



4 April 2018

David Collings
The Chairman
Howick Local Board
Private Bag 92300
Auckland 1142

Dear David

RESPONSE TO HOWICK LOCAL BOARD RESOLUTIONS DATED 18 MARCH 2018

1. At the Howick Local Board's monthly meeting on 18 March 2018 the Members made two 'resolutions' requesting that Auckland Transport undertake certain actions. The 'resolutions' are recorded below in bold:
 - **That the Howick Local Board request Auckland Transport to remove the bus stop from 43 Cook Street, Howick.**
 - **That the Howick Local Board request Auckland Transport to review the bus stop changes flagged by the board at the workshops on 18 and 25 October 2017. Local Board Transport Capital Fund**
2. Regarding the first 'resolution', Auckland Transport has provided Howick Local Board Members with advice about the removal of the bus stop at 43 Cook Street both verbally and in an email dated 15 February 2017. Before this advice was provided:
 - Auckland Transport officers met with Member Spiller and a business owner on-site on 12 December 2017 and discussed their concerns, which were stated as being about the safe operation of the site.
 - Subsequently, Auckland Transport engineers visited the site, filmed operations and then asked other engineers with road safety backgrounds to review their findings. The opinion of the engineers was that there is not a significant safety issue with the placement of the bus stop.
3. Auckland Transport has considered the Howick Local Board's concerns about the placement of this bus stop. It has been recorded that engineers have spent time meeting with people on-site, visiting the site to make 'on-the-ground' observations and filming how the site operates. Generally, considering the concerns raised by the Howick Local Board. Based on this research and after consideration of the Howick Local Board's requests Auckland Transport intends to keep this bus stop in this location.
4. Regarding the second resolution the 'supporting minute' to this 'resolution' stated that the Howick Local Board identified two key issues:



- That Auckland Transport did not take into account the Howick Local Board's opposition to some bus stop changes (para 3).
 - That Auckland Transport advertising said that all bus stop changes had been approved by the HLB (para 4).
5. As requested Auckland Transport has reviewed whether Howick Local Board's opposition to some bus stop changes was taken into account.
 6. The process for engaging with the Howick Local Board can be summarized as follows:
 - Between 11-18 October 2017 a full list of approx. 105 bus stops being changed, was circulated to all Howick Local Board Members. The list had maps of every site and the Members were provided with a week to review all proposed changes.
 - On 18 October 2017, Auckland Transport officers met with the HLB and workshopped the list. Howick Local Board Members identified 38 sites that required further discussion. See Attachment A for a list of the 38 sites.
 - On 25 October 2017, Auckland Transport officers conducted a further workshop and discussed the 38 sites that members had said they were concerned about at the previous workshop. Howick Local Board identified 11 bus stops that members felt required further investigation. Attachment A lists these sites.
 - Since 25 October 2017, Auckland Transport has been investigating each of the bus stops identified by Howick Local Board Members.
 7. Of the 11 bus stops investigated in detail at this time only was not changed 43 Cook Street: This stop was thoroughly investigated and was not changed.
 8. The 11 bus stops subject to detailed review are listed in Attachment A.
 9. It should also be noted that three bus stops were cancelled or put on 'hold' prior to this process based on feedback received from the Howick Local Board:
 - Two planned bus stops on Picton Street.
 - The bus stop proposed on Cook Street in front of All Saints Church.
 10. Auckland Transport also investigated and changed the bus stop located opposite 22 Botany Road after issues were raised by the Howick Local Board after the project was delivered.
 11. Auckland Transport considers that it has provided good information and the opportunity for the Howick Local Board to provide feedback. Auckland Transport considers that the 'numbers' confirm that the Howick Local Board's input was taken into account as follows:
 - 108 bus stop changes were proposed (105 circulated and discussed and three proposed but stopped immediately).
 - 38 discussed at a workshop with the project team on 25 October 2018.
 - 11 investigated in detail.
 - 10 either stopped or changed or under review.
 - 1 not changed.
 - 1 reported after the meeting and changed.
 - In total 15 bus stop changes were requested and of that 15 – 14 were changed.
 - The approx. cost of the review process was \$15,000.



12. Auckland Transport is disappointed that the Howick Local Board feel that this they have not been listened too. We are hopeful that this review of the process and summary provides good information that will change this opinion.
13. With regard to the second point (“*That Auckland Transport advertising said that all bus stop changes had been approved by the HLB (para 4).*”) it has been reported by one Member that an Auckland Transport staff member had told a member of the public “*that all bus stop changes had been approved by the HLB*”.
14. The Elected Member Relationship Manager immediately apologized and discussed the matter with the public transport team. Although the Howick Local Board have viewed all proposed changes and had the opportunity to comment they do not approve the changes and a statement of the nature reported was inappropriate.
15. Auckland Transport wishes to request more information because the ‘resolution’ states that Auckland Transport “*advertising*” said that all bus stop changes had been approved by the HLB. Auckland Transport has checked its records and cannot find any written statements of this nature. If the HLB could provide an example of the ‘*advertising*’ that states they approved bus stop changes, this would be very helpful as Auckland Transport is keen to address this issue.

Yours faithfully

Colin Homan

Group Manager Transport Services Development



Attachment A

Detailed list of bus stops identified by Howick Local Board and investigated by Auckland Transport

Table One: Bus stops put 'on hold' at the Howick Local Board's request before formal consultation started

Serial	Proposed Bus Stop	Reason
1	Picton Street outside the information centre	Put on hold after request from the Howick Local Board. The stop will need to be integrated with the Howick Village Centre Plan
2	Picton Street outside the Prospect Tavern	Put on hold after request from the Howick Local Board. The stop will need to be integrated with the Howick Village Centre Plan
3	Cook Street in front of All Saints Church	Cancelled at request of the Howick Local Board. The Howick Local Board was concerned about losing the historically significant frontage of the church.

