

Chairperson and Community Board Members
PARAPARAUMU/RAUMATI COMMUNITY BOARD

1 AUGUST 2017

Meeting Status: **Public**

Purpose of Report: For Decision

NEW BUS STOPS FOR PARAPARAUMU/RAUMATI AS PART OF BETTER BUS SERVICES FOR KĀPITI

PURPOSE OF REPORT

- 1 This report seeks the Paraparaumu/Raumati Community Board's (PRCB) approval of the recommendations from the Greater Wellington Regional Council (GWRC) Report see Appendix 1 which details the new bus route locators required for the 251 and 264 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

Significance Policy

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

Consultation already undertaken

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

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

Publicity

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

RECOMMENDATIONS

14 That the Paraparaumu/Raumati Community Board recommends to Council that it approves the recommendations at paragraphs 26-30 in Appendix 1 of Report IS-17-270.

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 Paraparaumu/Raumati as part of better bus services for Kāpiti”

1 AUGUST 2017

Meeting Status: **Public**

Purpose of Report: For Decision

NEW BUS STOPS FOR PARAPARAUMU/RAUMATI AS PART OF BETTER BUS SERVICES FOR KĀPITI

PURPOSE OF REPORT

- 1 This report seeks the Paraparaumu/Raumati Community Board's approval to;
 - a. Install four new route locators to extend the coverage of the modified 251 Hail and Ride shopper service on Matai Road.
 - b. Install one new route locator for the new route 264 Hail and Ride shopper service on Valley Road, Paraparaumu in the vicinity of Eldon Rest Home.

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 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 an information table at a community drop-in session organised by the Paekakariki Community Board on 12 June 2016.
- 8 The feedback received from public consultation was reviewed along with submissions made from KDC, Paekakariki Community Board and the Kāpiti Coast Older Persons' Council and used to formulate the services changes agreed.



Figure 1 – Revised Kapiti Services

- 9 The review recommended the following changes to the Paraparaumu and Raumati bus service;
- a. Route 260 Hillcrest Road loop section of route will be discontinued, which only operates off peak, has just one bus stop and is located around 3 minutes' walk from alternative stops located on Raumati Road. The route 251 shopper service will be modified to provide an alternative service covering Matai Road section of the discontinued loop.



Figure 2 – Existing route 260 Hillcrest Road loop

- b. Route 251 (Paekakariki/Raumati Shopper) will be modified to provide a Hail and Ride along Matai Road in addition to current coverage of Raumati South via Jeep Road.
- c. Route 260, 261 and 262 bus departures will be off-set during daytime off-peak times to reduce bus congestion through Coastlands and provide more frequent travel options to Paraparaumu Beach
- d. Route 262 weekday off-peak daytime detour via the Kapiti Health Centre will be discontinued with service to be provided by extended Shopper service 251 and new shopper service 264 with the two routes providing a daily service to and from the Medical Centre.
- e. Route 270 (Paraparaumu East) will be discontinued and replaced with extended school bus services and a new shopper service (route 264) providing a return service on Mondays and Wednesdays between Paraparaumu East and Paraparaumu Station, Coastlands and Kapiti Health Centre.

