

Chairperson and Community Board Members
ŌTAKI COMMUNITY BOARD

26 SEPTEMBER 2017

Meeting Status: **Public**

Purpose of Report: For Decision

**RECONSIDERATION OF BUS STOP PROPOSALS FOR ŌTAKI
- DOMAIN ROAD, WAERENGA ROAD AND AŌTAKI STEET**

PURPOSE OF REPORT

- 1 This report seeks the Ōtaki Community Board's approval to install three new bus stops to support the revised 290 bus route due to commence on 19 November 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 At the Ōtaki Community Board meeting of 15 August 2017, report IS-17-282 was considered and nine out of 12 recommendations were passed. The Board asked Greater Wellington Regional Council (GWRC) to reconsider the locations of the bus stops at three locations (outside 32/34 Domain Road, outside 57 Waerenga Road and outside 61 Aotaki Street) and report back to the next Board meeting.
- 4 GWRC has duly revisited each of the sites and considered whether there are any suitable alternative locations and assessed the safety and practicality of each site.
- 5 The full details of the GWRC recommendations are 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

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

Legal considerations

- 7 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.

- 8 GWRC has the responsibility to define the bus routes but they require a Council resolution to confirm the location of the bus stops.

Financial considerations

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

Tāngata whenua considerations

- 10 There are no issues relating to Tāngata Whenua for consideration.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

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

Publicity

- 12 A marketing and communication plan will be undertaken by GWRC.

RECOMMENDATIONS

- 13 That the Ōtaki Community Board recommends to Council that it approves the recommendations at paragraphs 28 to 30 in Appendix 1 of report IS-17-327:
- a) *That the Ōtaki Community Board approves the installation of a new bus stop between 57 and 59 Waerenga Road;*
 - b) *That the Ōtaki Community Board approves the installation of a new bus stop outside 55 and 57 Aotaki Street;*
 - c) *That the Ōtaki Community Board approves the installation of a new bus stop outside 16 and 18 Domain Road OR That the Ōtaki Community Board approves the installation of a new bus stop between 32 and 34 Domain Road.*

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

Gary Adams
Traffic Engineer

Max Pedersen
**Group Manager
Community Services**

Sean Mallon
**Group Manager
Infrastructure Services**

ATTACHMENT

Appendix 1: GWRC report: Reconsideration of bus stop proposals for Ōtaki : Domain Road, Waerenga Road and Aōtaki Street

RECONSIDERATION OF BUS STOP PROPOSALS FOR OTAKI - DOMAIN ROAD, WAERENGA ROAD AND AOTAKI STREET.

PURPOSE OF REPORT

- 1 This report seeks the Otaki Community Board's approval to;
 - a. Install 3¹ new bus stops to support the revised 290 bus route due to commence on 19th November 2017.

These changes are currently scheduled to come into effect on Sunday 19 November 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 On the 15th of August 2017 the Otaki Community Board considered a request made by Greater Wellington Regional Council (GWRC) to introduce 9 new bus stops in connection with the revised bus service 290.
- 4 The board considered the merits of the proposal against the concern expressed by some residents in the area of the bus stop proposals. After much deliberation the Board decided to not support three locations (Outside 32/34 Domain Road, outside 57 Waerenga Road and outside 61 Aotaki Street) as requested by GWRC. The Board offered some alternative locations for consideration.
- 5 The Board requested that GWRC reconsider these three locations, the alternative locations and to report back at the Board's September meeting.
- 6 The maps in Figures 1 and 2 show the current and planned new bus route. It should be noted that in the revised bus timetable there will be 8 buses per weekday (5 per day on Saturdays and Sundays). Buses only stop when requested by customers and would be stationary for the short time it takes for someone to get on or off the bus. The stops in this report are also not likely to be used every time the bus passes by, in reality the impact of any stop will be minimal unless parking is proposed to be restricted.

¹ Outside 16/18 Domain Rd OR outside 32/34 Domain Rd, outside 57/59 Waerenga Rd and outside 55/57 Aotaki St.

7 The three stops that the Board asked GWRC to reconsider all lie in the new section of the route travelling through the residential area between Otaki and Otaki township. Each of the three locations is considered important in order to develop and support the vitality of bus service 290. They will provide consistent bus stop spacing to offer the most thorough opportunities for residents to access the service. The stops also represent visual continuity of the route and an effective advertising medium. The original request to deviate the route through this area came from the community.



