

Chairperson and Community Board Members
ŌTAKI COMMUNITY BOARD

15 AUGUST 2017

Meeting Status: **Public**

Purpose of Report: For Decision

NEW BUS STOPS FOR OTAKI AS PART OF BETTER BUS SERVICES FOR KĀPITI

PURPOSE OF REPORT

- 1 This report seeks the Ōtaki Community Board's (OCB) approval of the recommendations from the Greater Wellington Regional Council (GWRC) Report see Appendix 1 which details the new bus route locators.

DELEGATION

- 2 Section D of the Governance Structure and Delegations 2016-2019 Triennium gives the Community Board the authority to make this decision:

"...Authority to approve or reject officer recommendations relating to traffic control and signage matters for existing local roads, except those matters that involve significant safety issues. Community Boards will be consulted about these matters but final delegation will rest with Council officers."

BACKGROUND

- 3 As set out in Appendix 1 to this report. A representative from GWRC will be attending the meeting to present the report and answer questions.

CONSIDERATIONS

Policy considerations

- 4 There are no policy implications in relation to the recommendation.

Legal considerations

- 5 There are no legal considerations other than ensuring any new signs or road-markings are manufactured and installed in accordance with New Zealand Transport Agency (NZTA) Guidelines.
- 6 GWRC have the responsibility to define the bus routes but they require a Council Resolution to confirm the location of the bus stops.

Financial considerations

- 7 The cost of line marking for any of the proposed new bus stops can be accommodated in the 2017/2018 road maintenance budget.
- 8 The cost for signs and any associated civil works will be met by GWRC.

Tāngata whenua considerations

9 There are no issues relating to Tāngata Whenua for consideration.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

10 This matter has a low level of significance under Council policy.

Consultation already undertaken

11 GWRC have undertaken a review and consultation on all Kapiti bus services beginning in 2015. Feedback from consultation with the public, KCDC, Community Boards and other local groups has been used to formulate the service changes.

12 Council Officers have worked with GWRC to finalise bus stop locations and support the decisions and recommendations made in their report.

Publicity

13 A marketing and communication plan will be undertaken by GWRC.

RECOMMENDATIONS

14 That the Ōtaki Community Board recommends to Council that it approves the recommendations at paragraphs 31-42 in Appendix 1 of Report IS-17-282.

Report prepared by **Approved for submission** **Approved for submission**

Gary Adams

Kevin Currie

Sean Mallon

Traffic Engineer

**Group Manager
Regulatory Services**

**Group Manager
Infrastructure Services**

ATTACHMENTS

Appendix 1 GWRC Report “New Bus Stops for Ōtaki as part of better bus services for Kāpiti”

15 August 2017

Meeting Status: **Public**

Purpose of Report: For Decision

NEW BUS STOPS FOR OTAKI AS PART OF BETTER BUS SERVICES FOR KĀPITI

PURPOSE OF REPORT

- 1 This report seeks the Otaki Community Board's approval to;
 - a. Install 9¹ new bus stops to expand the coverage of the 290 bus route.
 - b. Relocate one 1² existing bus stop to facilitate improved access of the 290 bus route at Otaki Beach.
 - c. On commencement of the new bus route and timetable it is proposed that the two bus stops at 56 Aotaki Road and 4 Koromiko Road be formally removed. Both stops are unmarked with only a pole and relevant signage present.

These changes are currently scheduled to come into effect on Sunday 10 September 2017.

DELEGATION

- 2 Section D of the Governance Structure and Delegations 2016-2019 Triennium gives the Community Board the authority to make this decision:

"...Authority to approve or reject officer recommendations relating to traffic control and signage matters for existing local roads, except those matters that involve significant safety issues. Community Boards will be consulted about these matters but final delegation will rest with Council officers."

BACKGROUND

- 3 The Wellington Regional Public Transport Plan 2014 (RPTP) outlines the services integral to the region's public transport network. These services are to be procured under Public transport Operating Model (PTOM). Bus services have been grouped into units which will be operated under contract to Greater Wellington Regional Council (GWRC). The new PTOM contracts are expected to come into operation between late 2017 and early 2018

¹ 25 & 32/34 Domain Rd, 57/59 & 70 Waerenga Rd, 35 & 42 Kirk St, 61 Aotaki St, 281 Rangiuuru Rd and 61 Moana St

² Marine Parade opposite 70

- 4 In preparation for the PTOM tendering of Kāpiti bus services an operational review of the Kāpiti Bus services was undertaken between September 2015 and March 2016. The review included extensive consultation across the community and received input from Kāpiti Coast District Council (KCDC), local community boards, local bus operators, stakeholder meetings. It also considered customer feedback received over the last few years. The review also took account of a new off-peak train timetable planned for mid-2017, new town centre plans for the current SH1 at Paraparaumu and Waikanae, and future station access at Paraparaumu Station.
- 5 The initial review identified a number of areas where improvements to reliability, attractiveness and efficiency of the bus services could be made. These improvement areas were noted in the General Managers' Report to the GWRC Sustainable Transport Committee meeting of 11 May 2016 (Report 16.159).
- 6 With the assistance of key stakeholders, such as community boards and bus operators, and information from customers, a package of proposed changes were developed aimed at giving Kāpiti 'Better Bus Services'. During June and July 2016 we consulted with bus users and stakeholders on the proposed changes through a customer focussed public consultation process. Around 1500 consultation brochures and/or posters were distributed across the Kāpiti area during May, June and July 2016.
- 7 The feedback received during the public consultation period was reviewed along with the submissions made from Kāpiti Coast District Council, Otaki Community Board, Otaki School and the Kāpiti Coast Older Persons' Council were used to formulate the services changes agreed.
- 8 From the review the following changes were recommended to improve the coverage and access to public transport in Otaki;
 - a. **A more consistent timetable will be introduced with additional weekday and weekend bus trips improving access within Otaki and to Waikanae Station as well as simplifying the timetable.**
 - b. **The bus route is being adjusted to give a greater penetration into the main Otaki residential area by deviating off Mill Road and travelling via Domain Road, Waerenga Road, Lemon Street and Kirk Street and along the full length of Rangioru Road where a new residential subdivision is planned.**
 - c. **One trip in the morning and one in the afternoon will continue to travel via Mill Road to provide children access to Otaki School.**
 - d. **Improve connections between Kapiti College school buses and the Otaki bus at Waikanae.**
- 9 During the consultation process the suggestion was made to reroute the bus at Otaki Beach from Marine Parade onto Moana Street, one street inland, to provide better coverage to the residential area and a more protected environment for bus passengers away from the beach. Letters were sent to around 230 households affected to canvas this route alternative. A majority of the feedback supported the route change and it was incorporated into the final route.
- 10 The maps in Figures 1 and 2 show the current and planned new bus route.



