

**Chairperson and Community Board Members**  
WAIKANAЕ COMMUNITY BOARD

31 JULY 2017

Meeting Status: **Public**

Purpose of Report: For Decision

**NEW BUS STOPS FOR WAIKANAЕ AS PART OF BETTER BUS SERVICES FOR KĀPITI**

**PURPOSE OF REPORT**

- 1 This report seeks the Waikanae Community Board's (WCB) approval of the recommendations from the Greater Wellington Regional Council (GWRC) Report see Appendix 1 which details the new bus stops required for the two new Waikanae bus services.

**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

### Degree of significance

- 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, KDCDC, 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 Waikanae Community Board recommends to Council that it approves the recommendations at paragraphs 31 – 40 in Appendix 1 of Report IS-17-251.

Report prepared by	Approved for submission	Approved for submission
Gary Adams	Max Pedersen	Sean Mallon
Traffic Engineer	Group Manager Community Services	Group Manager Infrastructure Services

## ATTACHMENT

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

**Chairperson and Community Board Members**

WAIKANAE COMMUNITY BOARD

25 JULY 2017

## **NEW BUS STOPS FOR WAIKANAE AS PART OF BETTER BUS SERVICES FOR KĀPITI**

### **PURPOSE OF REPORT**

- 1 This report seeks the Waikanae Community Board's approval to;
  - a. Install 8<sup>1</sup> new bus stops to facilitate the introduction of the new Waikanae and Waikanae East bus route 281
  - b. Install 1<sup>2</sup> new bus stops to facilitate changes to the existing Waikanae Beach bus route 280
  - c. Remove 13<sup>3</sup> existing stops once the routes 280 and 281 changes have commenced operation
  - d. Alter the restrictions on an existing school stop<sup>4</sup> as part of the new 281 bus route

These changes are 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 the Public Transport Operating Model (PTOM). Bus services will be operated under contract to Greater Wellington

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<sup>1</sup> 5 Winara Ave, 8 Winara Ave, 62 Winara Ave, 94 Winara Ave, 138 Winara Ave, 13 Kotare St, 41 Kotare St & 56 Ngaio Rd

<sup>2</sup> 394 Te Moana Rd

<sup>3</sup> 6 Parata St, 30 Parata St, 54 Parata St, 22 Sylvan Ave, 46 Sylvan Ave, 62 Sylvan Ave, 78-80 Belvedere Ave, 96 Belvedere Ave, 49 Ngarara Rd, 23-25 Ngarara Rd, 26 Ngarara Rd, 4-6 Ngarara Rd & 3 Ngarara Rd

<sup>4</sup> 26 Rimu Street

Regional Council (GWRC). The new PTOM contracts are expected to come into operation mid-2018.

- 4 In preparation for PTOM tendering of Kāpiti bus services, GWRC undertook an operational service review was undertaken in 2015 - 16. The review included extensive consultation across the Kāpiti community and received input from Kapiti Coast District Council (KCDC), local Community Boards, Age Concern, schools, Youth Council and the current bus operators and users. It also reviewed and included customer feedback received over the past few years. The review took account of the new off-peak train timetable planned for mid-2017, new town centre plans for the current SH1 in Paraparaumu and Waikanae, and future station access issues at Paraparaumu Station.
- 5 The initial review identified a number of areas where improvements to reliability, attractiveness and efficiency of services could be made.
- 6 With the assistance of key stakeholders, such as community boards, bus operators, and passengers, a package of changes were developed, aimed at giving the Kāpiti Region 'Better Bus Services'. In June and July 2016, GWRC consulted with service users and stakeholders on the proposed changes through a customer focussed public consultation process.
- 7 Around fifteen hundred consultation brochures and posters were distributed across the Kāpiti area between May to July 2016. GWRC Officers again met with key stakeholders, and took the opportunity to staff information tables at community drop-in sessions that were being running during the consultation period.
- 8 The feedback received from public consultation was reviewed along with submissions made from KCDC, Community Boards and the Kāpiti Coast Older Persons' Council and used to formulate the services changes agreed.
- 9 From the review the following changes were recommended;
  - a. Route 280 (Waikanae Beach – Waikanae Station) to be more direct, improving travel times and reliability to and from Waikanae station.
  - b. A new route 281 to run between Waikanae Station and Waikanae Township including Kapanui and Waikanae East. *(This would give more people access to a regular bus service)*

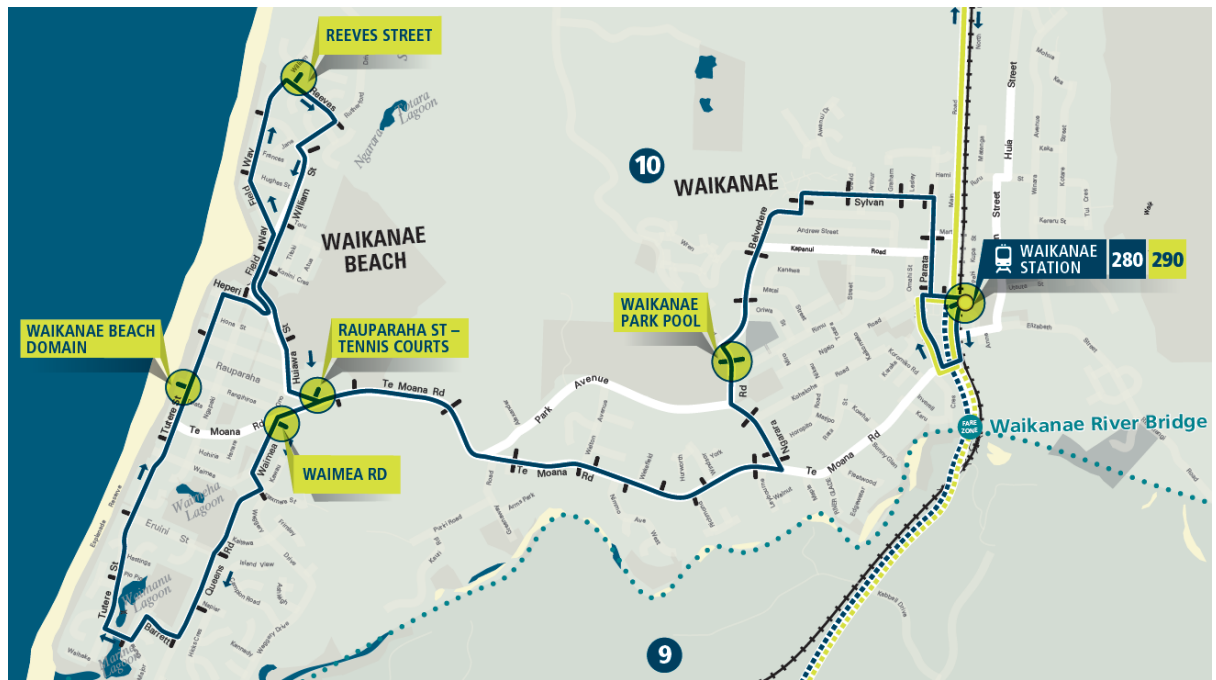


Figure 1 - Current 280 Route



Figure 2 - Confirmed 280 & 281 Routes

- 10 Following on from the Ian Wallis report, 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.

- 11 Community Group meetings were held, and attended by GWRC representatives so that residents could view a presentation on the review and ask questions directly of the attending officers about the proposed changes.