Figure 1 - Current 290 Bus Route



Figure 2 - Confirmed 290 Bus Route

8 GWRC considers each bus stop location in great detail and the resulting proposal comes after various locations are considered and appraised. The proposed bus stops are consequently the

best options and are reflective of balanced assessments that reflect service needs, road safety and community feedback.

ISSUES AND OPTIONS

9 At the previous Board meeting there were three bus stop locations proposed.

Initial Location	Proposal	Feedback	Feedback comment and any amendments
59 Waerenga Rd	Bus stop pole and flag only	2 responses (one negative, one positive)	<ul style="list-style-type: none"> • Loss of parking • Kindergarten • Road Safety <p>Proposed location amended to between 57 and 59 Waerenga Road</p>
61 Aotaki St	Bus stop pole and flag only	1 responses (one negative)	<ul style="list-style-type: none"> • Privacy concerns
34 Domain Rd	Bus stop pole and flag only	5 responses (four negative, one positive)	<ul style="list-style-type: none"> • Loss of parking • Emissions • Road Safety • Privacy • Driveway access <p><i>Proposed location amended to between 32 and 34 Domain Road as a result</i></p>

10 As a result of community feedback the proposals at 59 Waerenga Rd and 34 Domain Rd were amended to try to reflect the feedback received. The bus stops were proposed to moved slightly to be on property boundaries rather than directly outside a particular property. The locations became between 32 and 34 Domain Road and located between 57 and 59 Waerenga Road.

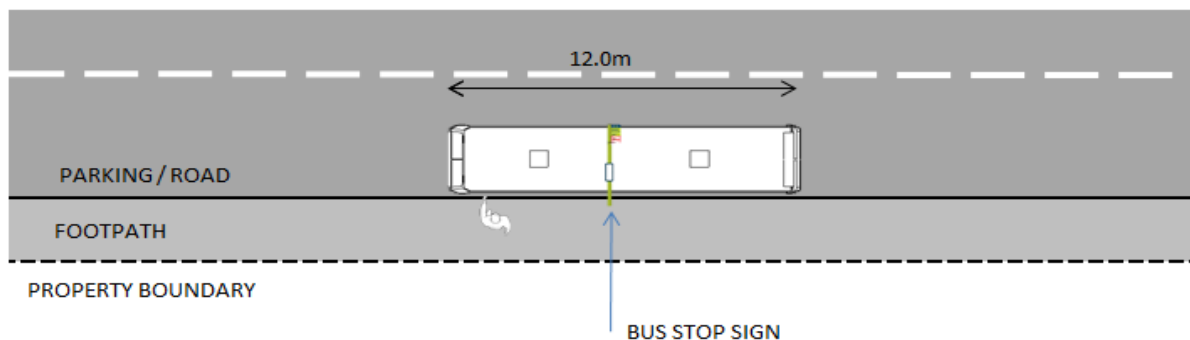
11 However the Board rejected these amended locations and asked for further reconsideration.

12 GWRC reconsidered these locations and sought independent safety advice in relation to the new locations as part of this process.

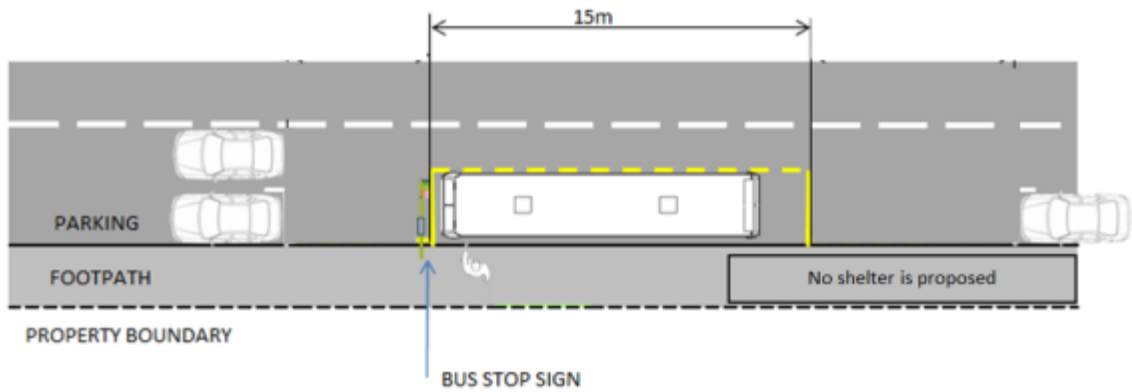
13 Road safety assessments are complex and visual. It is therefore difficult to adequately reflect all the factors taken into account. However, the traffic safety issues considered include: - volume and type of traffic at all times of the day; speed limit; road width; closeness to traffic signals and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