Figure 1 - Current 290 Bus Route



Figure 2 - Confirmed 290 Bus Route

- 11 GWRC undertook a customer focused engagement process, designed to capture the views of users, while engaging with selected groups and giving customers on the affected routes the opportunity to provide feedback.
- 12 Following a joint Kāpiti Community Board presentation by GWRC on 31 August 2016, and GWRC approval on 28 September 2016, GWRC officers have been working to finalise the new timetable and bus stop changes in line with the recommended service changes set out in GWRC Report 16.449
- 13 The planned introduction of new Kāpiti Line off-peak train timetables from September 2017 has provided an opportunity to implement the new routes and timetables along with improvements to the train service.
- 14 GWRC officers have worked with KDCD and sought input from the current transport operators to finalise bus stop locations. The following new bus stop locations were chosen for their proximity to existing and potential customers, and spacing along the proposed route;
 - a. **Location 1:** new stop in the vicinity of 25 Domain Road (no comment or supportive comment received)

- b. **Location 2:** new stop in the vicinity of 34 Domain Road
 - c. **Location 3:** new stop in the vicinity of 59 Waerenga Road
 - d. **Location 4:** new stop in the vicinity of 70 Waerenga Road
 - e. **Location 5:** new stop in the vicinity of 35 Kirk Road (no comment or supportive comment received)
 - f. **Location 6:** new stop in the vicinity of 42 Kirk Road (no comment or supportive comment received)
 - g. **Location 7:** new stop in the vicinity of 61 Aotaki Street
 - h. **Location 8:** new stop in the vicinity of 231 Rangiorua Road
 - i. **Location 9:** new stop in the vicinity of 281 Rangiorua Road (no comment or supportive comment received)
 - j. **Location 10:** new stop in the vicinity of 61 Moana Road (no comment or supportive comment received)
 - k. **Location 11:** relocate existing stop opposite 70 Marine Parade 50 southward (no comment or supportive comment received)
- 15 After a safety review³ of each location and consultation with nearby local residents, GWRC has looked to amend the following locations;
- a. **Location 2:** Location to be between 32 and 34 Domain Road
 - b. **Location 3:** Location to be between 57 and 59 Waerenga Road
 - c. **Location 8:** Not proceed with 231 Rangiorua Road at this time and review location alternatives to service future housing on Rangiorua Road.

ISSUES AND OPTIONS

- 16 Road safety assessments are complex and visual. It is therefore difficult to adequately reflect all the factors taken into account. However, the traffic safety issues considered include: - volume and type of traffic at all times of the day; speed limit; road width; closeness to traffic signals and road junctions; nature of property frontages; parking; stopping distances and sight lines.

Issues

- 17 **Stop Spacing** - stops should be positioned to ensure easy access to the bus with stop locations designed to maximise the number of households within a 5 minute walk of a bus stop (typically 500 metres). Stops however should not be spaced too closely together as this makes the bus slower and less reliable for customers. In practice stops spaced around 400 to 600 metres apart provide the best balance between local coverage and providing a punctual and reliable service for customers.

³ Calibre Consultants Report

- 18 **Adjacent property owners/tenants** - it is desirable that bus stops be placed at locations where they minimise the annoyance to adjacent residents or business owners, however vehicle and pedestrian safety, along with maximising access to public transport, are the overriding factors in determining the final bus stop locations.
- 19 **Limited visibility over hills and around curves** - Bus stops should not be located over the crest of a hill, immediately after a curve to the right, or at other locations that limit the visibility of the stopped bus to oncoming traffic.
- 20 **Pedestrian crossing points** - Bus stops should ideally be located close to existing crossing facilities to encourage safe pedestrian crossings, but they also should be located so that a stopped bus will neither block a crosswalk nor obstruct pedestrian visibility of oncoming traffic and vice versa.
- 21 **On-street parking** - locating a bus stop in an area with existing kerbside parking may require the removal of enough parking to permit the bus to pull into, service and then pull out of the stop to re-join traffic. For example, Figure 3 illustrates a typical bus stop with insufficient space for a bus to safely and appropriately pull into the bus stop compared with Figure 4 showing the ideal stop layout often seen in urban environments.

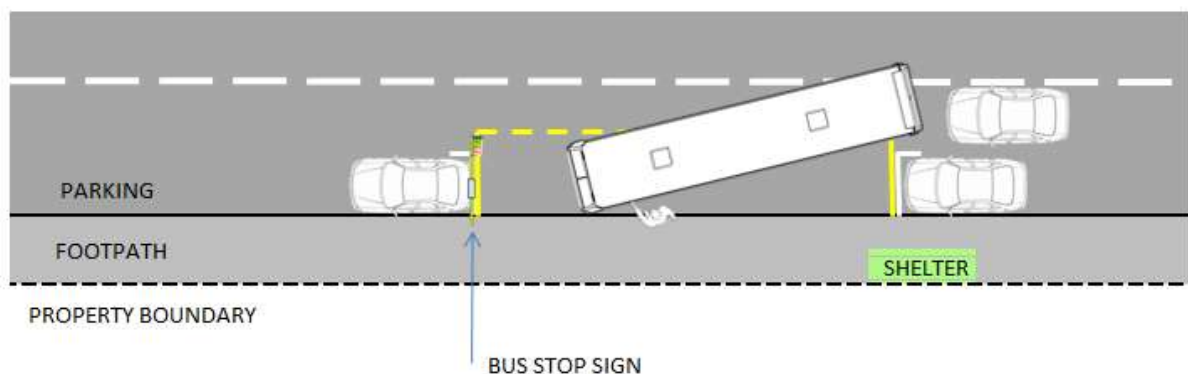


Figure 3 - issues experienced without associated parking restrictions

NZTA has listed likely outcomes of buses not stopping parallel and close to the stop kerb:

'Not accessible –can create an inaccessible vertical and/or horizontal gap for passengers to alight or board

'Not safe –if bus pulls into a stop too sharply, due to an inadequate or obstructed approach taper the bus can protrude into the traffic lane, affecting the general flow and safety of passing traffic.... when pulling back out to re-join the general traffic, inadequate exit tapers means that the rear of the bus can overhang the kerb in the vicinity of pedestrians and street furniture.'

'Not affordable – passengers may take longer to alight or board the bus.....may create delays for the bus service and general traffic..... generate negative reactions from the travelling public where the bus is perceived as difficult to access, slow and unreliable by bus passengers, and a cause of delay by drivers (potential bus passengers).....'

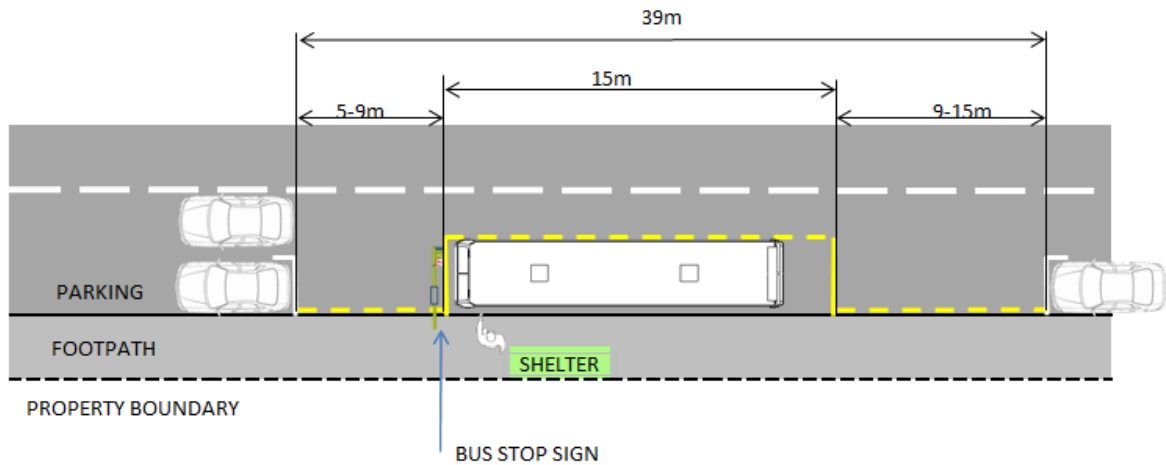


Figure 4 - preferred marked bus stop layout (including associated parking restrictions)

The ability for buses to reliably and consistently align close and parallel to the kerb at the bus stop is absolutely critical to the delivery of an accessible, safe, efficient and affordable bus service. This aspect is often taken for granted, but will be immediately noticeable and has a significant negative effect, if not achieved

- NZTA

- 22 **Safety** - Bus stops need to be located where they are convenient to use and the safety of passengers and other road users is taken into account. All potential sites have been inspected by Calibre Consultants. In addition the operation of services is discussed with operators giving them the opportunity to raise any operational or safety concerns they may have, none having been raised in this instance.
- 23 **Redundant/ Rationalised Stops** - The proposed changes to the route 290 will result in two⁴ current bus stops being removed from service and two⁵ bus stops having their operation reduced to school times only. Both of the stops which will become obsolete, 56 Aotaki Road and 4 Koromiko Road are unmarked, with only a pole and relevant signage. Following the commencement of the new bus route and timetable it is proposed that these stops be formally removed. The Mill Road bus stops at Otaki School will only be required to function as bus stops at school times (8:30am to 9:15am and 2:30pm to 3:15pm). All of these stops will be within 5 minutes' walk of alternative bus stops when the new route commences.

Options

- 24 **Bus Box Dimensions** - Stops may be provided without a marked stop box as illustrated in Figure 5. This stop arrangement may be appropriate where on street parking is not an issue.

⁴ 86 Aotaki Street and 4 Koromiko Street

⁵ 120 and 125 Mill Road (Otaki School)