Date	Meeting	GW Staff at Meeting	Nature of meeting
13 June 2016	Kāpiti Youth Council	Rhona Hewitt, Alex Campbell	Workshop with Kāpiti Youth Council
21 June 2016	Waikanae Community Board	Rhona Hewitt, Alex Campbell	Presentation to Waikanae Community Board
10 July 2016	Waikanae Beach Community Drop in Session	Rhona Hewitt, Alex Campbell	Drop in session with local residents; Waikanae Beach Working Group

- 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 locations were chosen for their proximity to existing and potential customers, and spacing along the proposed route;
- Location 1:** in the vicinity of 5 Winara Avenue
  - Location 2:** in the vicinity of 8 Winara Avenue
  - Location 3:** in the vicinity of 43 Winara Avenue
  - Location 4:** in the vicinity of 62 Winara Avenue
  - Location 5:** in the vicinity of 94 Winara Avenue
  - Location 6:** in the vicinity of 138 Winara Avenue
  - Location 7:** in the vicinity of 13 Kotare Street
  - Location 8:** in the vicinity of 41 Kotare Street
  - Location 9:** in the vicinity of 56 Ngaio Road
  - Location 10:** in the vicinity of 394 Te Moana Road
  - Location 11:** in the vicinity of 397 Te Moana Road
  - Location 12:** in the vicinity of 425 - 429 Te Moana Road
  - Location 13:** in the vicinity of 438 - 440 Te Moana Road
  - Location 14:** in the vicinity of 469 Te Moana Road
  - Location 15:** in the vicinity of 476 Te Moana Road

- p. **Location 16:** existing school bus stop at 26 Rimu Street
- 15 After consultation with nearby local residents and a safety review<sup>5</sup> of each location, GWRC has looked to amend the following locations;
- a. **Location 3:** not proceed with 43 Winara Avenue at this time
  - b. **Location 11:** not proceed with 397 Te Moana Road at this time
  - c. **Location 12:** not proceed with 425 - 429 Te Moana Road at this time
  - d. **Location 13:** not proceed with 438 - 440 Te Moana Road at this time
  - e. **Location 14:** not proceed with 469 Te Moana Road at this time
  - f. **Location 15:** not proceed with 476 Te Moana Road at this time

Locations noted as not to proceed at this time are not considered essential for the commencement of the planned bus routes and given the concerns raised by residents these locations are proposed to be deferred until further investigation and consultation can be carried out.

## 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.
- 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 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

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<sup>5</sup> Calibre Consultants Report

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 requires the removal of enough parking to permit the bus to pull into, service and then pull out of the stop to re-join traffic.

Figure 3 shows a typical bus stops with insufficient space for a bus to pull into the bus stop compared with Figure 4 showing the preferred stop layout.

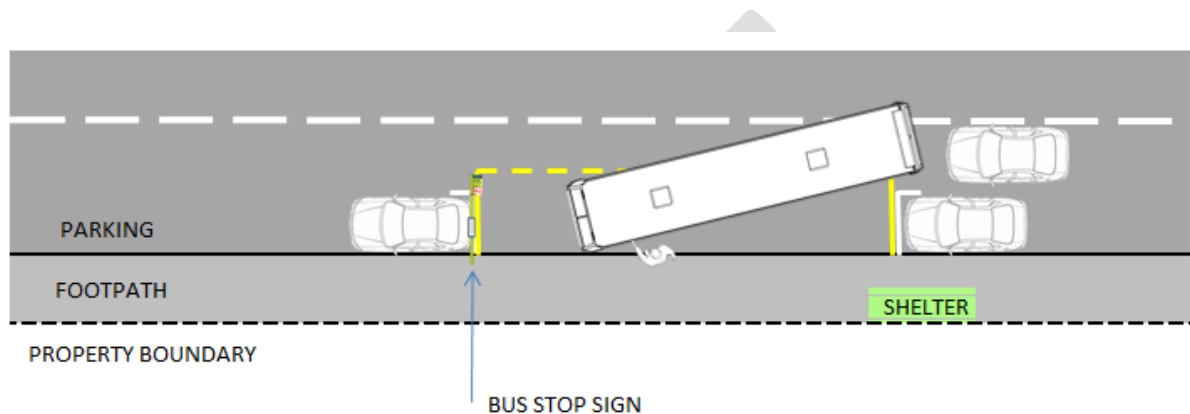


Figure 3 - issues experienced without associated parking restrictions

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).....'



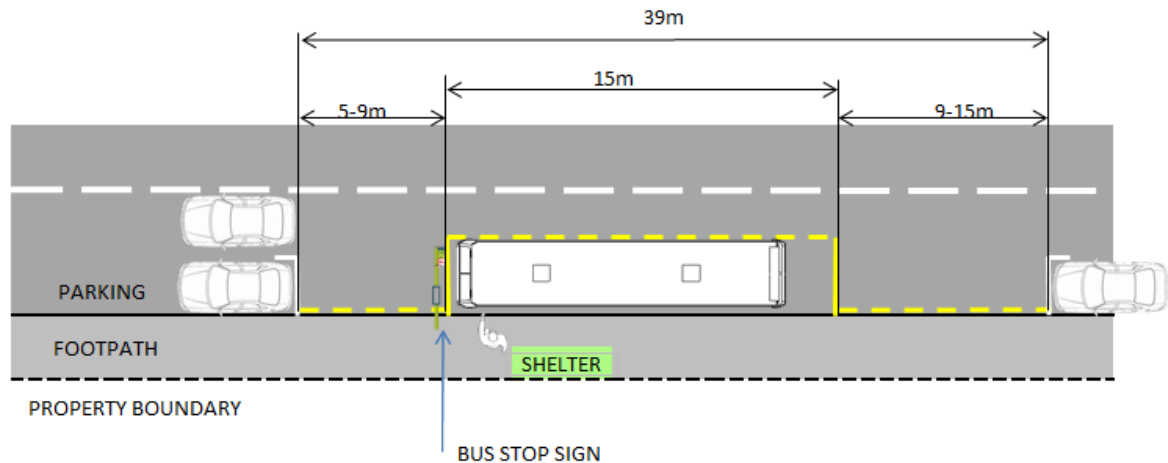


Figure 4 - preferred marked bus stop layout (including associated parking restrictions)

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.
- 23 **Redundant / Rationalised Stops** - The proposed changes to the route 280 and the introduction of the new route 281 will result in a number of bus stops being removed from service due to the new route 281 being a one way loop. This one way loop only requires bus stops to be provided on one side of the street compared with both sides now.

The majority of these stops are unmarked, with only a pole and relevant signage. There are two stops however that will require the removal of existing shelters. It is proposed that these shelters will be relocated to other bus stops within the Waikanae area once all relevant Council approvals have been gained and that these stops be formally removed following the introduction of the planned new bus routes.