Issues – alternative locations

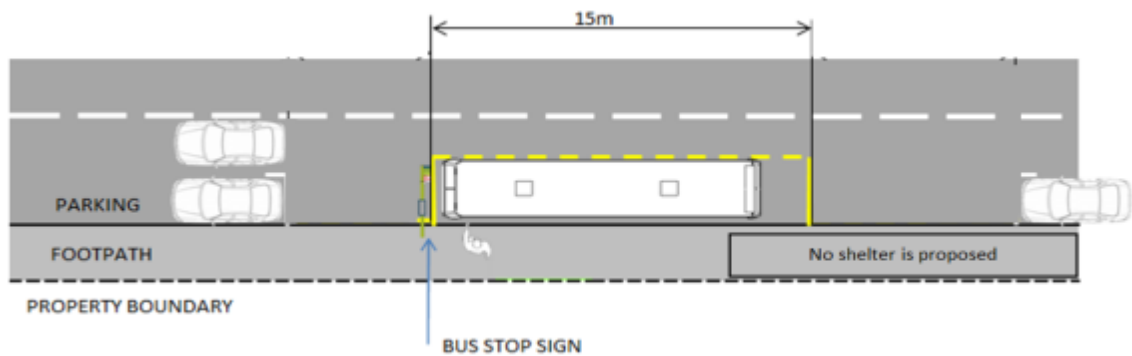
- 14 Each of the three locations in question was revisited and an initial independent safety assessment undertaken in order to tease out those locations which had potential for consultation with affected property owners. Each location is illustrated in Appendix 1.
- 15 **Previous proposal at 57 / 59 Waerenga Road** – Two other locations were considered. 59 / 61 Waerenga Rd and 65 / 75 Waerenga Rd. Road safety, access and the privacy of the residents were raised as issues at the proposed 59 / 61 Waerenga Rd location. Whilst outside 65 / 75 Waerenga Rd access and privacy were the main issues identified. Given the problems raised with the revised locations compared to the comments received in relation to the previous proposal (57 / 59 Waerenga Road) the decision was made by GWRC not to re-consult. The assessments seemed to have confirmed the original location as being the most pragmatic and best location, especially given the service frequency (8 buses on a weekday) and the fact no parking restrictions were being actively promoted as part of the bus stop. The resulting proposed location is thus the same **57 / 59 Waerenga Road** with the layout as indicated below.



- 16 **Previous proposal at 61 Aotaki St** - Two other locations were considered in the reappraisal process. These were outside 67 Aotaki Street and outside 55 / 57 Aotaki St. The independent safety assessors thought both locations had potential. However the proximity to and reduced visibility at the intersections on Aotaki St was considered an issue with the proposal near 67 Aotaki St. As a result the proposed location outside 55 / 57 Aotaki St was taken to consultation with affected properties next to and opposite the location. No responses were received for or against the proposal. As a result GWRC are recommending the location outside **55 / 57 Aotaki Street** with the layout as indicated below.



17 **Previous proposal at 32 / 34 Domain Rd.** Two other locations were considered in the reappraisal process following suggestions made at the August Community Board meeting; these were outside 24 Domain Rd and at the boundary 22 / 24 Domain Rd. Numerous safety and access issues were raised by the independent safety assessment in relation to the intersections with Knights Grove and Bevan Place (safety and visibility), on street parking issues at weekends plus privacy issues for numbers 22, 24 and 26 Domain Rd. It was suggested by the safety assessor that outside numbers 16 / 18 Domain Rd was an alternative, though retaining weekend parking was a problem. As a result this location was consulted on with affected properties next to and opposite the location with the layout below proposed to address the weekend parking problem.



18 Two responses were received in relation to the proposed bus stop; both negative these coming from the property owners at numbers 16 and 18 Domain Road.

