

**Chairperson and Community Board Members**  
PARAPARAUMU/RAUMATI COMMUNITY BOARD

8 SEPTEMBER 2015

Meeting Status: **Public**

Purpose of Report: For Decision

## **RELOCATION OF BUS STOP 1221 ON KĀPITI ROAD**

### **PURPOSE OF REPORT**

- 1 This report seeks the Paraparaumu/Raumati Community Board's (PRCB) approval to relocate the bus stop located near the Aero Club at 1221 Kāpiti Road.

### **DELEGATION**

- 2 Section 10.17 of the Governance Structure and Delegations 2013-2016 Triennium gives the Community Board the:

*“Authority to approve or reject officer recommendations relating to all traffic control and signage matters in relation to existing local roads within the Community Board’s area, except for changes to speed restrictions on local roads. (The latter power has been delegated to the Regulatory Management Committee).”*

### **BACKGROUND**

- 3 With the redevelopment of Kapiti Coast Airport land into commercial properties the existing Aero Club bus stop 1221 on Kāpiti Road is now situated on the corner of the newly created Lodestar Place and Kāpiti Road. This is an unsafe location for a bus stop because it is too close to the junction, restricting visibility and impeding traffic turning left out of Lodestar Place.
- 4 This is further complicated by the proposed construction of a petrol station on the corner of Lodestar Place and Kāpiti Road. The bus stop should not remain anywhere on this site frontage because there will be two new entry and exit points created onto Kāpiti Road.
- 5 To relocate a bus stop Greater Wellington Regional Council (GWRC) requires a Council resolution giving them permission to do so. A copy of the GWRC letter requesting the relocation of this bus stop is attached as Appendix 1 to this report.

### **ISSUES AND OPTIONS**

#### **Issues**

- 6 The relocated bus stop needs to be situated in close proximity to its complementary eastbound stop on the opposite side of Kāpiti Road. However it must also be located where it is not likely to create a road safety hazard to either vehicles on Kāpiti Road, or most importantly, the bus patrons. It should be clear of intersections and sited where it is safe and conveniently accessible to bus users.

- 7 Another consideration is that GWRC intends to relocate the redundant bus shelter from Raumati Road to this site, so it needs to have sufficient room to accommodate the shelter.

## Options

- 8 The first option was to relocate the bus stop further to the west of the current site. But once moved clear of the proposed service station exit, this would have placed the bus stop too close to Langdale Avenue and the Aviation Museum/Control Tower access point. It would also necessitate tree removal on the berm to accommodate a shelter.
- 9 The second option was relocating 85 metres to the east where Kapiti Airport Holdings have constructed a footpath deviation in anticipation of moving the bus stop. Unfortunately they have constructed it directly opposite the access point to the service lane, which serves the VTNZ testing station and commercial premises on the north side of Kāpiti Road. When Council complete upcoming planned works in this area this site would clash with a right turn lane into the service lane and create a road safety hazard for traffic and pedestrians.
- 10 The preferred option is shown on the plan in Appendix 2 and shows the new location approximately 60 metres east of the current site. This takes advantage of the wide berm and 3 metres wide shared footpath facility. It is on flat ground with good space for the shelter. It is clear of all vehicle accesses and will sit conveniently under an existing overhead street light which provides extra safety for pedestrians.

## CONSIDERATIONS

### Policy considerations

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

### Legal considerations

- 12 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 and New Zealand parking standards.

### Financial considerations

- 13 The cost of the proposed line marking and signage works can be accommodated in the 2015/2016 maintenance and Minor Safety Improvement budgets.
- 14 The cost and implementation of changes to the bus stop signage and relocation of the bus shelter, are all met by GWRC.

### Tāngata whenua considerations

- 15 There are no issues relating to Tangata Whenua for consideration.

## SIGNIFICANCE AND ENGAGEMENT

### Degree of significance

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

## Consultation already undertaken

- 17 Council officers have been in discussion with GWRC since the beginning of the year over where Council could utilise the redundant shelter from Raumati Beach. GWRC thought this site was appropriate for a shelter with the expected increase in patronage to the area with people visiting the new and evolving Kapiti Landings development. This has been discussed at the last two GWRC Liaison meetings in March and July 2015.
- 18 Mana Coach Service representatives attend the bus Liaison meetings and are happy with the proposals. Officers last spoke to the local Depot Supervisor on 26 August 2015 and confirmed our proposals and that they were being presented at the next Community Board meeting.
- 19 As an adjoining owner Kapiti Airport Holdings Limited has been advised of the proposal and has agreed to the relocation.

## Engagement planning

- 20 An engagement plan is not needed to implement this decision.

## Publicity

- 21 A media release should be made in conjunction with Mana Coach Services to advertise the planned changes to the bus stop and give the public prior warning of any civil engineering works when the concrete pad is laid and the shelter relocated to Kapiti road.

## RECOMMENDATIONS

- 22 That the Paraparaumu/Raumati Community Board approves the relocation of Bus Stop 1221 "Aero Club" from its current position on the corner of Kāpiti Road and Lodestar Place 60 metres east on Kāpiti Road to a position opposite property 204 Kāpiti Road.

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

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## ATTACHMENTS

- 1 Appendix 1 GWRC letter
- 2 Appendix 2 Bus Stop Relocation Plan