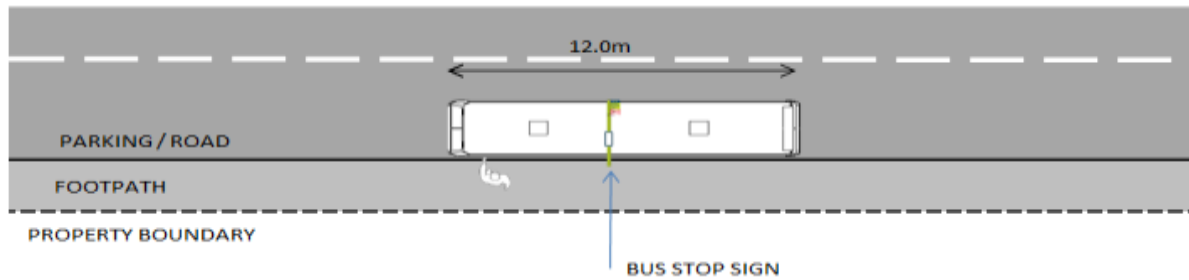


Figure 5 – Alternative stop layout

- 25 However as the clearance required for a bus to pull up to the kerb is not clearly delineated parked cars before and after the stop pole may lead to the issues noted at Figure 3 leading to an outcome that is not accessible, not safe and not affordable. Our expectation is that all the proposed bus stops will be to the layout described in Figure 5.
- 26 **Hail and Ride** - The Otaki bus route 290 provides a hail and ride service for customers between bus stops in Otaki (excluding stops on State Highway 1). Passengers may pick up and set down at any point along the Route between Bus Stops where it is safe and legal for the bus to do so. As such it is not strictly necessary to install bus stops on local streets within Otaki. However under a pure 'hail and ride' type service where no bus stops are provided there is no identified place for passengers to wait which can be confusing to newer passengers and may be more difficult for some disabled people. Past experience has shown that when a pure 'hail and ride' service operates with no bus stops many residents will be unaware that there is a bus serviced available and installing bus stops increases bus usage by advertising the presence of the bus service. There is also the possibility that people waiting may be missed if they don't signal clearly and they may not be waiting in location where the bus can safely or legally stop to pick them up. When service use increases on a 'hail and ride' route the bus may have to stop several times in a short distance to pick up and set down. This has a detrimental effect on bus punctuality and reliability. For these reasons installing bus stops is recommended.

CONSIDERATIONS

Legal Considerations

27 There are no legal considerations other than ensuring the new road-markings and signage used are in accordance with New Zealand Transport Agency (NZTA) guidelines.

Financial considerations

28 The cost of the proposed bus boxes can be accommodated from the 2017/2018 road maintenance budget, while signage and associated civil works will be covered by Greater Wellington Regional Council.

Degree of significance

29 This matter has a low level of significance under Council policy

Consultation already undertaken

30 Affected local residents have all been informed and invited to comment on the proposed options and indicate their preferred solution.

Publicity

31 The new bus stops and associated changes to the existing timetables and routes will be publicised as part of marketing and communication plan to ensure that prior to any bus route or timetable changes taking place, information is distributed ahead of time to the general public using a variety of information channels.

RECOMMENDATIONS

- 32 That the Otaki Community Board approves the installation of a new bus stop outside 25 Domain Road as indicated in Appendix 1 to this report
- 33 That the Otaki Community Board approves the installation of a new bus stop between 32 and 34 Domain Road as indicated in Appendix 2 to this report
- 34 That the Otaki Community Board approves the installation of a new bus stop between 57 and 59 Waerenga Road as indicated in Appendix 3 to this report
- 35 That the Otaki Community Board approves the installation of a new bus stop outside 70 Waerenga Road as indicated in Appendix 4 to this report
- 36 That the Otaki Community Board approves the installation of a new bus stop outside 35 Kirk Street as indicated in Appendix 5 to this report
- 37 That the Otaki Community Board approves the installation of a new bus stop outside 42 Kirk Street as indicated in Appendix 6 to this report
- 38 That the Otaki Community Board approves the installation of a new bus stop outside 61 Aotaki Street as indicated in Appendix 7 to this report
- 39 That the Otaki Community Board approves the installation of a new bus stop outside 281 Rangiruru Road as indicated in Appendix 8 to this report
- 40 That the Otaki Community Board approves the installation of a new bus stop outside 61 Moana Road as indicated in Appendix 9 to this report
- 41 That the Otaki Community Board approves the relocation of the bus stop opposite 70 Marine Parade 50m southward to opposite 74 Marine Parade as indicated in Appendix 10 to this report
- 42 That the Otaki Community Board approves the Mill Road bus stops at Otaki School being time limited to school times (8:30am to 9:15am and 2:30pm to 3:15pm) once new route has commenced as noted at point 23 of this report.
- 43 That the Otaki Community Board approves the removal of stops at 56 Aotaki Street and 4 Koromiko Road once new route has commenced as noted at point 23 of this report.

