

Bernard Nunns

From: [REDACTED]
Sent: Monday, 22 August 2022 5:16 pm
To: Emma Tonks; [REDACTED]
Cc: Leona Irsevic; [REDACTED]
Subject: RE: [EXTERNAL] FW: Jackson St Petone - bus stop change

Hi Emma,

Thank you for the heads up.

I will discuss with [REDACTED] and be prepared.

Regards

[REDACTED]

[REDACTED]

Hutt City Council, 30 Laings Road, Lower Hutt 5040
[REDACTED] W: www.huttcity.govt.nz



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From: Emma Tonks <Emma.Tonks@gw.govt.nz>
Sent: Monday, 22 August 2022 4:46 pm
To: [REDACTED]
Cc: Leona Irsevic <Leona.Irsevic@gw.govt.nz>
Subject: [EXTERNAL] FW: Jackson St Petone - bus stop change

Kia ora [REDACTED] and [REDACTED]

I have forwarded the email trail to you for information and heads up. Our councillor Prue Lamason is attending the Petone Community Board this evening and the Jackson Street Bus Stop is likely to be raised. We have drafted some information for Cllr Lamason and wanted to share with you so that there are no surprises.

Nga mihi

Emma Tonks (She/Her)

Kaitaki-a-tīma | Manager, Bus & Ferry Assets

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From: Fiona Abbott <Fiona.Abbott@gw.govt.nz>
Sent: Monday, 22 August 2022 4:32 pm
To: Emma Tonks <Emma.Txxx@xx.xxvt.nz>
Subject: FW: Jackson St Petone - bus stop change

FYI and for sharing

From: Samantha Gain <Samantha.Gain@gw.govt.nz>
Sent: Monday, 22 August 2022 4:31 pm
To: Fiona Abbott <Fiona.Abbott@gw.govt.nz>
Subject: Re: Jackson St Petone - bus stop change

Yes I think a hard copy is ok for her to share .. it is just facts after all?
Please can you share it with your HCC contacts to avoid any surprise from that quarter.

From: Fiona Abbott <Fiona.Abbott@gw.govt.nz>
Sent: Monday, August 22, 2022 4:27:58 PM
To: Samantha Gain <Samantha.Gain@gw.govt.nz>
Subject: RE: Jackson St Petone - bus stop change

I do wonder what they will then do with it? It is not really sanitised for comms and we never know where these sorts of things will end up – particularly with the Eastbourne Community.

I will let you decide but perhaps we need to send it to Matt and also get Prue to put some caveats around what it should be used for? It is election season after all!

From: Samantha Gain <Samantha.Gain@gw.govt.nz>
Sent: Monday, 22 August 2022 3:55 pm
To: Fiona Abbott <Fiona.Abbott@gw.govt.nz>
Subject: Fwd: Jackson St Petone - bus stop change

I don't see any problem with a copy being given to community board chair, do you?

From: Prue Lamason <xxxx.xxxxxxx@xx.xxxx.xx>
Sent: Monday, August 22, 2022 2:59:11 PM

To: Samantha Gain <Samantha.Gain@gw.govt.nz>
Subject: Re: Jackson St Petone - bus stop change

Is it okay if I print your email and give a copy to the Chair of the Petone Community Board?
Prue

Get [Outlook for iOS](#)

From: Samantha Gain <Samantha.Gain@gw.govt.nz>

Sent: Monday, August 22, 2022 2:27:26 PM

To: Daran Ponter – Chair <xxxxx.xxxxxx@xx.xxxx.nz>; Josh van Lier <xxxx.xxxxxxx@xx.xxxx.xx>; Prue Lamason <Prue.Lamasxx@xx.xxxx.xx>; Ken Laban <Ken.Labax@xx.xxxx.nz>; Ros Connelly <xxx.xxxxxxxx@xx.xxvt.nz>; Roger Blakeley <Roger.xxxxxxxx@xx.xxt.nz>; Nigel Corry <Nigel.xxxxx@xx.xxxx.xx>; Fiona Abbott <xxxxx.xxxxxx@xx.xxxx.nz>; Metlink Councillor Liaison <PTCRS@gw.govt.nz>

Subject: Jackson St Petone - bus stop change

Kia Ora tatou

You will no doubt have seen a post from Chris Bishop over the weekend regarding the change to a bus stop on Jackson Street. I wanted to take the opportunity to explain the wider context and then specifically Jackson Street.