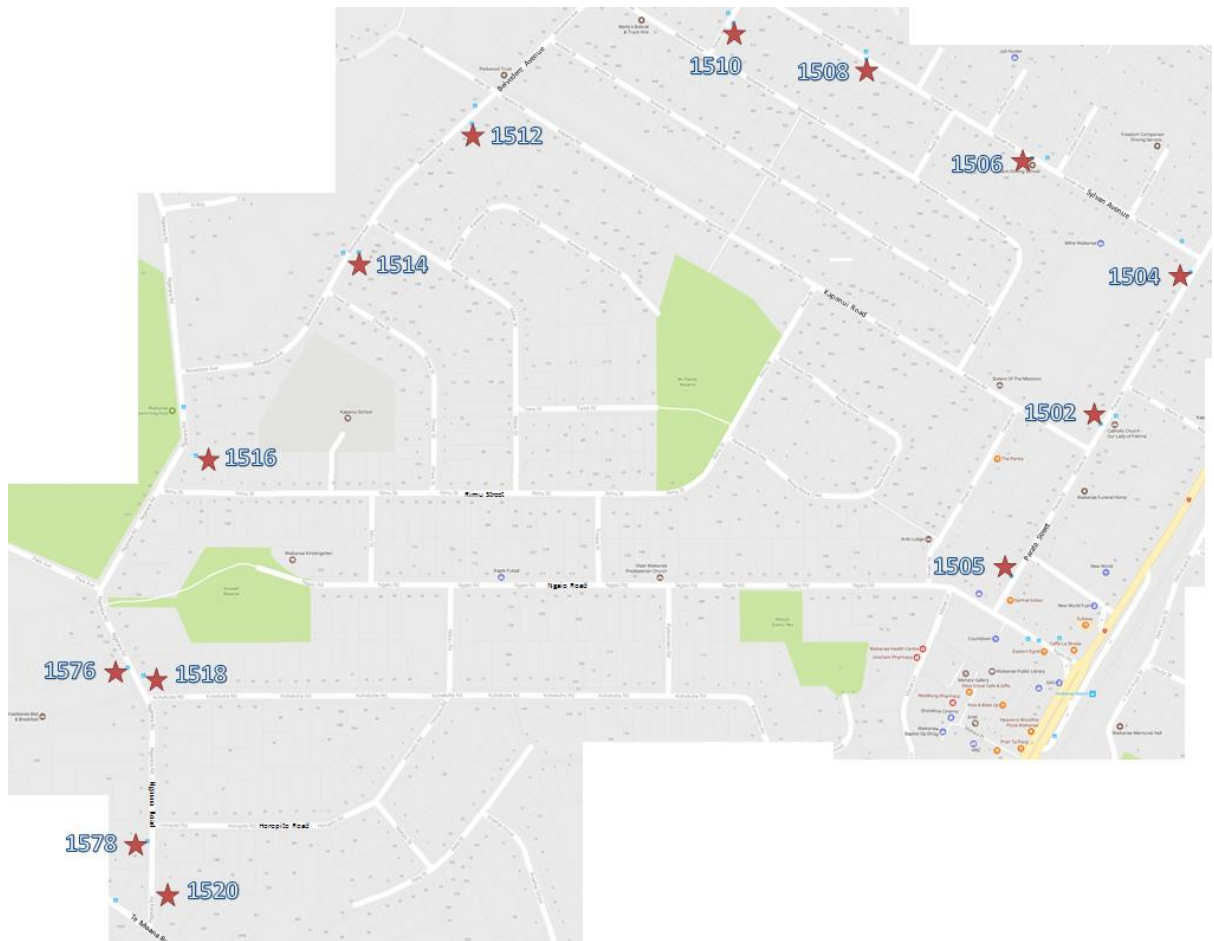


Figure 5 - Redundant Bus Stop Locations

### Options

- 24 **Bus Box Dimensions** - Stops may be provided without a marked stop box (Figure 6). This stop arrangement may be appropriate where on street parking is not an issue. 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.

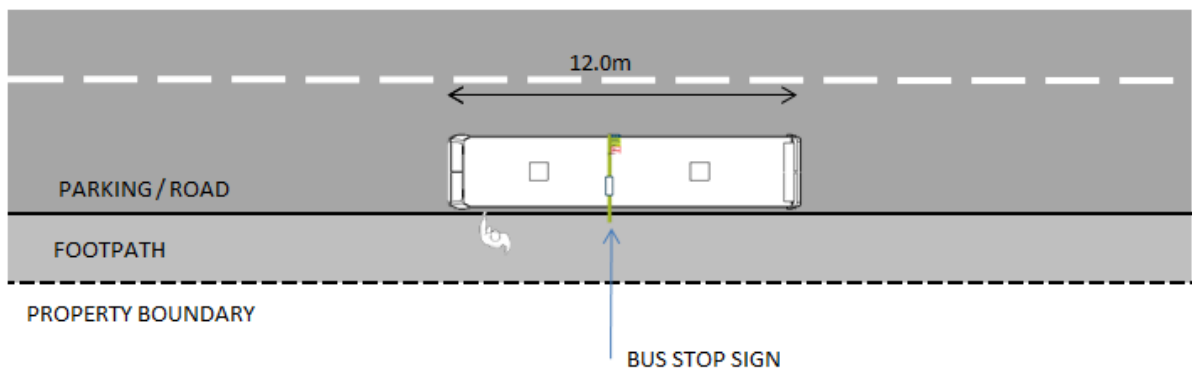


Figure 6 – Alternative stop layout

- 25 **Why not use 'Hail and Ride'?** - Under a 'hail and ride' type service there is no identified place for passengers to wait which could be confusing to newer passengers and may be more difficult for some disabled people. There is also the possibility that people waiting may be missed if they don't signal clearly and they may not be waiting in a safe place.

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 bus stops are preferred on many services.

## **CONSIDERATIONS**

### ***Legal Considerations***

- 26 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***

- 27 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***

- 28 This matter has a low level of significance under Council policy

### ***Consultation already undertaken***

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

### ***Publicity***

- 30 The new bus stops and associated changes to the existing timetables and routes will be publicised as part of a marketing and communication plan to ensure 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. Copies of all marketing and the associated plan will be made available to the Community Board for distribution through their community networks.

## RECOMMENDATIONS

- 31 That the Waikanae Community Board approves the installation of a new bus stop outside 5 Winara Avenue as indicated in Appendix 2
- 32 That the Waikanae Community Board approves the installation of a new bus stop outside 8 Winara Avenue as indicated in Appendix 3
- 33 That the Waikanae Community Board approves the installation of a new bus stop outside 62 Winara Avenue as indicated in Appendix 5
- 34 That the Waikanae Community Board approves the installation of a new bus stop outside 94 Winara Avenue as indicated in Appendix 6
- 35 That the Waikanae Community Board approves the installation of a new bus stop outside 138 Winara Avenue as indicated in Appendix 7
- 36 That the Waikanae Community Board approves the installation of a new bus stop outside 13 Kotare Street as indicated in Appendix 8
- 37 That the Waikanae Community Board approves the installation of a new bus stop outside 41 Kotare Street as indicated in Appendix 9
- 38 That the Waikanae Community Board approves the installation of a new bus stop outside 56 Ngaio Road as indicated in Appendix 10
- 39 That the Waikanae Community Board approves the installation of a new bus stop outside 394 Te Moana Road as indicated in Appendix 11
- 40 That the Waikanae Community Board approves the change in operational times for the bus stop outside 26 Rimu Street from 8:30am – 9:15am and 2:30pm – 3:15pm to a full time bus stop.

**Report prepared by**

**Rhona Hewitt**

**Greater Wellington Regional Council**

**Approved for submission**

**Approved for submission**

## APPENDIX 1

Calibre Consulting - Location Safety Reviews.

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## APPENDIX 2

### Proposed Location #1 – 5 Winara Avenue, Waikanae



### Submissions received

**Submitter:** Louella Neale  
**Address:** 3 Winara Avenue, Waikanae  
**Agree with Proposal:** No

Not placed outside no. 5, Yes to a bus stop. I think it is great that there will be a new bus service that travels to Winara Ave. I do have some concerns however about the placement of the new bus stop outside 5 Winara Ave. I feel it is too close to Elizabeth Street / Winara Ave T junction. There are already speeding issues with cars travelling both ways in Winara Ave. Cars take a long time to slow down before the corner of Winara Ave and Elizabeth Street and accelerate very quickly when entering Winara Ave from Elizabeth Street. The proposed stop is very near the T junction of Elizabeth Street and Winara Ave. This will increase the problems of crossing the road safely for people and especially children at the T junction. The line of sight will be impaired if a bus has stopped at a bus stop so close to the corner. The proposed placement will also be between the two driveways of no's 5 & 7 Winara Ave. If moved further up the road towards the Winara Rest Home there would be a much bigger space between the driveways that would accommodate a big bus more easily and give more manoeuvring room for a big vehicle. A placement closer to the retirement village would also allow the residents at the village just a short walk to the end of their drive / path to catch the bus and sit on the seat already in place, to wait for the bus. It would also be an opportunity to put the stop closer to the school. I realise a bus stop needs to go somewhere but the proposed proximity to the corner of Winara Ave and Elizabeth Street is a concern.

<b>GWRC Response</b>
Location has been proposed following discussion with the Winara Rest Home to provide service for the home without obstructing the entrance

to the home.

A safety review carried out by Calibre Consultants for GWRC notes the site as suitable for a bus stop. As there will generally only be one bus per hour between 6am and 7pm on weekdays (8am and 7pm weekends) means impacts on line of sight will be minimal.

**Submitter:** Roy & Suzanne Marshall

**Address:** 5 Winara Avenue, Waikanae

**Agree with Proposal:** No

We support the new 281 bus route in Waikanae, however not the stop outside 5 Winara Ave. This is too close to the Elizabeth Rd corner where drivers accelerate when they are coming into Winara Avenue from Elizabeth St. At school beginning and finishing times the traffic substantially increases. For those coming off the bus this is a dangerous road to cross at this point close to the corner. George and Elizabeth Thompson of 4 Winara Ave (directly across from us at 5 Winara Ave) are often hassled when driving in & out of their driveway by drivers who have accelerated coming around the corner. Placement of this bus stoop would be better situated between 7 Winara Ave & the (Winara) Village where there is more room between driveways. Also a seat outside Winara Village for use when waiting for a bus. Closer to the school would also be more suitable and also closer to a pedestrian crossing. Please take on board our feedback and move the bus stop further along Winara Ave.