Report prepared by



Mark Edwards

GWRC

Approved for submission



Rhona Hewitt

GWRC

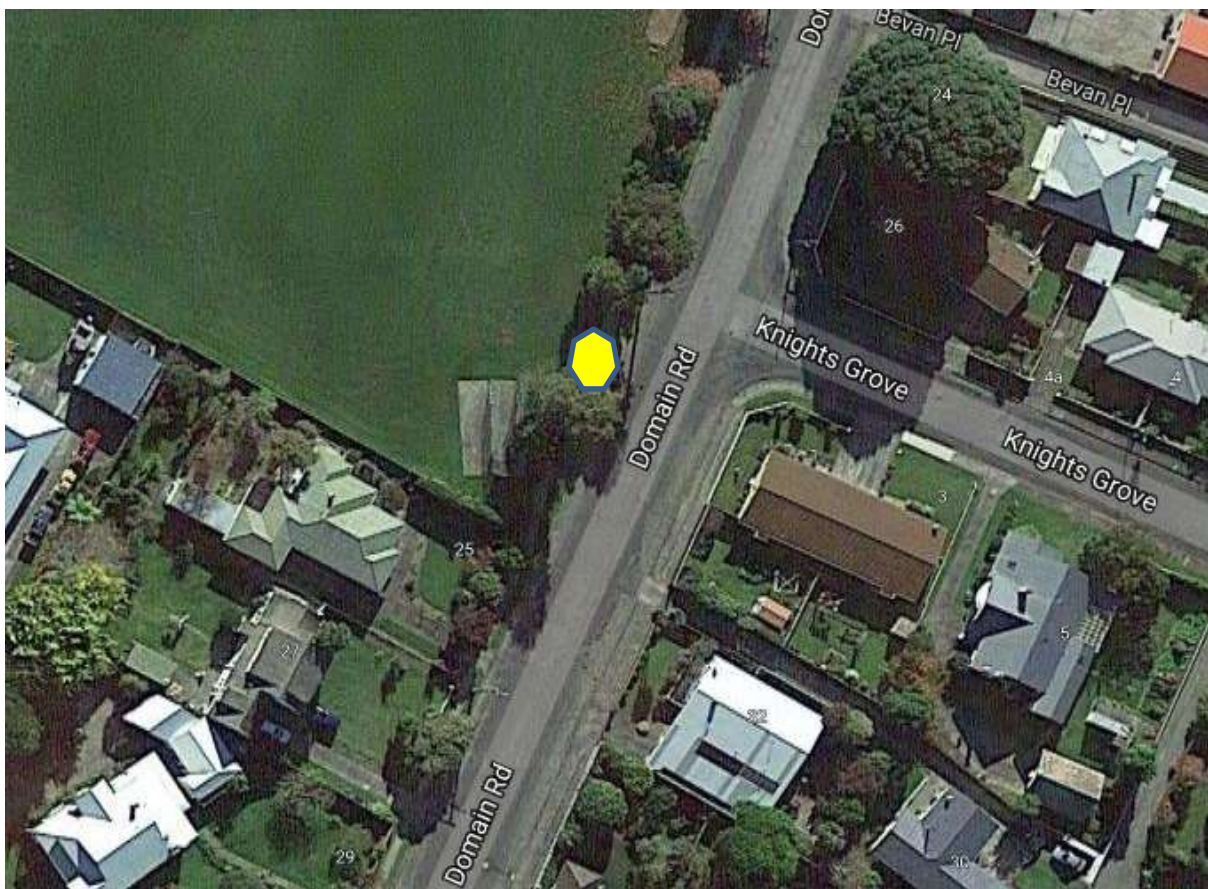
APPENDIX 1

Proposed Location #1 – 25 Domain Road



As location is outside the Otaki Domain there are no properties affected by the positioning of a bus stop out front. As a result no submissions have been sought or received.

A safety review carried out by Calibre Consultants for GWRC notes the site is on a flat straight road with good visibility in all directions and is suitable for a bus stop.



APPENDIX 2

Proposed Location #2 – 34 Domain Road



Submissions received

Submitter:	Robert Meyrick
Address:	32 Domain Road
Agree with Proposal:	Yes
Yes but not in front of No 34 owing it privacy reasons. If stop placed between No 38/40 would seem to solve this issue. Also a rubbish container should be installed near the stop for obvious reasons.	
GWRC Response	
Comments noted. Bus stop would not be installed out front of the house at 34 Domain Road to avoid the concerns raised regarding privacy. Stop would be located between houses at 32 and 34 where there is a garden with a high fence to minimise nuisance while being as close as feasible to Knights Grove to provide access to over 40 homes located up Knights Grove. A safety review carried out by Calibre Consultants for GWRC notes the site is on a straight and flat road with good visibility in all directions and is suitable for a bus stop. As there will only be 5 buses per weekday using the stop (2 per day on Saturdays and Sundays) impacts will be minimal.	

Submitter:	Norman and Linda Elder
Address:	34 Domain Road
Agree with Proposal:	No
As the residents of 34 Domain Rd we are making the following comments on health and safety issues and reduced enjoyment of private property that the proposed stop would create. Health and Safety hazard alerts: 1. Domain Rd is a main through road between Mill Rd and Waerenga Rd carrying a wide range of vehicles in both directions - large truck and trailers, buses, cars, motor bikes and school pupils and retired people on push bikes; many vehicles travel at the maximum speed limit. 2. There would be five households driving out onto Domian Rd from two crossings directly in front of the Stop - 34, 36A, 36B, 36C and 38, each with two vehicles. 3. Because of the unusually close proximity of the house at No.34 to the footpath - 2.4metres - the above household members already have a restricted sightline to the right as they exit onto Domain Rd. Adding the Stop where it's proposed will mean an already difficult egress would have even more sightline obstructions created by; a) signage b) Electrionic timetable support post c) Bus shelter d) passengers e) stationary buses - for all vehicles from the properties mentioned in 2, an average size bus will completely obscure their view of Domain Rd all the way back to Mill Rd. The addition of shelters and electronic signs may be considered something for the future, however it is clear that	

traffic flow is steadily increasing around Otaki and supply and demand of public transport services continues to grow. The need for complete bus stop facilities, including a shelter, may be required sooner than expected. Reduced enjoyment of our property: Originally built as a doctor's surgery and now a private residence, 34 Domain Road is extremely close to the pavement. The street frontage of the house is only 2.4 metres from the pavement so if the stop is established where proposed, it would mean; a) the driver and people on the bus, as it slows and stops, would be elevated sufficiently to see directly into our private living area - this part of the house has large windows on the street frontage and is adjacent to where the stop is intended, only 2.4 metres away 2) Noise and vibration of static and accelerating buses would really be felt in the house 3) Fumes from accelerating buses would invade the living space - one person in the household is a chronic asthmatic 4) the stop will create added noise from people waiting for the bus 5) if shelter and when a shelter is included at the stop it will create a convenient resting point along this well trodden street, further elevating noise levels at odd hours and increasing the likelihood of nearby property abuse 6) even the minimum design measurements indicated in your document will prohibit any casual parking across the property frontage. Further development of the property: 34 Domain Rd does not have off-street garaging. We have plans to develop drive on access on the street frontage to solve this situation. The stop would make this plan impossible. As residents of No. 34 Domain Rd we are confident there are other options for a stop on Domain Rd or nearby Waerenga Rd that would be safer and far less intrusive option.

GWRC Response

Comments noted. Bus stop would not be installed out front of the house at 34 Domain Road to avoid the concerns raised regarding privacy. Stop would be located between houses at 32 and 34 where there is a garden with a high fence to minimise nuisance while being as close as feasible to Knights Grove to provide access to over 40 homes located up Knights Grove. A safety review carried out by Calibre Consultants for GWRC notes the site is on a straight and flat road with good visibility in all directions and is suitable for a bus stop. As there will only be 5 buses per weekday using the stop (2 per day on Saturdays and Sundays) impacts will be minimal. As the stop is likely to be mostly used as a set-down bus stop installation of a shelter or electronic signage is very unlikely. The location of a bus stop pole will not prevent to installation of an off street garage. Many bus stops around the region overlap bus stops. The bus stop pole would be relocated if required by development of a new driveway in future.