Table Two: Bus stops identified at the workshop on 18 October 2017 for further discussion with between Auckland Transport and the Howick Local Board.

The traffic engineers responsible for the project discussed these stops at the workshop on 25 October 2017.

Serial	Proposed Bus Stop	Reason
1	172 Aviemore Drive	Pedestrian refuge
2	In front of the reserve opposite 172 Aviemore Drive	Pedestrian refuge
3	Valeria Drive/Jeffs Road	Proximity to school, steep road
4	30 Union Road	Visibility from/proximity to vehicle crossings Concerns about shopping centre
5	41 Union Road	Visibility from/proximity to vehicle crossings
6	86 Union Road	Visibility from/proximity to vehicle crossings
7	71 Union Road	
8	168 Cascades Road	Width of lanes past stops on Cascades Road and location of refuge and footpath
9	139 Cascades Road	Width of lanes past stops on Cascades Road and location of refuge and footpath
10	206 Cascades Road	Width of lanes past stops on Cascades Road and location of refuge and footpath
11	207 Cascades Road	Width of lanes past stops on Cascades Road and location of refuge and footpath
12	254 Cascades Road	Width of lanes past stops on Cascades Road and location of refuge and footpath
13	In front of the reserve opposite 254 Cascades Road	Width of lanes past stops on Cascades Road and location of refuge and footpath
14	215 Jeffs Road	Give way lines, narrow for overtaking
15	145 Bucklands Beach Road	Pedestrian refuge location
16	148 Bucklands Beach Road	Pedestrian refuge location
17	43 Cook Street	Proximity to side road (Fencible Drive)



18	54 Cook Street	Proximity to side road (Fencible Drive)
19	805 Chapel Road (Bruce McLaren Retirement Village)	Pedestrian refuge and bus stop should be relocated and put together as a package.
20	In front of the reserve opposite 805 Chapel Road (Bruce McLaren Retirement Village)	Pedestrian refuge and bus stop should be relocated and put together as a package.
21	61 Bleakhouse Rd	Proximity of rear of stop to roundabout
22	45 Cockle Bay Road	Proximity to side road (Stevenson Way)
23	54 Cockle Bay Road	Proximity to side road (Stevenson Way)
24	195 Botany Road	Proximity to side road (Vesca Place)
25	In front of the reserve opposite 195 Botany Road	Proximity to side road (Vesca Place)
26	259 Botany Road	Proximity to the medical centre exit
27	Opposite 35 Botany Road on large berm that 40 and 42 Botany Road	Proximity to side roads at the large intersection
28	9 Clovelly Rd	Proximity to side road (Markham Place)
29	2 Ara Tai Drive	Distance between stop pair/rationale for stops at this location
30	3 Ara Tai Drive	Distance between stop pair/rationale for stops at this location
31	48 Granger Road	Speeds in this location, distance between stop pairs
32	49 Granger Road	Speeds in this location, distance between stop pairs
33	Opposite 36 Butley Drive	Proximity to side road (Driscoll Place)
34	40 The Parade	Local Board raised residents concerns
35	14 Ridge Road	Local Board raised residents concerns
36	119 Second View Avenue	Auckland Transport discussed resident's concerns Local Board
37	8 Whitford Road	Auckland Transport discussed resident's concerns Local Board
38	Minerva Road	Auckland Transport discussed resident's concerns Local Board

Table Three: Bus stops identified at the workshop on 25 October 2017 that Auckland Transport proceeded to investigate further.

Serial	Proposed Bus Stop	Result
1	43 Cook Street	Thoroughly investigated and was not changed. The Howick Local Board has continued to lobby for this stop to be changed stating that they have safety concerns. Experienced traffic engineers have reviewed the site and stated that they do not have concerns about safety at this site.
2	805 Chapel Road (Bruce McLaren Retirement Village)	Bus stop replaced with bus shelter and new pedestrian refuge built
3	In front of the reserve opposite 805 Chapel Road	Bus stop replaced with bus shelter and new pedestrian refuge built



	(Bruce McLaren Retirement Village)	
4	61 Bleakhouse Rd	Under investigation. Originally moving the stop was proposed but after discussion with local residents, more investigation is being undertaken.
5	48 Granger Road	Site being investigated and safety audited.
6	49 Granger Road	Bus stop moved to safe guard future vehicle access. Site being investigated and safety audited.
7	40 The Parade	Bus stop cancelled after being investigated.
8	14 Ridge Road	Bus stop cancelled after being investigated.
9	119 Second View Avenue	Bus stop being redesigned.
10	8 Whitford Road	Bus stop being redesigned.
11	Minerva Terrace	Bus stop shifted to 180 Cook Street

Table Four: Bus stops identified after the workshop on 25 October 2017 that Auckland Transport investigated further.

1	Opposite 22 Botany Road in front of Howick Primary School	Auckland Transport contacted the school then re-investigated the site and decided to change the stop because there was an error in the marking.
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Summary of Facts

- 108 bus stops investigated.
- 3 bus stops identified as problematic immediately and stopped (Table 1)
- 105 presented to the Howick Local Board for comment and workshopped on 18 October 2017
- 38 identified for further discussion and workshopped on 25 October 2017
- 11 identified for detailed investigation by Auckland Transport.
- 10 changed or stopped after that investigation.
- 1 reported after consultation investigated and changed.
- In total at 15 bus stops changes were requested of that 15 – 14 were changed.