#### GWRC Response

Location has been proposed following discussion with the Winara Rest Home to provide service for the home without obstructing the entrance to the home.

A safety review carried out by Calibre Consultants for GWRC notes the site as suitable for a bus stop. As there will generally only be one bus per hour between 6am and 7pm on weekdays (8am and 7pm weekends) impacts on traffic will be minimal.

**Submitter:** ~~Harry Marshall~~

**Address:** Address Not Supplied

**Agree with Proposal:** No

My next door neighbours regularly have family stay for a few days who park on the road outside our their house all day but will be unable to do this if there is a bus stop placed there. Also staff from the rest home at 9 Winara Avenue also park on the road in this area. All the houses in this area are occupied by couples with growing families with their own vehicles and with only a five minute walk to the train and bus station I would be very surprised if there is any bus patronage from this proposed

stop. Instead I suggest the bus does a loop around He-Awa Crescent with a bus stop outside 74 - 76 Elizabeth Street where there is a quite large shelter belt to shield any passengers from the southerly wind or rain.

<b>GWRC Response</b>
Bus route has been proposed for Winara Avenue at request of local community for a bus service to Waikanae East which was well supported in consultation carried out during 2016. The planned new bus route will provide access to destinations beyond Waikanae Station including Countdown and Waikanae Swimming Pool which are beyond an easy walking distance.



## APPENDIX 3

### Proposed Location #2 – 8 Winara Avenue, Waikanae



### Submissions received

**Submitter:** Selwyn & Helen Boorman  
**Address:** 8A Winara Avenue, Waikanae  
**Agree with Proposal:** Yes

We do support a new bus stop near our place BUT we wonder if the Council have appreciated the number of cars & commercial vehicles that go to & from the driveway to the Winara Retirement Village and Rest home across from the proposed site.

#### **GWRC Response**

A safety review carried out by Calibre Consultants for GWRC notes the site has good visibility in all directions on road. As there will generally only be one bus per hour between 6am and 7pm on weekdays (8am and 7pm weekends) impacts on traffic will be minimal.

## APPENDIX 4

### Proposed Location #3 – 43 Winara Avenue, Waikanae



### Submissions received

**Submitter:** John Penman  
**Address:** 45 Winara Avenue, Waikanae  
**Agree with Proposal:** No

After discussing with neighbours & friends, we find the proposed location unsuitable as there is no pathway, and whose responsibility would it be to maintain the lawn (house owner had regularly mown the lawn and kept it tidy). Too close to both driveways, house behind proposed site has low windows and this provides no privacy. Recommendation.... changes the route - re orientate the bus route and build the bus stop at the opposite side of the road with an existing walkway. Or build the bus stop further towards the stream, on Council land (used to be a bus stop there years ago).

#### **GWRC Response**

The lack of footpath and slope has been noted. As this stop is not essential to the operation of the bus route changes commencing in September 2017 (there are nearby bus stops before and after this location recommended) consideration of this location is deferred until after the new bus route commences and further options can be investigated.

**Submitter:** Arnold & Merle Kocsi  
**Address:** 41A Winara Avenue, Waikane  
**Agree with Proposal:** No

There is no footpath at 43 Winara Ave and the berm between the road and property boundary is on quite a slope. Not an ideal place to be waiting for a bus, certainly not a safe place for older or infirm folk to be waiting for a bus and, as you will be aware, there is a number of older folk living in this area. Did those who made the decision to put a bus stop outside 43 Winara Ave actually view the site? We suggest a far

better place for the bus stop would be between the driveway to no 37 Winara Ave and Kakariki Grove. There is no footpath here either but at least the berm is flat. We understand there used to be a bus stop here. I have contacted John Hayes, Chair of the 'Older Persons Council' to express these views.

GWRC Response
The lack of footpath and slope has been noted. As this stop is not essential to the operation of the bus route changes commencing in September 2017 (there are nearby bus stops before and after this location recommended) consideration of this location is deferred until after the new bus route commences and further options can be investigated.

**Submitter:** David Christie  
**Address:** 41B Winara Avenue, Waikanae  
**Agree with Proposal:** Yes

GWRC Response
No response required

**Submitter:** A.P. & S.E. Needham  
**Address:** 39 Winara Avenue, Waikanae  
**Agree with Proposal:** Yes  
 As we have difficulty walking it would be great to have a bus service to Waikanae Station and Shops. When we first moved here there was a bus stop by the Council empty section (No 33 I think). We have no objection,

GWRC Response
No response required

**Submitter:** Pauline Davie  
**Address:** 43A Winara Avenue, Waikanae  
**Agree with Proposal:** No  
 As the owner of the house situated at the above address, I strongly object to the proposal to erect a new bus stop outside my property for the following reasons:- SAFETY; Traffic coming down the hill would have to swing out and go on the other side of the road to avoid the bus. When I back out of my garage the traffic comes around the corner at a fast rate and is upon one in a flash, besides, 6 cars go in and out on this small section of road. PRIVACY; would be a major factor. My house is close to the road, with a low lying fence. Passengers would be able to look into my lounge / dining room as there is little or no bush. Added to this I

already have this problem with people walking their dogs / jogging on the opposite side of the road. If my house was further back and vegetation existed, it could be a viability. SUGGESTIONS; I believe a bus stop existed some years ago on a Council site not far from me which is on a flat piece of land and does not impede on anyones privacy and would be a logical choice. As well perhaps the bus could travel up the hill where many properties are back from the road and have a flat frontage more suitable for a bus stop.

<b>GWRC Response</b>
Issues raised are noted. As this stop is not essential to the operation of the bus route changes commencing in September 2017 (there are nearby bus stops before and after this location recommended) consideration of this location is deferred until after the new bus route commences and further options can be investigated.

## APPENDIX 5

### Proposed Location #4 – 62 Winara Avenue, Waikanae



### Submissions received

**Submitter:** Louella Irving  
**Address:** 66 Winara Avenue, Waikanae  
**Agree with Proposal:** Yes

GWRC Response
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No response required
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## APPENDIX 6

### Proposed Location #5 – 94 Winara Avenue, Waikanae



### Submissions received

**Submitter:** Ava Baker  
**Address:** 94 Winara Avenue, Waikanae  
**Agree with Proposal:** Yes

<b>GWRC Response</b>
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No response required
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**Submitter:** Jillian Langley  
**Address:** 90 Winara Avenue, Waikanae  
**Agree with Proposal:** Yes

<b>GWRC Response</b>
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No response required
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## APPENDIX 7

### Proposed Location #6 – 138 Winara Avenue, Waikanae



### Submissions received

**Submitter:** S. Myfanwy Skuse  
**Address:** 134 Winara Avenue, Waikanae  
**Agree with Proposal:** Yes

<b>GWRC Response</b>
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No response required
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**Submitter:** David & Kate Lackey  
**Address:** 142 Winara Avenue, Waikanae  
**Agree with Proposal:** Yes  
EXCELLENT IDEA!!

<b>GWRC Response</b>
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No response required
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**Submitter:** Sue & Keith Henderson  
**Address:** 138 Winara Avenue, Waikanae  
**Agree with Proposal:** No

After considering this request for the past week my husband and I have decided to not support the proposed bus stop 138 Winara Avenue for the following reasons; 1. It only has a very small road frontage and the bus stop would take up all of this area, therefore leaving us with no on street parking.

2. Due to our property's location reversing out of the driveway would be a Health & Safety issue due to the close proximity to the S bend.

3. The vibrations of the bus could also cause issues with the retaining walls - this happened to friends or ours and their wall actually cracked!!

My husband and I aren't against the idea of providing a bus facility in the area, yet looking at our street there are better places to locate it.

Properties across the road as an example have twice the road frontage

as-us. Therefore they wouldn't lose all there on street parking.