Submitter:	Adriant Ann Gregory
Address:	36B Domain Road
Agree with Proposal:	Yes

GWRC Response

No response required to the submission though the support of residents is noted.

Submitter:	Derene Houpapa
Address:	36A Domain Road
Agree with Proposal:	No

As a ratepayer of 36A Domain Road I am not happy with this proposal of having a bus stop outside number 34 for the following reasons: Restricted / limited vision when turning out of driveway onto Domain Road I feel sorry for the residents at number 34 as their house is very close to the road if a bus shelter is there, there will be teenagers hanging around at night. If I can make a suggestion, why don't they change around the proposed route so the bus stop will be on the other side of the road on the domain side or put the bus stop outside number 26 Domain where there is a huge pohutukawa tree is as the house on this property is set way off the road.

GWRC Response

The bus stop would not be installed out front of the house at 34 Domain Road to avoid the concerns raised regarding privacy for 34. Stop would be located between houses at 32 and 34 where there is a garden with a high

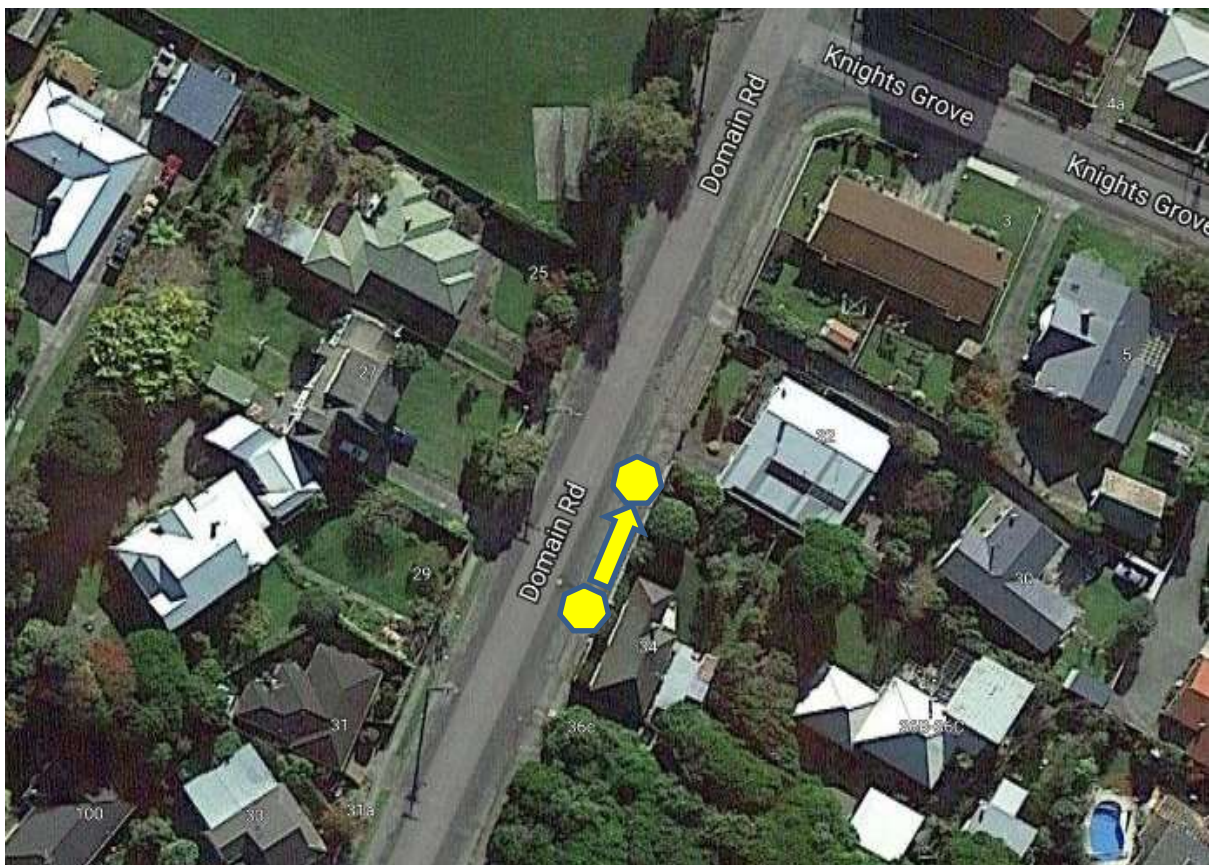
fence to minimise nuisance. A bus stops has as suggested been proposed for 25 Domain Road which would be the 'inbound' stop to Waikanae where most passengers would board the bus. The stop proposed for 34 would be the 'outbound' stop from Waikanae so we expect most people would be alighting from the bus at this stop rather than waiting at the stop to board.

Submitter:	Rosalie Chisholm
Address:	38 Domain Road
Agree with Proposal:	No

There wouldn't be room for a bus shelter as well, how many buses a day should be made clear. That would need more clear explanation. Also the driveway to no 36 has 5 houses down and you could not see past a bus making the turn into Domain Road dangerous, for the cars exiting.

GWRC Response

As the new bus route will have only 5 buses per weekday using the proposed stop (2 per day on Saturdays and Sundays) impacts will be minimal. As the stop is likely to be mostly used as a 'set-down' bus stop installation of a shelter is very unlikely. Passengers would mostly board the bus on the opposite side of the road for travel to Waikanae and Paraparaumu. A safety review carried out by Calibre Consultants for GWRC notes the site is on a straight and flat road with good visibility in all directions and is suitable for a bus stop.



