.

- **Benefits**

The new signs will make the bus stop more obvious to bus drivers and bus patrons. Parking is prohibited within 6m of the signs, allowing a bus to safely access the bus stop.

## 2.3 Summary of changes

Auckland Transport is proposing to install new bus stops and upgrade existing bus stops around Warkworth, Omaha and Snells Beach area with new bus stop road markings, concrete hardstands (where required), bus stop signs and new no stopping yellow lines at both ends of the marked out bus stop area. To complement the new bus stop pairs, pedestrian refuge islands are also proposed where feasible. No stopping yellow lines may also be proposed in areas that display potential safety or operational risks including formalising restricted parking at intersections. These are shown in the attached consultation drawings.

## 3 Consultation

### 3.1 Consultation background

Directly affected landowners and residents will be consulted via a mail out of consultation letters and a print out of the proposal in plan form requesting feedback on the proposal.

As outlined above AT has already completed a study to determine the most appropriate bus stop locations and infrastructure. The main purpose of consulting directly affected landowners, residents, businesses, and Local Board is to identify any issues which could affect the safe operation of the bus stop and surrounding road network or any development related issues i.e. a proposed subdivision, which may affect the proposed bus stop location and infrastructure. As such, in most cases, we will only be seeking feedback on:

- Any land development proposals or issues that may affect the proposed bus stop location and infrastructure;
- Any safety issues with the proposed bus stop location and infrastructure.

Other issues raised through the feedback process are unlikely to influence the final decision on the bus stop locations or infrastructure.

### 3.2 Consultation timeframes

This consultation will be carried out between 12 July and 26 July 2018. Consultation with affected landowners, residents and businesses will run for two weeks.

### 3.3 How are we receiving feedback?

We are receiving feedback through the following mechanisms:

- Directly affected landowners, residents, and businesses can phone, email or post feedback with information for contact provided in consultation letters mailed to them.
- Local Boards can send their feedback through their Elected Member Relationship Manager.

Please note: If the Local Board receives comments from directly affected stakeholders on the consultation, can you please direct them to provide their feedback formally via email to [Elisa.Hardijanto@stantec.com](mailto:Elisa.Hardijanto@stantec.com). This ensures their comments are considered by Auckland Transport as part of the consultation process.

### 3.4 What happens once the consultation closes?

After considering all the feedback received, Auckland Transport will decide, whether to proceed with the proposed changes.

Auckland Transport will then inform the Local Board and submitters of the final decision on the proposed change, provide a written response to the feedback received, and clarify the next steps in the project; such as the Traffic Control Committee decision process and the likely date(s) for implementation.



## 4 Further Information

If the Local Board or members of the public have questions or require any further information, please direct them to call me on (09) 580 7605 or email me at [Elisa.Hardijanto@stantec.com](mailto:Elisa.Hardijanto@stantec.com).

Thanks a lot for your help we really value your assistance in helping with the consultation.

Yours Sincerely,



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