<b>GWRC Response</b>
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A safety assessment carried out by Calibre Consultants noted that no vehicles were parked on street at the time of assessment indicating that supply of on-street parking wasn't observed to be an issue.
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The road is noted as being slightly uphill with good visibility in all directions and suitable for a bus stop.
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As there will generally only be one bus per hour between 6am and 7pm on weekdays (8am and 7pm weekends) impacts will be minimal.
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## APPENDIX 8

### Proposed Location #7 – 13 Kotare Street, Waikanae



### Submissions received

**Submitter:** David Ballantyne  
**Address:** 13 Kotare Street, Waikanae  
**Agree with Proposal:** Yes  
Owners of 10, 12, 13, 14 and 15 Kotare St argue bus travel both ways along Winara is safer because Winara is wider. If stop outside 13 Kotare then locate mid-way between driveway of 13 and 15 Kotare St

#### **GWRC Response**

As there is no facility for a bus to turn at the end of Winara Avenue it is not possible for the bus to travel both ways along Winara Avenue. Having the bus return along Kotare Street allows the bus route to service more households in the area.

**Submitter:** Melanie Davis  
**Address:** 14 Kotare Street, Waikanae  
**Agree with Proposal:** No  
Firstly, I wish to comment on the submission made by 13 Kotare Street. 14 Kotare Street, my property, was included as supporting a bus stop placed between 15 and 13 Kotare Street. I did not agree to being included in this feedback and do not agree to the bus stop being placed anywhere on Kotare Street. I now provide my own feedback on this proposal. I would also like to comment that only 13 Kotare Street was provided with any information on this proposal. No other surrounding properties were provided with any information nor given the opportunity to comment by Greater Wellington Regional Council. It was the owners of 13 Kotare Street who brought our attention to this proposal. I disagree to there being a bus stop outside 13 or 13/15 Kotare Street. I actually don't believe a bus route along the majority of Kotare Street would be sensible or safe for the bus, its passengers or anyone using Kotare Street. The Street is not wide enough and may pose safety issues for

residents on this street. It is also a hilly road with several corners. The exiting corner proposed from Kotare Street to Kereru Street is very tight and with residents cars parked close to the corner and frequently with a horse float attached may cause road safety issues for traffic travelling up Kereru Street. The bus would need to cut the corner of Kotare Street and cross across Kereru Street in order to travel down the street. There are numerous residents' cars parked on Kotare Street especially north of 13 Kotare Street and around 13 Kotare Street. Again the bus would frequently need to travel across the centre of the road and probably would end up travelling entirely down Kotare Street in the centre of the road causing safety issues for other cars using the road. As an alternative I would like to propose that the bus route remain entirely on Winara Avenue. This is a much wider street allowing the bus to safely move up and down the street without having to travel entirely down the centre line of the road. The new housing development and corresponding roading at the end of Winara Avenue is yet to be built and therefore could accommodate this. As alternatives to this, if there is not a turning point at the end of the current Winara Avenue then the bus could drop down Amokura Street onto Huia Street which is again a much wider street than Kotare Street. It is also less hilly. Alternatively, the bus could travel up Winara Avenue then travel a short distance along Kotare Street (or what will be the north end of Kotare Street once the new housing and road is established) then drop down Kea Street through Mohua Street and again travel south along Winara Avenue safely. Winara Avenue is central to the streets on this part of Waikanae Hills, and it would seem completely sensible that the bus route uses this road both north and south. Using Kotare Street as part of the route would pose road safety issues given the narrowness of the road, number of resident cars frequently parked on this road, the undulations and the sharp corner at the exiting (south end) of Kotare Street.

#### **GWRC Response**

A safety assessment carried out by Calibre Consultants noted the proposed bus stop location has good visibility both ways and is suitable for a bus stop.

As there is no facility for a bus to turn at the end of Winara Avenue it is not possible for the bus to travel both ways along Winara Avenue. Proposed location provides access for nearby Tui Crescent as well as the south end of Kotare Street.

As there will generally only be one bus per hour between 6am and 7pm on weekdays (8am and 7pm weekends) impacts will be minimal.

**Submitter:** Steve & Faye Albrecht  
**Address:** 17 Kotare Street, Waikanae  
**Agree with Proposal:** Yes

#### **GWRC Response**

No response required

DRAFT

## APPENDIX 9

### Proposed Location #8 – 41 Kotare Street, Waikanae



### Submissions received

**Submitter:** Graeme Yeoman  
**Address:** 37B Kotare Street, Waikanae  
**Agree with Proposal:** Yes

We are homeowners of 37B in Kotare St, the front house of two. We welcome the proposal to instigate a bus service in Waikanae East and the location of the stop at 41 Kotare St. We applaud the decision and welcome the chance to use the facility.

GWRC Response
No response required

**Submitter:** Denise Strickland  
**Address:** 41A Kotare Street, Waikanae  
**Agree with Proposal:** No

Yes I support the proposal for a new bus stop, I object to the proposed siting of the bus stop. Kotare St can be a very busy street and often becomes a bit of a race track. Traffic is inclined to come swooping over the rise to our right and continues to speed down to the slope to our left. The situation is made worse by the high number of cars that are often parked either side of the road to our right. This number of cars is not uncommon and there are often more. I live on a subdivided section of some 450m<sup>2</sup> and have no room for visiting cars so they are forced to park on the street outside our house. Access onto the street is difficult enough for our neighbours on the lower side, let alone if they encounter a bus as they reach the top of their drive. I believe it would be much more sensible to site the bus stop outside number 39 Kotare Street which is at present and has been for decades, an empty section. This part of the street is at least flat and would give traffic coming down the slope, time to prepare for a bus parked on the side of the road ahead. Traffic coming up Kaka Street is invariably much slower, as they are

approaching blind corners and should find it easy to see a bus parked outside number 39. I would appreciate it if you would reconsider the siting of the bus stop as it is an accident waiting to happen if it is placed outside number 41.

#### **GWRC Response**

A safety assessment carried out by Calibre Consultants noted the proposed bus stop is approx. 50m downhill from crest of hill, has good visibility on approach once over crest of hill, excellent visibility to northbound traffic, and is suitable for a bus stop.  
As there will generally only be one bus per hour between 6am and 7pm on weekdays (8am and 7pm weekends) impacts will be minimal.

**Submitter:** Jessica Daugherty  
**Address:** 41B Kotare Street, Waikanae  
**Agree with Proposal:** No

We're on an incline just past the top of the hill, so there's not a lot of visibility coming over the hill with the bus right there. I think it would be safer on the flatter section next door, empty lot 39 Kotare, Otherwise no issues.

#### **GWRC Response**

A safety assessment carried out by Calibre Consultants noted the proposed bus stop is approx. 50m downhill from crest of hill, has good visibility on approach once over crest of hill, excellent visibility to northbound traffic, and is suitable for a bus stop.  
As there will generally only be one bus per hour between 6am and 7pm on weekdays (8am and 7pm weekends) impacts will be minimal.

**Submitter:** Jeff Reid  
**Address:** 45 Kotare Street, Waikanae  
**Agree with Proposal:** No

(Tenant) Would be better to have a stop at opposite Kaka Street at the bottom of the hill. This part of Kotare Street is very narrow due to large amount of parked cars and coming out steep driveways onto Kotare is hazardous.

#### **GWRC Response**

Stop location proposed to provide best overall coverage of the north end of Kotare Street between Kea Street and Kaka Street.  
A safety assessment carried out by Calibre Consultants noted the proposed bus stop is approx. 50m downhill from crest of hill, has good visibility on approach once over crest of hill, excellent visibility to northbound traffic, and is suitable for a bus stop.  
As there will generally only be one bus per hour between 6am and 7pm on weekdays (8am and 7pm weekends) impacts will be minimal.

**Submitter:** Joan Birch

**Address:** 43 Kotare Street, Waikanae  
**Agree with Proposal:** Yes

**GWRC Response**

No response required

DRAFT

## APPENDIX 10

### Proposed Location #9 – 56 Ngaio Road, Waikanae



### Submissions received

**Submitter:** Kari-Lee Marshall  
**Address:** 56 Ngaio Road, Waikanae  
**Agree with Proposal:** No

You have a reserve just up the road with nothing but a resting chair, plenty of room to stick a shelter and bus stop. We look out towards the road and our view would be ruined. Also our privacy would be gone. I don't want people looking into my house. I also work nights and sleep through the day. I don't want people talking loudly or kids screaming waking me up so NO I don't want a bus stop out front of my house. History has proved teenagers smash and damage bus stops too. You have a perfect place up the road at the reserve; use it as it just doesn't get used. Bus stops are put in places where houses are around them, but not right out in front of houses.