Initial Location	Proposal	Feedback	Feedback comment
Outside 16 / 18 Domain Rd	Bus stop pole and flag. Bus stop box and the related restricting parking.	2 responses (two negative)	<ul style="list-style-type: none"> • Loss of parking • Bus stop spacing to Mill Road • People at the bus stop (privacy)

- 19 *Loss of Parking* - The loss of parking is a side effect of the proposal to introduce a bus stop in this location with a bus stop box road marking. However Board members may recall that at their last meeting they and public speakers raised the issue of parking pressure at this location on Domain Road at weekends and consequently that bus stop markings would likely be necessary as a result of any proposal in this location. Both properties (16 and 18) also have off street garaging and long driveways.
- 20 *Bus Stop spacing to Mill Rd* - The bus stop proposed is approximately 220m from the previous Mill Road stop. Whilst relatively close the proposed Domain Road stop is actually important as it offers access to the Domain, becomes a paired stop with that on the other side of Domain Rd (near no.25), it provides a stop for residents in this catchment area and those on Knights Grove, Bevan Place and Dal Din Drive. It would also fill a gap of almost one kilometre to the next proposed stop (57 / 59 Waerenga Road).
- 21 *Privacy* - The proposed bus stop is on the section of the route where the bus is travelling from Otaki to the township and the beach. The stop is likely to operate as an alighting stop (passengers getting off rather than on the bus) consequently they are not likely to stay at the bus stop but walk to their destinations. No bus shelter is proposed here, again this reflects the fact passengers are not likely to be waiting for the bus here but alighting from the bus.
- 22 Given the revised location (outside 16 / 18 Domain Rd) and the original location (between 32 and 34 Domain Road) both attracted adverse comment GWRC would invite the Board to decide which proposal on Domain Road they would support recognising that the introduction of a bus stop on this side of Domain Road is necessary and important for the service. The feedback and commentary on the two Domain Road locations (pros and cons) are detailed in Appendix 1.

CONSIDERATIONS

Legal Considerations

- 23 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

- 24 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

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

Consultation already undertaken

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

Publicity

27 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

28 That the Otaki Community Board approves the installation of a new bus stop between 57 and 59 Waerenga Road.

29 That the Otaki Community Board approves the installation of a new bus stop outside 55 and 57 Aotaki Street

30 That the Otaki Community Board approves the installation of a new bus stop outside 16 and 18 Domain Road **OR** That the Otaki Community Board approves the installation of a new bus stop between 32 and 34 Domain Road.

