

26 February 2024

File Ref: OIAPR-1274023063-25268

By email: [REDACTED]

Tēnā koe [REDACTED]

Request for information 2024-010

I refer to your request for information dated 31 January 2024, which was received by Greater Wellington Regional Council (Greater Wellington) on 31 January 2024. You have requested the following:

“The road marking for Bus Stop 1108 (between 101 & 103 Arawhata Road, Paraparaumu 5032) was amended recently. New road marking (which looks like bus stop markings) has appeared in front of 97 & 99 Arawhata Road, Paraparaumu 5032.

Information Required:

- 1. What is the proposed (& ongoing) plan for the bus stop. Please include drawing and diagrams if available.*
- 2. What was the catalysts for change?*
- 3. What was the rationale for final decision & plan.*
- 4. Will the physical sign for bus stop be moved? If yes, when and where will the sign be moved to? (Please provide drawings, diagram or map of available)*
- 5. What other structure (shelter/bench/lighting/etc) is planned with the proposed/ongoing change. Please include drawings/diagram if available.*
- 6. Can I have the contact details of the person managing this change, please?”*

Greater Wellington's response follows:

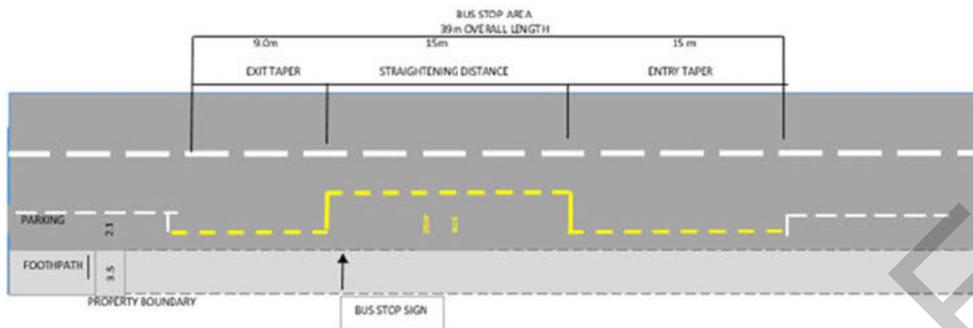
1. What is the proposed (& ongoing) plan for the bus stop. Please include drawing and diagrams if available.

The bus stop change was proposed at the Paraparaumu Community Board Meeting on 5 December 2023. Please see the image below which was used to outline the layout changes for this stop.



It is proposed to retain the new position of the bus stop going forward as it addresses road safety concerns of having the stop located directly opposite a busy intersection as well as improving accessibility for all bus users through having the front door of buses aligning with the kerb and adjacent footpath. Bus stop signage will be relocated and placed within the grassed berm near the front of the bus stop in due course.

The below image outlines Metlink bus stop guidelines. Recognising that on-street parking is often under pressure, we have been able to reduce the length of the broken yellow lines (entry and exit tapers) from 15 metres down to 9 metres which still allows for buses to pull into the stop properly and safely.



Where possible, we try to place broken yellow lines over driveways to reduce the loss of on-street parking. For this new bus stop layout, approximately two parking spaces have been removed to achieve these improvements.

2. What was the catalysts for change?

Please see below a photo of the current stop location.



Stop 1108 was previously located opposite the busy Marere Avenue intersection, which only provided a small shoulder for the bus to stop as well as requiring buses to stop over yellow no

stopping lines. At that time, the bus was effectively stopping mostly in a live lane adjacent to the right-turn bay into Marere Avenue. Not only did this reduce the amount of space available for other road users to safely overtake stationary buses but it also made boarding difficult for some bus passengers.

3. What was the rationale for final decision & plan?

Metlink's fleet of buses are designed to be fully accessible for customers. However, they are only accessible when the bus can pull up parallel to a kerb allowing customers step-free access to the bus. This is particularly important for customers with reduced mobility. Additionally, the former bus stop location resulted in buses having to stop on a narrow road shoulder, and directly opposite a busy intersection. It was assessed by Greater Wellington and Kāpiti Coast District Council staff that this location was unsafe for a bus stop.

Part of the newly marked bus stop is located across a driveway, similar to the former bus stop. It is common practice to utilise driveways where possible when locating new bus stops in order to minimise effects on street carparking loss. Bus Stop 1108 is not considered a heavy boarding bus stop so there should be minimal inconvenience to the resident.

4. Will the physical sign for bus stop be moved? If yes, when and where will the sign be moved to? (Please provide drawings, diagram or map of available)

The bus stop signage is to be shifted to the new bus stop position, with a new signpost and sign installed within the grassed berm at the back of the footpath. This layout will be the same as other bus stops located on the network. It is expected that this sign will be shifted before the end of February 2024.

A diagram of this location can be found under our response to question 1.

5. What other structure (shelter/bench/lighting/etc) is planned with the proposed/ongoing change? Please include drawings/diagram if available.

It is not planned to place any additional infrastructure at the new bus stop location. We can confirm that there will be no bus shelter or seating, or additional lighting provided or installed.

6. Can I have the contact details of the person managing this change, please?"

This change is being managed by Metlink's infrastructure team. You can contact [REDACTED] Traffic Resolutions Advisor, through his email address: [REDACTED]

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Please note that it is our policy to proactively release our responses to official information requests where possible. Our response to your request will be published shortly on Greater Wellington's website with your personal information removed.

Nāku iti noa, nā

A handwritten signature in blue ink that reads "sugar".

Samantha Gain

Kaiwhakahaere Matua Waka-ā-atea | Group Manager Metlink

PROACTIVE RELEASE