APPENDIX 3

Proposed Location #3 – 59 Waerenga Road



Submissions received

Submitter:	Mrs P.M. Abbott
Address:	1 Lemon Street
Agree with Proposal:	Yes

GWRC Response

No response required to the submission though the support of residents is noted.

Submitter:	Sonya Daly
Address:	57 Waerenga Road
Agree with Proposal:	N

We wish to express that we object to a bus stop being located out the front of our home 57 Waerenga Road, Otaki. The location of the bus stops on both sides of Waerenga Road places parents and children of Otaki Kindergarten at a disadvantage. GWRC is proposing to allocate 39m to bus stops on Waerenga Road at Lemon Street and Waerenga Road (near 70), the very spaces used Monday to Friday by parents of Otaki Kindergarten. As the kindergarten located down an alley with no parking available these two areas are used daily. I invite GWRC to view this activity to understand how these proposed locations are used for pick-ups and drop-offs by Otaki Kindergarten parents. It is particularly handy for them to have parking available during the winter months. Investigation into other towns bus locations outside of residential properties reveal litter problems, property damage and entry by strangers onto properties. Therefore we wish to express that we have concerns as the property owners. It is also alarming to see that the bus route would include the residential streets Lemon and Kirk given these are not what you would describe

GWRC Response

Comments are noted and stop would be positioned between 57 and 59 Waerenga Road rather than at the front of the home at 57 Waerenga Road, where there is significant vegetation to minimise nuisance to nearby households. As the new bus route will have only 5 buses per weekday using the proposed stop (2 per day on Saturdays and Sundays) impacts will be minimal. Passengers would mostly board the bus on the opposite side of the road for travel to Waikanae and Paraparaumu which means few people are expected to wait for the bus at this location which would also minimise impact. The Otaki bus route has been extended to cover Lemon and Kirk Street streets at the request of the local community to increase access to public transport in Otaki. A safety review carried out by Calibre Consultants for GWRC notes the site is on a flat straight road with good visibility in all directions and is

suitable for a bus stop. The bus stop has been proposed at this location to maximise access to the bus service from Waerenga and Lemon Street complementing proposed stop locations on Domain Road and Kirk Street.



APPENDIX 4

Proposed Location #4 – 70 Waerenga Road



Submissions received

Submitter:	Maurice & Beryl Carter
Address:	70 Waerenga Road
Agree with Proposal:	No
<p>After much thought, we wish to withdraw our approval of the proposed bus stop outside our property at 70 Waerenga Road. The reasons being:- 1. It takes away our rights for whanau & friends to park outside our property when visiting. 2. It takes away parking for families who have children attending the Kindergarten which is directly behind 70 Waerenga Road and will increase the danger under Health & Safety for the safety of children attending the Kindergarten. 3. We do not object to the improvement being made to the Kapiti Bus Services but we do object to this location for the reasons we have stated above. We would like to be informed when there is to be a meeting held with persons affected by the bus stop proposals before any decision is made.</p>	
GWRC Response	
<p>Bus stop location has been positioned to maximise the number of households within walking distance of public transport by being as close as safe and feasible to the intersection of Lemon Street and Waerenga Road. A safety review carried out by Calibre Consultants for GWRC notes the site is on a flat straight road with good visibility in all directions and is suitable for a bus stop.</p>	

Submitter:	Sue & Keith Heginbotham
Address:	72 Waerenga Road
Agree with Proposal:	Yes
<p>Do not support shelter or seat. This will encourage loitering and rubbish. A shelter will completely block visibility to the right when exiting our drive, due to fence, and power pole in combination with shelter.</p>	
GWRC Response	
<p>Concerns regarding a shelter or seat are noted. It is not proposed to install either at this location.</p>	

