

## Permanent Traffic and Parking Changes Report (combined)

### Howick Local Board

### Pakuranga Road and The Link, Howick

### Traffic Lanes, No Stopping At All Times Restrictions, Bus Stops, Bus Shelter, Traffic Islands, Give Way and Flush Medians.

#### Report to Traffic Control Committee and Traffic Operations Manager

Reporting Officer: [REDACTED] Metro Project Delivery – Bus Portfolio Delivery (Projects)

Date: 13 May 2019	Resolution ID: 15870
Date Resolved: 28 JUN 2019	
Sign Check:	Internal cost code: C100744.04.02

## 1. Recommendation

The Traffic Control Committee resolves:

- A. That pursuant to clause 9 of the Auckland Transport Traffic Bylaw 2012, section 334 of the Local Government Act 1974, and clauses 2.1 and 7.12 of the Land Transport Rule: Traffic Control Devices 2004, **lanes, including lanes restricted to traffic required to turn or go straight ahead as indicated by arrow markings**, are provided for on **Pakuranga Road** as indicated in the attached drawing #AT/HLB/15870/127, Rev A, dated 02/05/2019, forming part of the resolution.
- B. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of any vehicle is prohibited at all times** in the parts of road referred to as 'A1', 'A2' and 'A5' on **Pakuranga Road**, and the parts of the road referred to as 'A6' and 'A7' on **The Link** as indicated in the attached drawing #AT/HLB/15870/127, Rev A, dated 02/05/2019, forming part of the resolution.
- C. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of any vehicle is prohibited at all times** in the part of road referred to as 'A3' on **Pakuranga Road** as indicated on and extending beyond (for the avoidance of doubt: On the northern side of Pakuranga Road and extending east for a distance of 92m to a point 5.5m east of the prolongation of the western property boundary of the property of #712 Pakuranga Road) as indicated in the attached drawing #AT/HLB/15870/127, Rev A, dated 02/05/2019, forming part of the resolution.
- D. That pursuant to clause 18 of the Auckland Transport Traffic Bylaw 2012, **the stopping, standing or parking of any vehicle is prohibited at all times** in the part of road referred to as 'A4' on **Pakuranga Road** as indicated on and extending beyond (for the avoidance of doubt: On the southern side of Pakuranga Road and extending east for a distance of 148.5m to the prolongation of the western kerb line of Botany Road) as indicated in the attached drawing #AT/HLB/15870/127, Rev A, dated 02/05/2019, forming part of the resolution.
- E. That pursuant to section 591 of the Local Government Act 1974 and clause 19 of the Auckland Transport Traffic Bylaw 2012, the parts of road referred

to as 'B1' and 'B2' on **Pakuranga Road** as indicated in the attached drawing #AT/HLB/15870/127, Rev A, dated 02/05/2019, forming part of the resolution is reserved as a parking place in the form of a **bus stop** for the exclusive use of buses **at all times**.

- F. That pursuant to sections 317 and 339 of the Local Government Act 1974 a **transport shelter (bus shelter)** is to be provided on **Pakuranga Road** in the area referred to as '**BS1**' as indicated in the attached drawing #AT/HLB/15870/127, Rev A, dated 02/05/2019, forming part of the resolution.
- G. That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.5 of the Land Transport Rule: Traffic Control Devices 2004 an **edge line** is to be provided on **Pakuranga Road** in the area referred to as '**EL**' as indicated in the attached drawing #AT/HLB/15870/127, Rev A, dated 02/05/2019, forming part of the approval decision.
- H. That pursuant to sections 317 and 339 of the Local Government Act 1974 a **transport shelter (bus shelter)** is to be **rescinded** on **Pakuranga Road** in the area referred to as '**RBS1**' as indicated in the attached drawing #AT/HLB/15870/127, Rev A, dated 02/05/2019, forming part of the resolution.
- I. That this resolution will take effect when the traffic control devices in recommendation H that evidence the restrictions described in this report are removed.
- J. That this resolution will take effect when the traffic control devices in recommendations A, B, C, D, E, F and G that evidence the restrictions described in this report are in place.
- K. That this resolution will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

The Traffic Operations Manager approves:

- (i) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.7 of the Land Transport Rule: Traffic Control Devices 2004 a **traffic island (refuge islands)** is to be provided on **Pakuranga Road** in the areas referred to as '**T1**' and '**T2**' as indicated in the attached drawing #AT/HLB/15870/127, Rev A, dated 02/05/2019, forming part of the approval decision.
- (ii) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 10.1 of the Land Transport Rule: Traffic Control Devices 2004 **Give-Way control** is imposed at all times and road markings and signs erected on **The Link**, at its intersection with Pakuranga Road, as indicated in the attached drawing #AT/HLB/15870/127, Rev A, dated 02/05/2019, forming part of the approval decision.
- (iii) That pursuant to section 334 of the Local Government Act 1974 and clauses 2.1 and 7.4 of the Land Transport Rule: Traffic Control Devices 2004 a **flush median** is to be provided on **Pakuranga Road** in the areas referred to as '**FM1**' and '**FM2**', and on **The Link** in the area referred to as '**FM3**' as indicated in the attached drawing #AT/HLB/15870/127, Rev A, dated 02/05/2019, forming part of the approval decision.
- (iv) That any previous approvals pertaining to traffic controls to the extent that they are in conflict with the traffic controls described in this report are revoked.
- (v) That this approval will take effect when the traffic control devices that evidence the restrictions described in this report are in place.

## 2. Executive Summary

AT Metro received feedback from Howick Intermediate School raising concerns 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 and it was determined that the shelter could be repositioned further west to outside 700 Pakuranga Road which would move it away from the driveways. To ensure that the bus shelter is still relatively close to the head of the bus stop the bus box markings will also be shifted further west and lengthened to 30m. The No Stopping At All Times (NSAAT) restrictions will also be adjusted to ensure buses can safely and efficiently enter and exit the bus stop. It was also determined that the bus stop on the opposite side of Pakuranga Road should also be modified slightly to comply with ATCOP standards, by reducing the length of the bus stop to install a 9m NSAAT lead out.

## 3. Strategic Context

Auckland Transport is both the road controlling authority for the Auckland transport system and the organisation responsible for public transport management in Auckland. Its purpose is to contribute to an effective, efficient, and safe Auckland land transport system in the public interest. Auckland Transport establishes traffic controls and other facilities in pursuit of that purpose.

The Traffic Control Committee has been established to make decisions on these matters on behalf of Auckland Transport.

- Authority for making resolutions under bylaws was delegated to the Traffic Control Committee by the Auckland Transport Board at its meeting on 21 March 2016.
- Authority for making a number of other traffic control decisions was delegated to the Traffic Control Committee by the Chief Executive on 4 April 2016.

Aspects of the matters dealt with in this report are covered by these delegations to the Traffic Control Committee. Other aspects of the matters dealt with in this report are covered by the decision making authority delegated to the Traffic Operations Manager by the Chief Executive on 1 November 2010, by way of Auckland Transport Delegation Instrument ATDI 2010/01.



Given that the different elements of this matter are so closely linked it is considered appropriate that a single report be used to document them.

## 4. Consultation Summary

Internal, external and Local Board consultation was undertaken between February and May 2019. Internally the project was supported with some minor changes to the layout. Externally, one objection was received to the proposal and this was all responded to and closed out. The Howick Local Board raised no objection to the proposal.

A fuller description of the consultation, of who was consulted, the methodology and a more detailed review of the feedback and how this was responded to is set out in the consultation section of the appendix.

## 5. Signatures and Approvals

	Name and title of signatory	Signature	Date
Consultant/ Author:	Pippa Mitchell Principal Consultant PTM Consultants Ltd.		
Recommended by:	[REDACTED] Metro Project Delivery Bus Portfolio Delivery (Projects)	Approved via Workflows	13/5/19
Verified by:	[REDACTED] Senior Resolution Technician Transport Controls	Approved via Workflows	4/6/19
Approved by:	[REDACTED] Traffic Engineering Team Leader (Central/South) Network Management and Safety	Approved via Workflows	10/6/19
Approved by:	[REDACTED] Infrastructure Lead – Minor Capex AT Metro Infrastructure Specification	Approved via Workflows	18/6/19
Approved by:	[REDACTED] Parking Compliance Area Manager Parking Services	Approved via Workflows	6/6/19
Recommendations A to K	Name	Signature	Date Resolved
Resolved by:  Traffic Control Committee	[REDACTED] ..... Chairperson Traffic Control Committee		28 JUN 2019
Recommendations i to v	Name	Signature	Date Approved
Approved by:  Delegated Authority	[REDACTED] ..... Traffic Operations Manager Network Management and Safety		28 JUN 2019

## Appendix

### 6. Background

#### 6.1 How the matter arose

The current bus shelter located at the bus stop outside 706 Pakuranga Road is situated between two driveways. This is not a safe location as it puts waiting passengers in close proximity to vehicle turning movements. Howick Intermediate School raised this concern with AT Metro and requested they investigate the situation and determine if the bus shelter could be relocated away from the driveways.