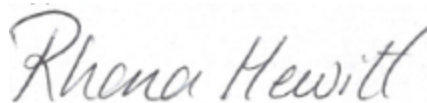
Report prepared by



Mark Edwards

GWRC

Approved for submission



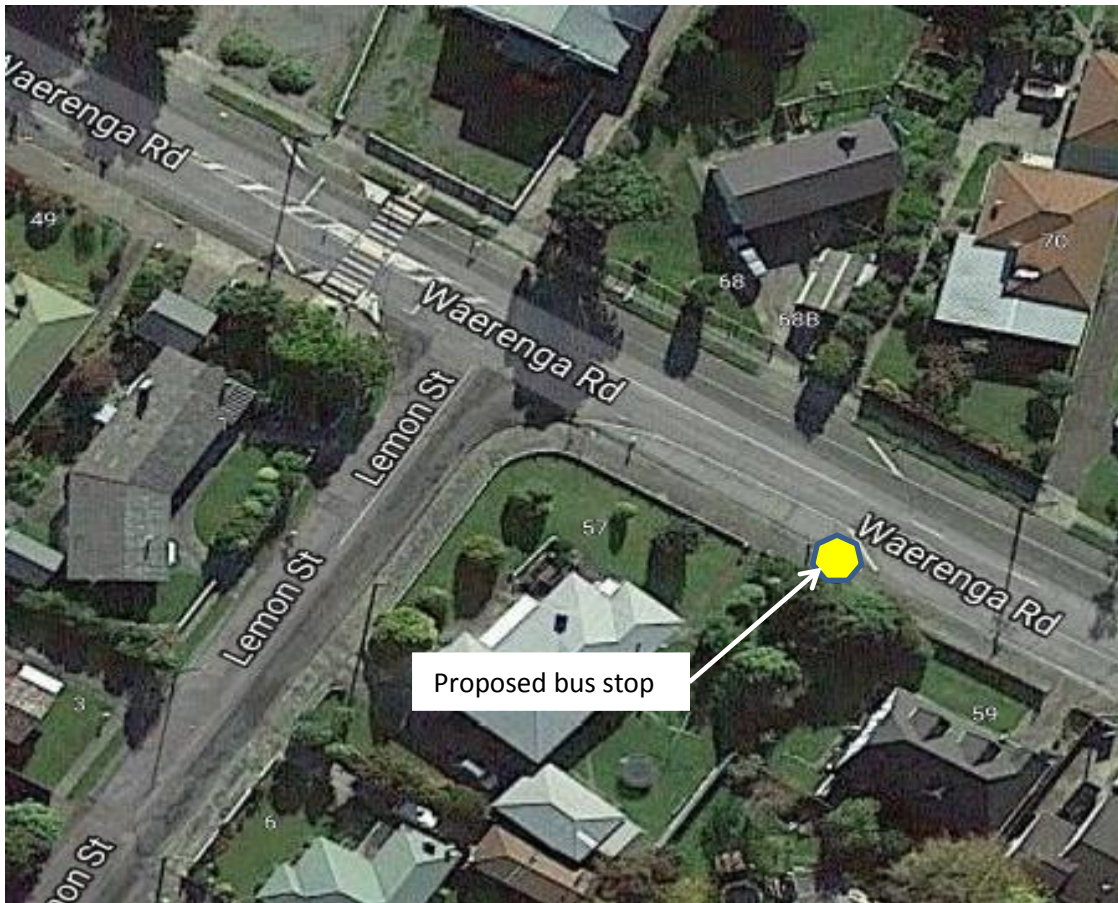
Rhona Hewitt

GWRC

APPENDIX 1

Proposed Locations

57 / 59 Waerenga Road



Revised reconsidered location for the September Board meeting: 55 / 57 Aotaki Street



Domain Road

August Board meeting recommendation: Between 32 and 34 Domain Rd



Previous Feedback / submissions on the proposal at 34 Domain Road.

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.	

Submitter:	Norman and Linda Elder
Address:	34 Domain Road
Agree with Proposal:	No
<p>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:</p> <p>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 Domain 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) Electronic 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.</p>	

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

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.

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.	

Revised reconsidered location for the September Board meeting: Between 16 and 18 Domain Rd



Feedback / submissions on the proposal outside 16/18 Domain Road.

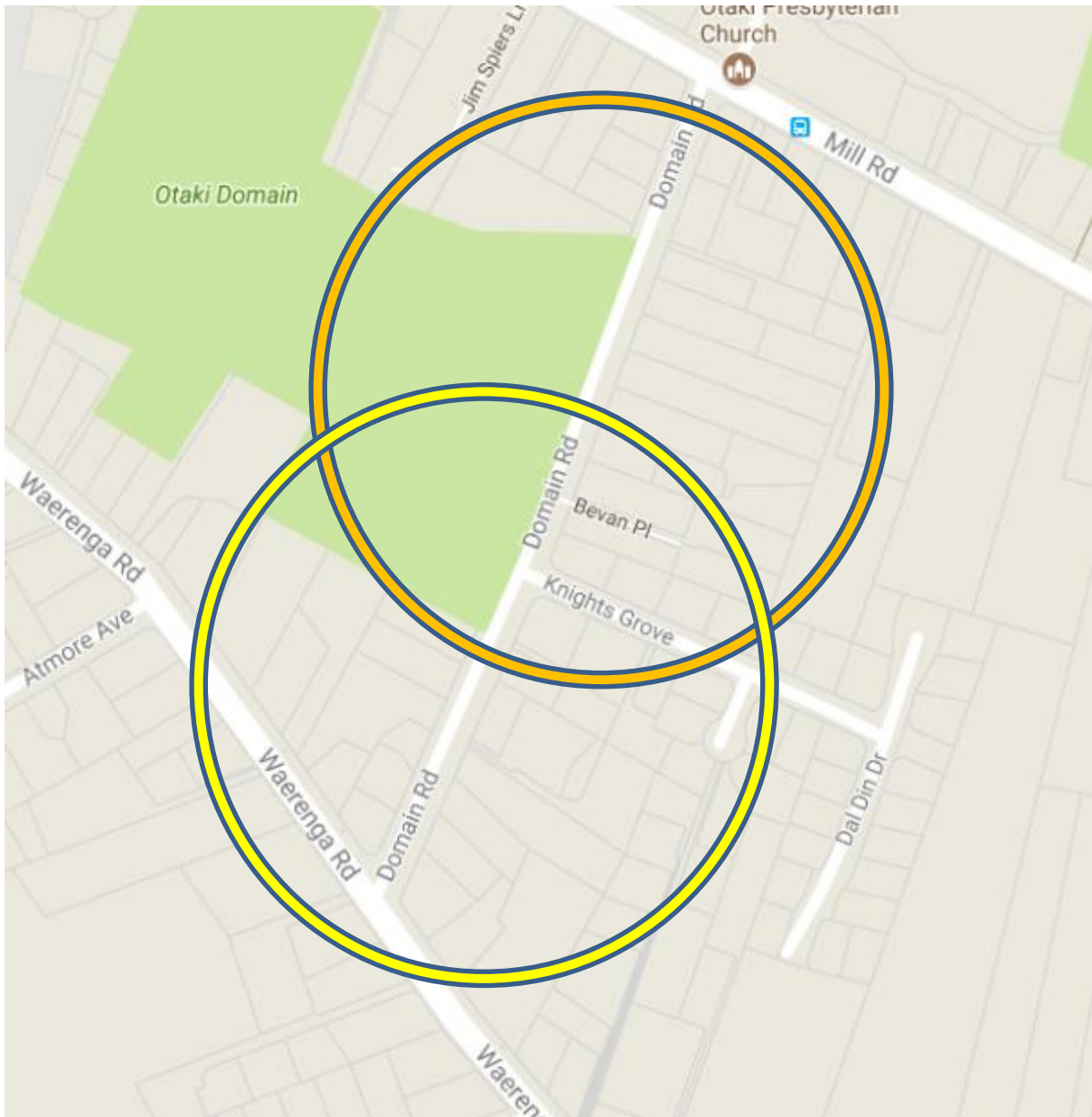
Submitter:	Becky and Tim Spiller
Address:	16 Domain Road
Agree with Proposal:	No
<ul style="list-style-type: none"> This site will significantly reduce the available parking outside our property for ourselves and our guests We are not happy with the idea that random people will be hanging around directly outside the entrance to our property. Given the error on the proposal letter regarding the use of an existing power pole where none exists, we don't believe the GWRC have properly researched the proposed bus stop site 	

