

Information Memorandum for the Devonport-Takapuna Local Board

Consultation on a proposed bus stop installation programme on the north network along Northcote Road.

To	Devonport-Takapuna Local Board
From	Liam Stevens – Transportation Engineer (Stantec)
Date	Thursday, 7 June 2018
Subject	New Network Bus Programme - North Network

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1 Purpose of this memorandum

The purpose of this memorandum is to provide the Devonport-Takapuna Local Board with notice and information on consultation being carried out by Auckland Transport (AT) for the proposed installation of a bus stop on Northcote Road.

2 Background on wider project and proposed consultations

2.1 Overview

AT want to make moving around Auckland easier, to contribute to this, over the next few years AT is moving to a simpler and more integrated public transport network for Auckland.

After extensive consultation from 2 June until 13 July 2015, the next stage of the New Network is being rolled out in Auckland northern suburbs with final implementation planned for middle of 2018, depending on the provision of essential infrastructure. This roll out includes changes to existing bus stop infrastructure as well as the installation of new bus stop infrastructure. This will fill gaps in the network and enable buses to pull into and out of the bus stops quickly while minimising delays to bus passengers and general traffic.

AT want to establish and improve new bus service routes in the Devonport-Takapuna Local Board area to provide for a better connected northern network. To assist with this, AT is developing bus stop infrastructure which will service route N21 to provide a better connection between local suburbs. This service route extends along Northcote Road.

Detailed information on individual changes

Please find below detail of the proposed bus stop.

Opposite 16 Northcote Road

- **Problem**

A route review of Northcote Road has identified that there is currently insufficient bus stop infrastructure at this location to provide optimal service efficacy for the new N21 Northcote Point to Smales Farm Station via Northcote and North Shore Hospital bus service route. The purpose of this bus stop is to fill a gap between existing bus stops and provide a pair with the existing bus stop across the road outside no. 14 Northcote Road. This gap results in residents and workers in the surrounding properties and side streets having a greater distance to travel to and from a pick up/drop off location. This gap could be creating a deterrent for people to use public transport as a convenient alternative to taking their vehicles to work and elsewhere, consequently increasing traffic congestion.

- **Proposed Solution**

AT is proposing to mark out a new bus stop to current Auckland Transport Code of Practice (ATCOP) standards opposite 16 Northcote Road. Additionally, during internal consultation within AT, the potential to add a surface treatment on the footpath along the edge of the bus stop (consistent with the bus stop across the street outside of no. 14 Northcote Road) to delineate cyclists and other pedestrians around bus patrons waiting at the stop has been discussed. This treatment is being investigated to compliment the proposed design and will be consulted at a later date.

- **Benefits**

The main benefit of this proposal is that by installing a bus stop at this location it will reduce the distance potential passengers will need to travel before accessing a bus stop. This will work towards making public transport a more attractive mode of transport for residents in the surrounding properties and streets.

- **Disadvantages and Mitigation**

There is no perceived disadvantage for this proposal other than when occupied by a bus the lane of traffic behind the proposed bus stop will experience a slight delay as passengers are set down or picked up. This delay will only be for short periods of time. An infrequent slight delay for motorists is not seen as enough of a disadvantage to offset the perceived benefits.

2.2 Summary of changes

Auckland Transport is proposing to install a new bus stop with bus stop signs and bus stop road markings. These proposals are illustrated in the consultation drawing attached.

3 Consultation

3.1 Consultation background

Directly affected landowners, residents and businesses 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 Boards is to identify any issues which could affect the safe operation of the bus stops 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 stops location or infrastructure unless the feedback can help improve and enhance the public transport network and operation.

3.2 Consultation timeframes

This consultation will be carried out between 30 May and 13 June. 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 Liam.Stevens@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 each of the proposed changes, 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 Liam.Stevens@Stantec.com

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

Yours Sincerely,



Liam Stevens | on behalf of the Bus Stop Upgrade Programme

Auckland Transport

20 Viaduct Harbour Avenue, Auckland 1010

Private Bag 92250, Auckland 1142

17 May 2018

Devonport-Takapuna Local Board
Attn: Transport Portfolio Leads

Dear Sir / Madam

BUS STOP INFRASTRUCTURE PROJECT – DEVONPORT-TAKAPUNA

Auckland Transport is moving to a simpler and more integrated public transport network for Auckland. After extensive consultation, the New Network is being rolled out in Devonport-Takapuna in mid-2018. This roll out includes changes to existing, and the installation of new, bus stop infrastructure. This will fill gaps in the network and enable buses to pull into and out of the bus stops quickly while minimising delays to bus passengers and general traffic. We have investigated bus stop locations and the preferred locations are shown in the attached plans. To determine appropriate bus stop locations, an assessment is undertaken. The assessment takes into account key considerations which include, but is not limited to, the following: Optimisation of spacing between bus stops to maximise the catchment area, adequate space between driveways to provide a hardstand area for passengers, close proximity to intersections and pedestrian crossing facilities, as well as choosing a safe location where the road geometry provides safe sightlines for oncoming vehicles. The proposed changes comprises of the following work:

LOCATIONS IN DEVONPORT-TAKAPUNA

Bus Stop outside #1 Inga Road

- Relocate Bus Stop from #4 Omana Road to #1 Inga Road. Install Bus Stop roadmarkings and installation of Bus Stop information sign and Bus Stop Information sign, and extension of Bus Stop platform. Remove Bus Stop roadmarkings and sign outside #4 Omana Road. Removal of 6 car parking spaces.

Bus Stop outside Opposite #1 Inga Road

- Upgrade of existing Bus Stop roadmarkings, relocation of Bus Stop sign, installation of Bus Stop Information sign, and extension of Bus Stop platform, and removal of 3 car parking spaces.



Bus Stop outside #313 Sunset Road

- Relocate Bus Stop from #315 Sunset Road to #313 Sunset Road. Install new Bus Stop platform, Bus Stop roadmarkings and signage, and new pedestrian refuge islands. Remove Bus Stop roadmarkings and sign outside #315 Sunset Road. Removal of 10 car parking spaces.

Bus Stop outside #314 Sunset Road

- Installation of a new Bus Stop platform, Bus Stop roadmarkings and signage, and new pedestrian refuge islands.

Auckland Transport acknowledges that the proposals will result in a loss of on-street parking spaces. However, the installation of the bus stop road markings and the broken yellow lines either side are 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.

If you would wish to submit any comments on this proposal please complete the feedback form enclosed and return by 31st May 2018.

Once received, Auckland Transport will consider all feedback and information received prior to making a final decision. The feedback will be considered with the broader community benefits that this proposal will bring.

Thank you for your consideration of the above, and we look forward to your positive contribution to promote a sustainable transport system in Auckland.

Yours sincerely



Daniel Subteniente
Transportation Engineer
Traffic Engineering Solutions (On behalf of Auckland Transport)

Enclosed:

- Consultation Plans
- Feedback form