#### 6.2 Location

This resolution covers two roads:

1. Pakuranga Road - This section of road is classified as a Primary Arterial and is situated between Botany Road and The Link in the Howick Local Board area

This road is in a predominantly residential area. However, southern side of this section of Pakuranga Road is dominated by Howick Intermediate School.

The most recent traffic counts for Pakuranga Road according to the Auckland Transport website were recorded in June 2018 between Dunrobin Place and Buckland Beach Road. The 5-day ADT, for both directions was 38,123 vehicles.

2. The Link - This section of road is classified as a Local Road and is situated between Pakuranga Road and Willoughby Avenue in the Howick Local Board area.

This road is in a predominantly residential area.

There are no recent traffic counts for The Link according to the Auckland Transport website.

### 7. Issues and Options

#### 7.1 Proposal

It is proposed to relocate the existing bus shelter and bus stop outside 706 Pakuranga Road slightly further west to outside 700 Pakuranga Road and install additional No Stopping At All Times (NSAAT) restrictions to improve accessibility for buses entering and exiting the bus stop. The bus stop on the opposite side of Pakuranga Road will also be reduced in length to install 9m of NSAAT to provide a lead out and bring the bus stop up to ATCOP standards.

This resolution also re-resolves the existing traffic controls on Pakuranga Road and The Link in the vicinity of the site as these were reviewed and it was confirmed that they are reasonable and appropriate. This is shown on the attached drawing #AT/HLB/15870/127, Rev A, dated 02/05/2019,

#### 7.2 Alternatives

##### Do Nothing Option

In this situation, the do-nothing option would mean that the bus shelter and bus stop would remain in its current location. However, this does not address the problem of the shelter being located between two driveways creating an unsuitable waiting environment. Consequently, this option was not pursued.

##### Option 1

Option 1 proposed to relocate the bus stop and bus shelter further west to outside 694 Pakuranga Road, west of the intersection with The Link. However, in that location the bus

stop is further away from the signalised intersection with Botany Road and the larger walk up catchment and signalised crossing points for pedestrians. Consequently, this option was not pursued.

### Option 2

Option 2 proposed to relocate the bus shelter further west to outside 700 Pakuranga Road and readjust the bus box and NSAAT restrictions to be in line with the new shelter location. This would move the bus shelter away from the two driveways, extend the length of the bus stop to a standard 30m to cater for that more than one bus route can arrive at this stop at the same time and also deal with the fact that currently vehicles can park directly behind the rear of the bus stop creating issues for buses trying to access the bus stop. The bus stop on the opposite side of the road will be reduced by 9m so NSAAT can be installed to provide the 9m lead as per ATCOP standards. This is the preferred option.

### **7.3 Local Board**

The Howick Local Board was contacted via the Elected Member Relationship Manager in late April 2019. The Local Board raised no objection to the proposal.

### **7.4 Consultation**

Consultation on the proposal was undertaken with the following **internal** parties

Finance	N/A
Parking Compliance	Support
Parking Design and Solutions	Support
AT Metro	Support
Road Safety Engineering	Comment
Traffic Engineering	Support
Walking & Cycling	Support
ATOC	N/A
Road Corridor Access	Support

Internal consultation was undertaken between February and April 2019. All the teams except Road Safety supported the proposal. Feedback was received from the Walking and Cycling and Road Safety teams. This is discussed in the Analysis section below.

Consultation on the proposal was undertaken with the following **external** parties

Affected residents/property owners	yes
Affected businesses	no
Affected road users	no
Affected community groups	yes
Public transport operators	no
Emergency services	no
Business association	no
Police	no

External consultation was undertaken with the five directly affected property owners and occupiers and Howick Intermediate School in April and early May 2019. Feedback was received from one of the owner/occupiers objecting to the proposal. Howick Intermediate School raised no objection to the proposal. The feedback received and how it was closed out is outlined in the Analysis section below.