#### **GWRC Response**

Location at 56 Ngaio Road proposed as it maximises accessibility to the bus from Totara Street and Kaikomako Road. Location at the reserve is less useful as far fewer houses are accessible from this location and was therefore not proposed.

As there will generally only be one bus per hour between 6am and 7pm on weekdays (8am and 7pm weekends) impacts will be minimal.

**Submitter:** T.R. & J.A. Haskell  
**Address:** 52 Ngaio Road, Waikanae  
**Agree with Proposal:** Yes

#### **GWRC Response**

No response required

**Submitter:** Peter Warwick



**Address:** 60 Ngaio Road, Waikanae

**Agree with Proposal:** No

The narrow road (Ngaio) is already a hazard & an addition of a parked bus will increase this hazard, for school children, bikes & motorists.

#### **GWRC Response**

A safety assessment carried out by Calibre Consultants noted the proposed bus stop is located on a flat straight road with good Visibility in all directions and is suitable for a bus stop.

As there will generally only be one bus per hour between 6am and 7pm on weekdays (8am and 7pm weekends) impacts will be minimal. School buses already use Ngaio Road at school times.

**Submitter:** Vicki Bunch

**Address:** 58 Ngaio Road

**Agree with Proposal:** No

Having lived at 58 Ngaio Road since 1983, I have heard / seen many close calls and collisions near the corner of Totara Street and Ngaio Road. I believe that if a bus stop were to be located as indicated on the map and drawing, there is a risk that any vehicle heading west might attempt to pass a stopped bus, crossing the centre of the road, and potentially colliding with a car which has just turned left out of Totara Street. Surely a better place to locate a bus stop would be further up the road, near Motuiti Reserve, where there is no intersection nearby.

#### **GWRC Response**

Location at 56 Ngaio Road proposed as it maximises accessibility to the bus from Totara Street and Kaikomako Road. Location at the reserve is less useful as far fewer houses are accessible from this location and was therefore not proposed.

A safety assessment carried out by Calibre Consultants noted the proposed bus stop is located on a flat straight road with good Visibility in all directions and is suitable for a bus stop.

As there will generally only be one bus per hour between 6am and 7pm on weekdays (8am and 7pm weekends) impacts will be minimal. School buses already use Ngaio Road at school times.



## APPENDIX 11

### Proposed Location #10 – 394 Te Moana Road, Waikanae



#### Submissions received

**Submitter:** Brenda Purius  
**Address:** 388 Te Moana Road, Waikanae  
**Agree with Proposal:** Yes

<b>GWRC Response</b>
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No response required
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**Submitter:** M.J. Tuinman  
**Address:** 390A Te Moana Road, Waikanae  
**Agree with Proposal:** Yes

<b>GWRC Response</b>
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No response required
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## APPENDIX 12

### Proposed Location #11 – 397 Te Moana Road, Waikanae



### Submissions received

**Submitter:** Christine Buck  
**Address:** 405 Te Moana Road, Waikanae  
**Agree with Proposal:** Yes  
BUT.....I am concerned of the location due to the closeness of the traffic island and the driveway to Waikanae Lodge. Add in a bus and it could be quite congested.

#### **GWRC Response**

Issues raised are noted. As this stop is not essential to the operation of the bus route changes commencing in September 2017 (there are nearby bus stops before and after this location recommended) consideration of this location is deferred until after the new bus route commences and further options can be investigated.

**Submitter:** Colin & Margaret George  
**Address:** 401 Te Moana Road, Waikanae  
**Agree with Proposal:** Yes

#### **GWRC Response**

No response required

**Submitter:** Brian Dymond  
**Address:** 395 Te Moana Road, Waikanae  
**Agree with Proposal:** No  
We do not support the proposal of a new bus stop to be located on 397 Te Moana Rd. There is an existing stop nearer the corner of Ngarara Rd - the berm could be cut into to allow bus access off the road. 397 is right opposite the entrance to the Country Lodge.

#### **GWRC Response**

Issues raised are noted. As this stop is not essential to the operation of the bus route changes commencing in September 2017 (there are nearby bus stops before and after this location recommended) consideration of this location is deferred until after the new bus route commences and further options can be investigated.

**Submitter:** Josefina Larona  
**Address:** 397 Te Moana Road, Waikanae  
**Agree with Proposal:** Yes

**GWRC Response**

No response required

**Submitter:** Noel & Patricia White  
**Address:** 403 Te Moana Road, Waikanae  
**Agree with Proposal:** Yes

**GWRC Response**

No response required

**Submitter:** ~~Emma Foster-Smith~~  
**Address:** 397 Te Moana Road, Waikanae  
**Agree with Proposal:** No

We wish to advise that we strongly oppose the proposed location of the bus shelter/stop outside 397 Te Moana Road, Waikanae.

Our reasons for the disapproval are our concerns with the traffic congestion and safety.

The proposed location sits between a concrete island crossing, which is used mainly by the residents of County Lodge Retirement Village and the entrance to the Village. There are a large number of vehicles including staff, residents, visitors and delivery vehicles coming and going from the retirement village every day.

We have witnessed a number of accidents and many near misses with vehicles turning into and out of County Lodge. There is simply not enough road space to safely have an intersection, island crossing, entrance to a retirement village and a bus stop in such a short space of road. Even with the introduction of the expressway, there is still a very high traffic flow along Te Moana Road.

We regularly have to go around vehicles waiting to turn into County Lodge in order for us to enter our driveway and sometimes have had to drive past our driveway only to have turnaround at the next road to come back to enter our property. The additional hazards of buses stopping outside our property would make it even more difficult and risky to enter our own driveway. It is likely that adding a bus stop to this already congested part of the road is more of a safety issue than an improvement.

We also note that on the diagram you have provided us you have

allowed 15m for the bus to stop however, the area between our driveway vehicle crossing and our neighbour's vehicle crossing to her garage is less than 15m in length. This would mean the bus over hang either our entrance or the entrance to our neighbour's entrance when stopped. We note also that there is already a bus shelter situated just off the corner of Ngarara Road that school children have used for more than the last 20 years. We believe if it is good enough to have the children collected from this stop then surely this would make more sense to utilise the current shelter for the new proposed route to collect/drop off passengers.

We also believe that a bus shelter/stop outside our property would cause disruption and noise to our household. Two of our three bedrooms are adjacent to the road and particularly at night would cause excess noise when our family were trying to sleep. It is also well known that bus shelters attract graffiti, damage, rubbish and an area for people to loiter. All of these factors reflect on the area we live in and speaking to local real estate agents would not enhance the resale value of our property if we were to sell.

We understand you are trying to create a more direct route to Waikanae Beach however, we believe that a bus shelter/stop outside our property is not the safest location for this.

#### **GWRC Response**

Issues raised are noted. As this stop is not essential to the operation of the bus route changes commencing in September 2017 (there are nearby bus stops before and after this location recommended) consideration of this location is deferred until after the new bus route commences and further options can be investigated.

**Submitter:** Katherine Anne Spring  
**Address:** 391 Te Moana Road, Waikanae  
**Agree with Proposal:** No

The proposed bus stop is very near to a traffic island which services pedestrians especially from Country Lodge. There is already a bus stop on the corner of Te Moana Rd and Ngarara Rd just before 391 / 393 Te Moana Road. The existing bus stop would seem to be sufficient!

#### **GWRC Response**

Issues raised are noted. As this stop is not essential to the operation of the bus route changes commencing in September 2017 (there are nearby bus stops before and after this location recommended) consideration of this location is deferred until after the new bus route commences and further options can be investigated.

## APPENDIX 13

### Proposed Location #12 – 425-429 Te Moana Road, Waikanae



### Submissions received

**Submitter:** Neil & Heather Verry  
**Address:** 421 Te Moana Road, Waikanae  
**Agree with Proposal:** Yes  
**VERY GOOD IDEA.**

### **GWRC Response**

Given feedback regarding proposed stop opposite at 438-440 consideration of this location is deferred until after the new bus route commences and further options can be investigated for this site along with the stop opposite. Stop is not essential to the operation of the bus route as it is located around 11 minutes' walk from Waikanae Station.