We have thousands of bus stops around the region and these require road markings and some sort of traffic resolution to change. Both markings and resolutions are in the hands of the local TAs. Many of these stops need to be changed for the following reasons:

1. The placement of the stop is wrong – we have a policy to have a stop every 400m. Meeting this policy can be challenging with the existing placement
2. The size of the stop is too small. Whilst we can apply discretion with bus stop dimensions, the NZTA guidance requires an entry taper of 15m, a bus stop box 15m and an exit taper of 9m which allows our vehicles to pull off the road properly and re-enter traffic safely. If the bus stop is not big enough, and there are car parks either side, then the bus cannot pull into the kerb and stays in the road and obstructs traffic
3. The bus needs to be able to pull into the kerb and ‘kneel’ for our accessibility passengers. Our accessibility charter is clear regarding our intent and the bus stops need to be able to facilitate this. Currently, a large number do not.
4. A safety issue. Our operators often raise these and we need to assess them in terms of impact and frequency. The main issue we face with respect to safety are obstructions in and around the stop that, if collected hard enough or frequently, can put our passengers and bystanders at significant risk. Many of these types of concerns relate to shop canopies, where repeat strikes weaken the structure and render them extremely vulnerable to collapse. In these cases, if we assess the risk as significant, we work with the TA to create a temporary change to mitigate the risk whilst we go through the formal Traffic Resolution process. This type of change can, and should, be done quickly and only directly affected stakeholders are notified.

All changes above, where permanent, need formal consultation and a traffic resolution – from the relevant TAs. We have a robust process for such consultation, working with the TAs, and continue to tweak it as required where we identify improvements. We also have plans that are shared with each of the TAs that identify the changes we want to make. This process is a collective one between Metlink and the TAs as the TAs own the roads and all of the associated data.

Before I explain Petone, I would point out that the changes driven by 1-3 above are often stopped when we need to remove car parks. We work closely with the TA Officers and local communities to socialise, consult, and obtain buy in to the change. However, we are often not able to actually implement the changes if there are dissenters in the community. Whether it goes ahead is entirely up to the local TA (via the traffic resolution process) and their appetite to override the dissenters. This does mean that progress on our accessibility charter for our bus network will remain challenging and our bus fleet will, in some areas, continue to impede traffic or stop in places that do not result in the most efficient running.

Now to Petone. This change was implemented as a result of 4 above – a safety issue. The offending hazard was a canopy at the site of the previous stop that has been struck a number of times over the last 2 years. We have identified this as an area for a planned kerb build out, to avoid buses striking the canopy. However, we became aware in the last 1-2 weeks that there have been more recent and multiple hits to the canopy. As such, we deemed it to be a significant safety risk and needed to relocate it using the emergency provisions until we can complete the kerb change. In accordance with our usual process, we sent out a notification to the businesses affected on 17 August and followed up by speaking directly with the owners of the businesses. We notified HCC of our intention to move the sign on Monday (today) as our contractor could not move it earlier. However, their road marking contractor made the changes earlier so the implementation of the road marking change and the signage change did not coincide.

HCC was fully aware of this issue and the change. Chris Bishop did not ask any questions or reach out to us prior to posting this on Facebook (despite having been in a meeting with Fiona earlier in the week, where carpark impacts were discussed, and having her contact details) so unfortunately we could do very little once he posted.

We will contact HCC officers to review what has happened here and confirm that all parties followed the correct processes.

Please feel free to contact me or Fiona if you need anything further.

Ngā mihi
Sam

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