Submitter:	James Ratapu
Address:	18 Domain Road
Agree with Proposal:	No
<p>As there is a bus stop existing only 200 metres away on both sides of Mill Road there is no need to have another so close. We also have four vehicles operating from our address and use the road front every day this will certainly restrict that usage.</p>	

Summary of the two locations in relation to some of the submission issues raised by residents

Issue	outside 32/34 Domain Road and outside 16/18 Domain Road
Loss of Parking	The proposals are the same at both locations and would limit parking in both locations. This aspect is perhaps more crucial outside 16/18 Domain Rd given the weekend use of the Domain and parking pressures reported by residents and the Board. Off street parking is available at all the affected properties, though is more prevalent at 16 and 18 Domain Rd.
Privacy	Both locations have the same proposal and no shelter is proposed. The stop (in either location) would be likely to be an alighting stop with passengers disembarking the bus and walking to their destinations. Waiting passengers are not generally anticipated. Both locations have property fencing and some screening vegetation. Properties 32/34 Domain Rd are nearer the footway than those at 16/18 Domain Rd.
Driveway access	The proposals are the same at both locations. Buses are scheduled to run 8 trips on a weekday and 5 at weekends. The stop (in either location) would be likely to be an alighting stop with passengers disembarking the bus. The bus would be at the stop approximately 10 to 15 seconds and would not realistically stop on every trip. Thus the chances of a bus being stationary across a driveway when access to / from the driveway is required is very unlikely.
Emissions	The proposals are the same at both locations. Buses are scheduled to run 8 trips on a weekday and 5 at weekends. The stop (in either location) would be likely to be an alighting stop with passengers disembarking the bus. The bus would be at the stop approximately 10 to 15 seconds. Properties 32/34 Domain Rd are nearer the road than those at 16/18 Domain Rd.
Safety	The proposals are the same at both locations and both have passed the safety assessment. The proposal outside 32/34 Domain Rd is marginally nearer (by 10m) the Knights Grove intersection than 16/18 Domain Rd is to the Bevan Place intersection
Bus stop spacing on the route	The bus stops either side of these proposals are on Mill Rd and Waerenga Rd. The proposal outside 32/34 Domain Rd provides more evenly spaced bus stops than the proposal outside 16/18 Domain Rd. The latter location being biased towards Mill Rd.
Bus stop catchment in the area	<i>See plan below.</i> The proposal outside 16/18 is the less ideal of the two from a Customer catchment perspective, both given the closer proximity to previous stop on Mill Rd but also given that the Domain opposite 16/18 Domain Road doesn't provide residential population catchment that might use the bus service.

Indicative catchments for each bus stop location



Orange Circle = a 300m diameter indication of the catchment from 16/18 m Domain Rd
Yellow Circle = a 300m diameter indication of the catchment from 32/34 m Domain Rd