## APPENDIX 14

### Proposed Location #13 – 438-440 Te Moana Road, Waikanae



### Submissions received

**Submitter:** Mark & Kate Plant  
**Address:** 442 Te Moana Road, Waikanae  
**Agree with Proposal:** No

I wish to provide feedback on the above matter, as a neighbour directly affected by the proposed bus stop.

In principle I am very supportive of GWRC improving services in the Waikanae region. The idea of a new, more efficient bus service comes with obvious benefits.

I do, unfortunately, contest the proposed location of the bus stop. I accept it needs to go somewhere, however, the suggested location flags a number of safety concerns to me. As highlighted below, this particular stretch of berm bisects the access/egress of 8 driveways. Speeding traffic along this stretch of road is already of concern, without having to navigate around bus movements. A more suitable location would be outside 404-410, which only impacts 2 driveways.

The BEST option would be to place the bus stop outside 394-396 (Waikanae Country Lodge – retirement village). There is already a footpath in place and the demographic GWRC would target for their bus services likely already reside in this vicinity. The other advantage to this option is that there is an existing, corresponding bus stop across the road.

I'm happy to discuss any opinions further.

#### **GWRC Response**

Issues raised are noted. As stop is not essential to the operation of the bus route (location is around 11 minutes' walk from Waikanae Station) consideration of this location is deferred until after the new bus route commences and further options can be investigated.

**Submitter:** Thomas Collier



**Address:** 436 Te Moana Road, Waikanae

**Agree with Proposal:** No

I am concerned and against the above proposal for the following reasons:

- ☐ What is the rationale behind it? There appears to be no logical rationale because your own letter states “there is no need to place a painted ‘bus’ box on the road as service volumes will be light”. This indicates there is little or no demand for a bus stop in this immediate part of Te Moana Road.
- ☐ Who has been surveyed? Certainly not the residents affected in this immediate area. All local residents are able to walk or drive to the township and train station.
- ☐ What is the demand? This is an area of light population and large sections. The existing route and/or an amended route via the swimming pool goes via a more densely populated area with people more likely wanting to go to and from the beach.
- ☐ Safety coming from driveways onto a busy road. This has got busy again post the novelty of the expressway with trucks servicing shops etc.
- ☐ If there is a requirement for a new bus stop, all residents impacted by your proposal believe the most appropriate location would be nearer to Waikanae Country Lodge (394 Te Moana Road) and Ngarara Road.
- ☐ A reduced, blocked visibility from driveways is not desirable. One neighbour adversely impacted is a volunteer firefighter who is regularly called out to emergency events. Reduced visibility could ultimately affect someone’s outcome.
- ☐ The proposed ‘stop’ and diagram indicates the centre safety lane is to be removed. This was only installed 3 or so years ago for that reason – safety! The diagram in your letter of 10 April does not reflect what the road layout currently is. Refer photos in Appendix 1.
- ☐ The footpath on the north side of Te Moana Road is rarely used, therefore the need to install one on the southern side of the road is totally unnecessary, nor is it wanted. In fact your diagram indicates an existing footpath which is not in existence. Does this indicate you wish to install one as well and at whose cost? That would have to go in front of numbers 444 to 426 inclusive. Have they been made aware of this?
- ☐ Parking. Two of the properties don’t have berms and therefore rely on the street parking. This would be impacted. Number 430 happens to operate as ‘Te Moana Bed and Breakfast’ and they may also be impacted by this change.
- ☐ As we don’t have a berm, and use our neighbours if required, this would negatively impact our ability to park outside our own property.
- ☐ Noise and excess rubbish would also be of concern to residents.
- ☐ Overall, I feel this is an unnecessary expense and an unjustified waste of rate payer’s money when the current bus route adequately services the Beach area. If it’s not broken – don’t fix it!

<b>GWRC Response</b>
Issues raised are noted. As stop is not essential to the operation of the bus route (location is around 11 minutes’ walk from Waikanae Station) consideration of this location is deferred until after the new bus route

commences and further options can be investigated.

**Submitter:** Glen & Kim Sarich  
**Address:** 438 Te Moana Road, Waikanae  
**Agree with Proposal:** No

I am against W.R.C installing a bus stop outside 438 Te Moana Road because. 1. The drawing they have supplied is very indicative of what might end up. 2. The current road markings are nothing like what we have. 3. It will remove the safe haven the council put in due to the high traffic flow down the middle of the road. Traffic volume has grown at peak times making it harder to get in and out off drives. It will also restrict vision with a shelter and buses parked there. There will also be noise pollution when buses sit there running. 4. It will remove the 1m wide shoulder on each side for parking and slower traffic to pull over. 5. We don't have a footpath on the south side and do not need one. 6. Going by the drawing we will end up with no parking outside 438 Te Moana Road and this is used by at least 6 houses as there are many back sections with little parking. 7. If this happens and they put a footpath and shelter in we will not be able to park on the grass verge outside 438 Te Moana. 8. We get enough rubbish and vandalism left lying around now that the owners clean up daily and it will get worse if a bus stop is there. 9. I can't understand who would use it as it is approximately only 500 meters down Te Moana Road and most people in the s=area drive or walk to the train. 10. There would be very little if any need with people getting on the bus to go to the beach. 11. I have seen no traffic management plain relating to traffic hold ups and flows. 12. I have seen no surveys or data showing there is a need for this bus stop. 13. Cost of building would far out strip any returns. As a WRC ratepayer this is not good use of my money. 14. Have spoken to three real estate agents and they all say it will have a negative value on the property. After buying and living without a bus stop I do not need a drop in valuation. 15. Current bus route runs past Waikanae Park and Pool coming from and going to the beach. This would have far more use than going along the top end of Te Moana Road. 16. If you do want to install a bus stop you would be better served to install it down the road closer to Country Lodge retirement Home. This way it may have some use.

#### GWRC Response

Issues raised are noted. As stop is not essential to the operation of the bus route (location is around 11 minutes' walk from Waikanae Station) consideration of this location is deferred until after the new bus route commences and further options can be investigated.

**Submitter:** David Hall  
**Address:** 428 Te Moana Road, Waikanae  
**Agree with Proposal:** Yes

#### GWRC Response



No response required
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**Submitter:** Michael Codyre  
**Address:** 444 Te Moana Road, Waikanae  
**Agree with Proposal:** Yes

<b>GWRC Response</b>
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No response required
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**Submitter:** Anne & Arthur Eustace  
**Address:** 440 Te Moana Road, Waikanae  
**Agree with Proposal:** No

We, the owners of 440 Te Moana Road, do not support WRC's proposal for a new bus stop outside 438 and 440 Te Moana Road. We consider that not sufficient detail has been provided to support the need for a new bus stop outside 438 and 440 Te Moana Road and that there has not been sufficient information provided to justify the change to the existing Waikanae bus routes. These include: \* Details or surveys of data showing the need for this bus stop. \* Justification for the abolition of the safe haven central lane put in to ease the problem for cars and cyclists to cross against the flow of traffic. \* Since Te Moana Rd is the feeder route to the expressway the need for this safe haven lane has intensified. Without it traffic will bank up as cars wait to turn into drives. Personal reasons for our objection to this proposed bus stop are: \* Our house at 440 Te Moana Rd is the closest house to the road in this block. Unlike people who are away all day at work one of us is retired and the other works from home, therefore we are in the house most of the time. Our living rooms and deck where we spend considerable time are all at the front of the house. \* The noise from diesel buses stopping right outside our house, especially with the noise of them slowing down, idling and then accelerating away would bring considerable distress and certainly diminish our quality of life here. The present peaceful existence we currently enjoy would be completely shattered. \* The proposed footpath and bus stop outside will increase the foot traffic and with people waiting for buses so close to our home (remember it is already the closest to the road in the neighbourhood) this would affect our privacy and our security and that of our neighbours at 438 too. \* Because we have people coming to pick up products regularly we have a higher than usual number of cars which require parking. The removal of parking to make way for the bus stop would cause problems and inconvenience. Both we, and our neighbours in the section behind us a 442 have visitors who park their vehicles on the grass verge on many occasions. Civic beautification aspects of our object to the proposed bus stop outside 440 Te Moana Road: \* Te Moana Road is renowned as a beautiful tree lined street. When we brought our home, we were told that the Council would not allow the previous owners to cut down the three lovely and mature Silver Birch trees which grow gracefully on our outside

lawns. We were particularly relieved that this was so, and have always looked after these trees as they give us a pleasant outlook, as well as screening from the road. + Having measured the width of the footpaths in Waikanae, and seeing that in the diagram of the proposed stop there would be a footpath put in without cutting these trees down, A move which would probably not be locally popular one either in this often called 'garden area' of Waikanae. It would also be against Kāpiti Council's philosophy of keeping this well-known road attractive and tree lined, to remove these trees. There are numbers of other options for bus stops along this road where there are no trees requiring controversial felling.