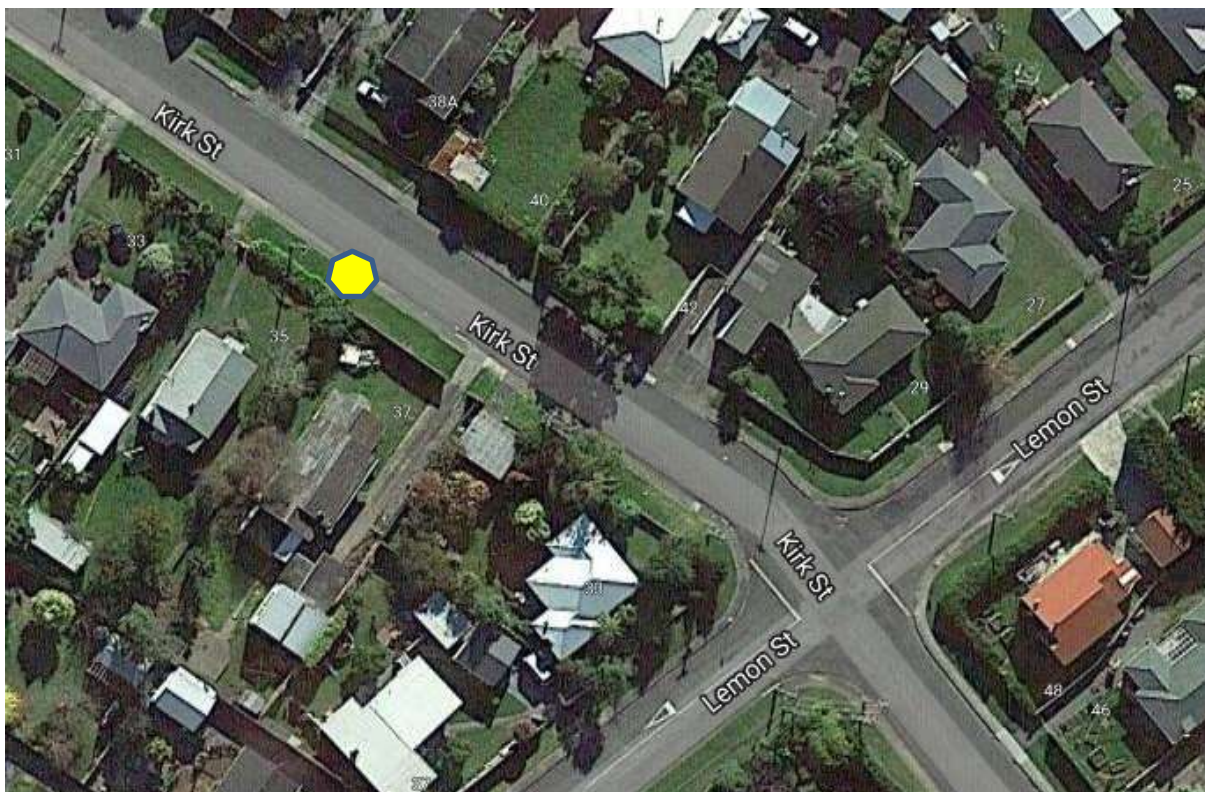
APPENDIX 5

Proposed Location #5 – 35 Kirk Street



Submissions received

Submitter:	Donna Maree Ryan
Address:	33 Lemon Street Otaki
Agree with Proposal:	Unstated
GWRC Response	
No response required to the submission.	



APPENDIX 6

Proposed Location #6 – 42 Kirk Street



Submissions received

No submission received.



APPENDIX 7

Proposed Location #7 – 61 Aotaki Street



Submissions received

Submitter:	Toni Coutts
Address:	61 Aotaki Street
Agree with Proposal:	No
<p>It is right outside my house. There is no privacy as it is. I have a young daughter and I do not want people sitting in the bus stop, looking into my house. And as my daughter plays in the front. I absolutely DO NOT want strangers striking up conversation with her. It is bad enough that there is a bloody big truck that parks on the opp side of my property (I know, not your problem) that restricts the view of the road. If I had a high fence sure, go ahead, but I don't, you will be taking away what little privacy I have left. We have a lot of young people that walk this street late at night and cause problems. I ABSOLUTELY (again) DO NOT WANT a nice dry area in which they can congregate in. Please, PLEASE will you reconsider placing a bus stop/shelter outside my house. For the safety and privacy of myself and my daughter. A suggestion I do have is maybe further down Aotaki where there asre no houses, or maybe choose outside a property with a nice big fence. Please take my request & concerns for our safety & privacy Seriously.</p>	

GWRC Response

Bus stop location has been positioned as far south on Aotaki Street as is feasible after the bus turns out of Kirk Street to minimise walking distance for around 50 households located up Temuera Street and to be opposite Ian Peter Way (Elm Court) which contains around 30 households. The location therefore maximises local access to public transport. As the new bus route will have only 5 buses per weekday using the proposed stop (2 per day on Saturdays and Sundays) impacts will be minimal. Passengers would mostly board the bus on the opposite side of the road for travel to Waikanae and Paraparaumu (at the shelter near Kirk Street) which means few people are expected to wait for the bus at this location which would minimise impact. Safety review carried out by Calibre Consultants for GWRC confirms the site is on a flat straight road with good visibility in all directions suitable for a bus stop.

APPENDIX 8

Proposed Location #8 – 231 Rangiuuru Road



Submissions received

Submitter:	Carolyn Moore
Address:	231 Rangiuuru Road
Agree with Proposal:	No
<p>. It will be of serious detrimental effect on the market value of the property to the estimation of \$20,000 (please see attached Market Valuation Report) 2. It would inhibit the natural front access to the western area of the property and the prospect of a smaller dwelling being built on that section of land, this proposition is something we have been looking at doing in the near future as I am now in my mid-seventies. I wish to add the following comments.... Both the dwelling on my northern boundary and the property immediately across the road are situated on rural land and are being used as lifestyle residences so the necessity for a bus stop in this area is marginal. It would be far more beneficial in the area further along the road towards the beach where there are far more residential properties. - I feel that the installation of a bus stop in the proposed position would restrict the creation of a driveway on the section of land something which would inhibit my ability to reside at the address as I age. - It would be extremely detrimental to the property value and future value. - It would create a visibility issue when accessing and leaving the property.....If the GWRC decides to continue with the proposal to install the Bus Stop in the vicinity of the area suggested, I would request that it be located 18 metres to the west as this would be less detrimental to the property.</p>	
GWRC Response	
<p>Comments are noted. Location was selected to cater to future planned residential development in the area. Location options will be reviewed.</p>	

APPENDIX 9

Proposed Location #9 – 281 Rangiuuru Road



Submissions received

Submitter:	Christabel Jackson
Address:	281 Rangiuuru Road Otaki
Agree with Proposal:	Yes
I assume that the yellow dotted line on the photo of the street (Rangiuuru Rd) is the intended bus stop. If so, I am most fortunate as I do not own a car but use the bus. So Yes I do approve.	
GWRC Response	
No response required to the submission though the support of residents is noted.	

Submitter:	Christina Kiratana
Address:	280 Rangiuuru Road
Agree with Proposal:	Yes
GWRC Response	
No response required to the submission though the support of residents is noted.	



APPENDIX 10

Proposed Location #10 – 61 Moana Road



Submissions received

Submitter:	Eteuati Ete
Address:	4 Rupini Street
Agree with Proposal:	Yes
GWRC Response	
No response required to the submission though the support of residents is noted.	



APPENDIX 11

Proposed Location #11 – 70 Marine Parade 50m southward to opposite 74 Marine Parade



As location is outside the Otaki Domain there are no properties directly affected by the positioning of a bus stop on their street frontage. As a result no submissions have been sought or received.

A safety review carried out by Calibre Consultants for GWRC notes the proposed location is on a flat straight road with good visibility in all directions. The beach carpark entrance is just to the north of proposed bus stop. Good visibility to Tasman Road intersection. Stopped buses may hinder visibility of vehicles leaving the car park. But traffic volumes are low and there is a wide shoulder. Site is suitable for a bus stop approximately 50-70m south of existing stop which is proposed to be replaced.