The residents and owners of #700 and #702 Pakuranga Road adjacent to the new bus shelters were consulted in accordance to Section 339 of the Local Government Act 1974, and were informed that if there are any objections, they can request a hearing and voice their concerns. The residents and owners of these properties did not raise any objections.

### **7.5 Analysis**

Relocating the bus shelter and bus stop slightly further west to outside 700 Pakuranga Road will address the current safety concerns associated with the bus shelter being

located between two driveways. It will also enable the bus stop to be extended to 30m to cater for that fact that more than one bus route services this stop at the same time and enable buses to pull in safely to the bus stop rather than negotiate the fact that currently vehicles can park directly behind the rear of the bus stop.

Internal consultation feedback was received from the Walking and Cycling and Road Safety teams. The Walking and Cycling team requested consideration be given to widening the footpath and potentially extending the kerb line at the intersection of The Link and Pakuranga Road to improve the crossing environment for pedestrians. In response AT Metro advised that a 1.8m by 9m long concrete hardstand will be installed in front of the bus shelter to provide a larger area for bus passengers to wait at and for pedestrian to walk past. It was agreed that a larger conversation was required internally regarding footpath widths and intersection upgrades to assist pedestrians and that this proposal could proceed in the meantime.

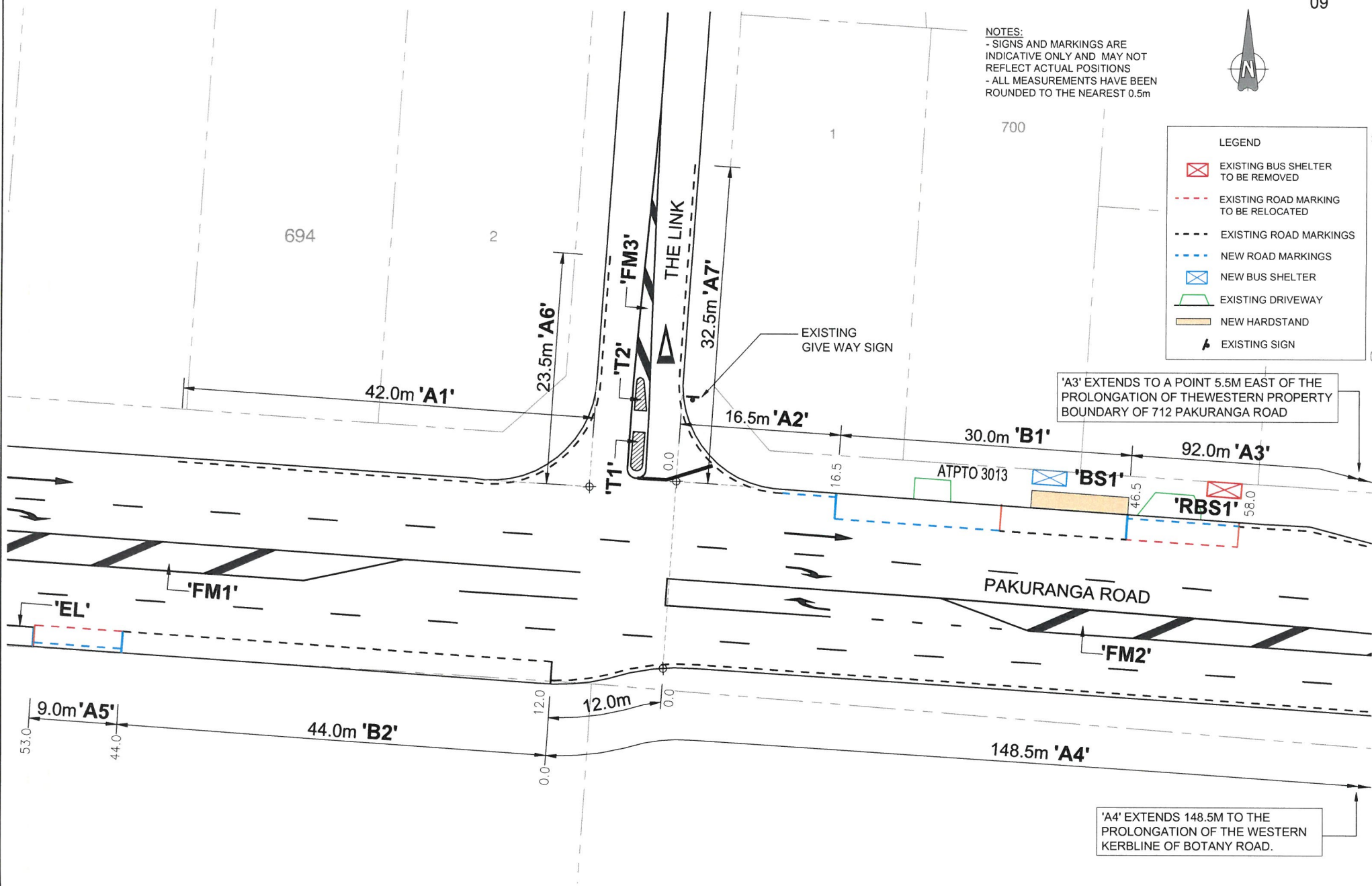
The Road Safety team supported the relocation of the bus shelter and bus stop but requested that a new signalised pedestrian crossing be installed around 690 Pakuranga Road as part of the proposal, to improve pedestrian connectivity to the bus stops on either side of Pakuranga Road in this section. AT Metro responded that the signalised crossings as part of the intersection with Botany Road were within 100m of the relocated bus stop and 200m of the bus stop on the southern side of Pakuranga Road and that these were sufficient to cater for the bus stops. This was discussed further and AT Metro requested that a two-stage approach take place where the immediate safety issue was addressed first through the proposal and then the pedestrian crossing facility investigation be undertaken separately. The Road Safety team responded that while they appreciate the fact that it will take time to install the required crossing facility, that AT Metro should assess the risks associated with the lack of crossing facility and present this to TCC for their considerations and decisions. Road Safety recommended that it would definitely help if it can be demonstrated that the design for the signalised crossing has been incorporated as part of the bus stop changes and that there is a definite implementation date for the crossing facility as part of the resolution. Portfolio project delivery team agrees with Road Safety comments to continue with signalised crossing in scope. The discussions have occurred between Metro and Road Safety and design of the new signalised crossing is being progressed separately to this proposal however within the Metro programme. Implementation funding for the new signalised crossing is part of an on-going AT discussion.