<b>GWRC Response</b>
Issues raised are noted. As stop is not essential to the operation of the bus route (location is around 11 minutes' walk from Waikanae Station) consideration of this location is deferred until after the new bus route commences and further options can be investigated. Any bus stop design would generally be located such as to avoid the need to fell existing mature trees.

## APPENDIX 15

### Proposed Location #14 – 469 Te Moana Road, Waikanae



#### Submissions received

**Submitter:** Kay Morgan  
**Address:** 463 Te Moana Road, Waikanae  
**Agree with Proposal:** Yes

#### **GWRC Response**

No response required

**Submitter:** ~~Pettina Meads~~  
**Address:** 469A Te Moana Road, Waikanae  
**Agree with Proposal:** No

My concerns about the position of a sign and bus stop where it is being placed on Te Moana Road is that even though the bus will be to east of The Mews driveway, I am concerned about the traffic island being a hazard as cars, cyclist navigate the bus and traffic islands. I would recommend it be placed a little further towards the station about 475 or 477 Te Moana Road. The proposed stop outside Invernal Place will then be more directly opposite the other side of the road stop.

#### **GWRC Response**

Issues raised are noted. As stop is not essential to the operation of the bus route (location is around 8 minutes' walk from Waikanae Station) consideration of this location is deferred until after the new bus route commences and further options can be investigated.

**Submitter:** ~~Warren Cotterill~~  
**Address:**  
**Agree with Proposal:** No

"This could cause issue here as there is only enough room for 1 lane either side at this point. So if there is a bus stopped there cars heading

East will have to go out on to the median strip to pass. We know this happens as even when a car is parked there this is what drivers have to do.

As the lanes are narrow on the opposite side when we and residents of the mews are turning right into our driveways we go into the median strip and wait for it to be clear before we turn. With your below scenario if a car is travelling East and a bus is stopped in the bus stop and we are waiting to turn into our driveway (especially if the car is driving too fast which often happens along Te Moana and doesn't see the bus until late so has to swerve out to the middle) we could be in quite a dangerous situation. One which I would be very concerned about especially with people and kids waiting at the pedestrian island to cross. Can you imagine the worst case scenario here?

As I say I know this happens just from having a car parked between 469 and our driveway so a bus would be even worse. Would it not make more sense from a safety perspective to have it outside 469A?

The other issue I have just realised is the grass verge where your proposed stop is is quite steep and gets extremely wet due to flooding from having no drain in this area and a massive tree dropping needles etc. clogging up the gutter so water spills over onto the verge and footpath. So this would be quite a slippery place for elderly especially to board a bus.

"

GWRC Response
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Issues raised are noted. As stop is not essential to the operation of the bus route (location is around 8 minutes' walk from Waikanae Station) consideration of this location is deferred until after the new bus route commences and further options can be investigated.
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## APPENDIX 16

### Proposed Location #15 – 476 Te Moana Road, Waikanae



### Submissions received

**Submitter:** D.M. & S.M. Goggin  
**Address:** 4 Inverill Place, Waikanae  
**Agree with Proposal:** Yes

<b>GWRC Response</b>
No response required

**Submitter:** Tony & Moyra Partelouo  
**Address:** 478A Te Moana Road, Waikanae  
**Agree with Proposal:** Yes  
YES!! And a clear panelled shelter!! All Good.

<b>GWRC Response</b>
No response required

**Submitter:** ~~Howard Chamberlain~~  
**Address:** 470 Te Moana Road, Waikanae  
**Agree with Proposal:** No  
Points to Note.

- The distance between the Koromiko Rd intersection and the second Karu Crescent intersection is very short and currently contains a safe harbour crossing, adding a bus stop to this short length of road will make the area more dangerous as the approach from current SH1 is down a slope and round a bend and traffic speed in this area.
- The distance between Koromiko Road and the pedestrian safe harbour (at the border of 470 and 472 Te Moana Road) is quite short. If traffic is stopped in Te Moana Rd before turning right into Koromiko Road and a bus is stopped outside 476 Te Moana Rd traffic travelling to the beach will have to serve out around the bus and then immediately

cut back in to the left to avoid hitting the safe harbour.

c. People coming down Te Moana Road from the traffic lights very often race down the hill (evidence for that is the number of times police have stopped vehicles on the beach side of Karu Cres)

d. The safe harbour has been damaged several times by speeding, poor driving and even people overtaking and riding over the safe harbour itself.

e. The SAFE HARBOUR (or a pedestrian crossing) is essential to get across Te Moana Rd which can be quite difficult at times. It is well used by older people on mobility scooters and school parties to go to the Waikanae River.

f. Adding a bus stop in this short area between intersections will further reduce the amount of road side parking/stopping as the installation of the safe harbour required parking restrictions to be established at either end on both sides of the road.

g. However, there could be room on the berm between the road edge and the footpath on both sides of Te Moana Road at this area to set the bus stop off the road.

h. There is a greater length of road between intersections from Karu Crescent and Kowhai Grove.

Points to Consider

a. If the Bus Stop is to be placed at 476 Te Moana Road then the stop should be moved off Te Moana Road into the berm so there is less hindrance to traffic. This would require new kerbing, drainage and concrete driveways to be replaced or partly reformed to meet with the bus stop.

b. A possible better solution is for the bus stop to be placed on the beach side of Karu Cres as there is a slightly longer length of straight road prior to the next intersection – Kowhai Grove. This could also be moved into the berm and there is even more room on the berm in this location.

c. Where ever the bus stop is located will require the installation of pedestrian crossing (would replace the safe harbour) to allow safe crossing of the road.

d. Perhaps a moveable speed camera by the eastern junction of Karu Cres may encourage drivers to be more careful about their speed when coming down from the traffic lights and approaching a bus stop.

<b>GWRC Response</b>
Issues raised are noted. As stop is not essential to the operation of the bus route (location is around 7 minutes' walk from Waikanae Station) consideration of this location is deferred until after the new bus route commences and further options can be investigated.

**Submitter:** Steve Breese

**Address:** Te Moana Road, Waikanae

**Agree with Proposal:** No

There is a serious safety issue to consider. Vehicles coming down from the top of Te Moana road tend to be travelling at 60 to 70kph or more at

the bottom of the incline. When confronted with a stationary bus they will move to the centre of the road before seeing the concrete pedestrian safe haven crossing in the middle of the road a little further on. We suggest that there will be a live rerun of the current tv commercial where a drugged driver bounces over one of these safe havens into the opposite lane and has a head on.

Surely, as 476 is just a 5 minute stroll to the shopping area the stop is way to close from the station.

It is suggested that it be placed further along towards Waikanae Beach and at least past the safe-haven crossing.

<b>GWRC Response</b>
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Issues raised are noted. As stop is not essential to the operation of the bus route (location is around 7 minutes' walk from Waikanae Station) consideration of this location is deferred until after the new bus route commences and further options can be investigated.
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**Submitter:** Errol & Gail Cusack  
**Address:** 3 Inverill Place, Waikanae  
**Agree with Proposal:** No

Driving out of Inverill Place, we will be blinded to traffic flowing East to West - towards the beach. Trucks and cars stop there now for several reasons and we cannot see traffic - much of it driving at 60 kph +++. It will be very dangerous if we have to blindly pull out in front of traffic we cannot see. A shelter will also hide on-coming traffic.

<b>GWRC Response</b>
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Issues raised are noted. As stop is not essential to the operation of the bus route (location is around 7 minutes' walk from Waikanae Station) consideration of this location is deferred until after the new bus route commences and further options can be investigated.
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