The one objection received to the external consultation was from [REDACTED] Pakuranga Road. They objected to the relocation on the ground that they were unaware there was an issue with the current situation; that if it was to move it should still be kept outside #702 as that would have less of an adverse impact on #700 Pakuranga Road; disagreed with the loss of the two parking spaces at the rear of the stop and, requested that if the shelter is moved the rubbish bin is kept. In response AT Metro responded that the shelter was not in the ideal location located between the two driveways and that complaints had been received about safety issues, as outlined in the consultation material. It was explained that the new bus shelter location was in part due to underground services which limited the relocation options. The removal of the two parking spaces was required to ensure buses could access the bus stop safely and efficiently and there was parking spaces available on The Link and that the rubbish bin would be retained. The owner responded that they noted the feedback. The Howick Local Board raised no objection to the proposal

NOTES:  
 - SIGNS AND MARKINGS ARE INDICATIVE ONLY AND MAY NOT REFLECT ACTUAL POSITIONS  
 - ALL MEASUREMENTS HAVE BEEN ROUNDED TO THE NEAREST 0.5m



LEGEND	
	EXISTING BUS SHELTER TO BE REMOVED
	EXISTING ROAD MARKING TO BE RELOCATED
	EXISTING ROAD MARKINGS
	NEW ROAD MARKINGS
	NEW BUS SHELTER
	EXISTING DRIVEWAY
	NEW HARDSTAND
	EXISTING SIGN



'A3' EXTENDS TO A POINT 5.5M EAST OF THE PROLONGATION OF THE WESTERN PROPERTY BOUNDARY OF 712 PAKURANGA ROAD

'A4' EXTENDS 148.5M TO THE PROLONGATION OF THE WESTERN KERBLINE OF BOTANY ROAD.



PROJECT NAME: PAKURANGA ROAD, HOWICK  
 HOWICK LOCAL BOARD  
 RESOLUTION PLAN

Design:	NTS
Survey: AP	DWG # : AT/HLB/15870/127
Drawn: DC	Rev : A
Date: 02/05/2019	Sheet#: 1 of 1