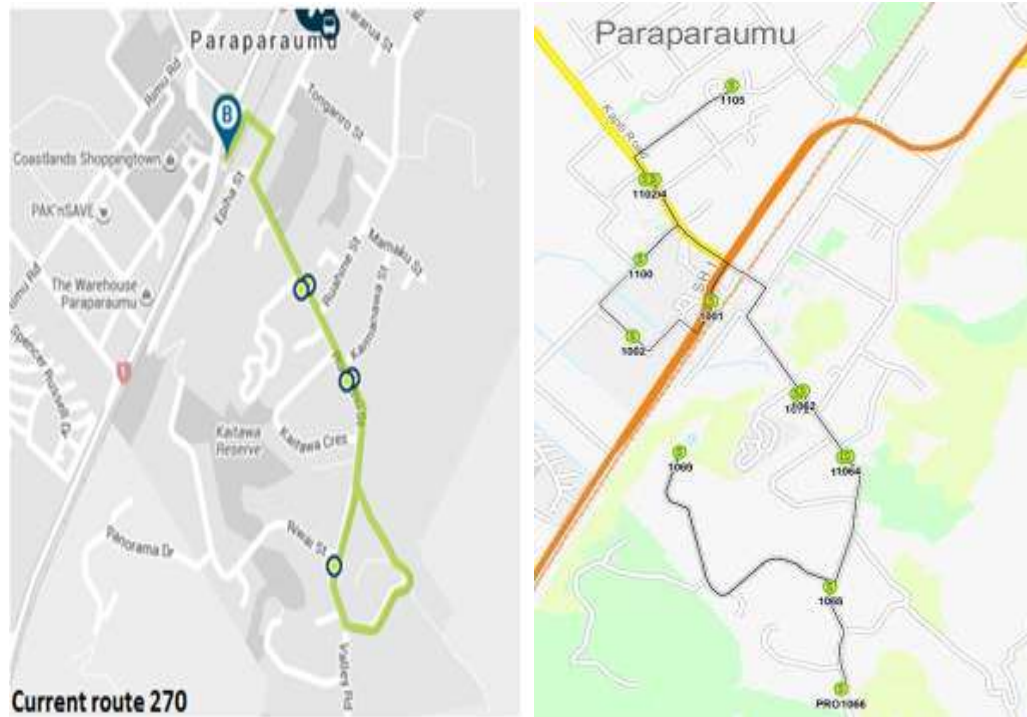


Figure 3 – Existing route 270 Paraparumu East and proposed route 264

- 10 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 required bus stop changes in line with the recommended service changes set out in GWRC Report 16.449
- 11 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.
- 12 GWRC officers have worked with KDC and the current transport operator to finalise both the route and bus stop locations. The following locations have been identified as requiring the installation of new route locator signage to support new and extended Hail and Ride services in Raumati/Paraparumu:
 - a. **LOCATION 1:** In the vicinity of 131 Matai Road
 - b. **LOCATION 2:** In the vicinity of opposite 131 Matai Road
 - c. **LOCATION 3:** In the vicinity of 180 Matai Road
 - d. **LOCATION 4:** In the vicinity of 187 Matai Road
 - e. **LOCATION 5:** in the vicinity of 100 Valley Road
- 13 These locations were chosen to maximise the visibility and coverage the new route 264 and modified route 251 services.



Figure 4 – Existing and Proposed route 251

ISSUES AND OPTIONS

- 14 Currently there is a 'Dial-A-Ride' (Demand Responsive Transport -DaRT) service. This is an alternative way of providing access to key services within smaller communities. Instead of using a fixed route with fixed stops and times, DaRT customers book their journey with the operator in advance and are picked up from an agreed point – often their own home. The issue is that the service is not visible, and underutilised¹.
- 15 The proposed 'Hail and Ride' Service means there will no longer be the requirement to book a journey in advance. Passengers will be able to signal the bus driver that they wish to board the service at any point along the route, and the driver **will stop where it is safe and legal to do so**.

The service will operate a regular standard route with signage installed at specific locations to promote the route and timetable in an effort to improve the visibility and patronage of the service.

Passengers may pick up and set down at any point along the route where it is safe and legal for the van/coach to do so. Outside of these locations the service will utilise standard bus stops.

¹ 251 Paekakariki Shopper – 3.7 passengers per trip

16 The route locators (a Metlink sign on a pole, or attached to an existing utility pole) will not be formal bus stops and so will not involve any restriction on local parking. The purpose of the route indicators is purely to advertise the presence of the Hail and Ride service to local residents who are able to hail the service at any point along Matai Road (Route 251) or any point along Valley Road and Ruapehu Street between the Eldon Rest Home and Hinemoa Street (Route 264).



Figure 5 - Indicative Signage Layout

17 These services will be operated by a van rather than a full sized bus and will operate one trip in each direction two days per week on the route 264 and three days per week on the route 251. This type of vehicle is best suited to the 'Hail and Ride' provision, as they are smaller than a standard bus and are able pull in and out from the kerb like a standard vehicle.



Figure 5 - Indicative Vehicle

- 18 Where formal 'bus' stops operate there is usually a loss of on-street parking. The proposed 'Hail and Ride' service will operate without the need for any parking restrictions. As noted previously, the service will collect passengers from anywhere along the route, stopping where it is safe and legal to do so. In some cases this may mean pulling into a residential driveway.
- 19 With no formal 'bus' stops, there are no associated parking restrictions, resulting in no loss of on-street parking.
- 20 When looking to locate route signage, GWRC officers try to choose locations that minimise the 'annoyance' to adjacent residents and/or business owners. Assessment of the route locator sites concluded that they were not in direct conflict with residential properties as there was no parking restriction and the hail and ride nature of the service means that the only people that would need to stand at the route locator would be residents of adjacent properties given passengers can hail the route at any point along the sections of route hail and ride service is available.

CONSIDERATIONS

Legal Considerations

- 21 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

- 22 The cost of the proposed signage and associated civil works will be covered by Greater Wellington Regional Council.

Degree of significance

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

Consultation already undertaken

- 24 Affected local residents have not been invited to comment on the proposed route locators as the signage is not in direct conflict with residential properties as they are not formal bus stops and will be served by a van with only one trip per day on either two or three days per week.

Publicity

- 25 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

- 26 That the Paraparaumu/Raumati Community Board approves the installation of a new route locator sign outside 131 Matai Road as indicated as stop 1 in Appendix 1
- 27 That the Paraparaumu/Raumati Community Board approves the installation of a new route locator sign opposite 131 Matai Road as indicated as stop 2 in Appendix 1
- 28 That the Paraparaumu/Raumati Community Board approves the installation of a new route locator sign outside 180 Matai Road as indicated as stop 4 in Appendix 1
- 29 That the Paraparaumu/Raumati Community Board approves the installation of a new route locator sign outside 187 Matai Road as indicated as stop 3 in Appendix 1
- 30 That the Paraparaumu/Raumati Community Board approves the installation of a new route locator sign outside 100 Valley Road as indicated as stop 5 in Appendix 1

Report prepared by



Mark Edwards

GWRC

Report reviewed by



Matthew Lear

GWRC

APPENDIX 1

Proposed route locator signage locations (Yellow dot equates to the indicative locator sign)

Stops Reference 1 and 2

131 Matai Road and opposite 131 Matai Road / 1 Harry Shaw Way.



Stops Reference 3 and 4

180 and 187 Matai Road



Stops Reference 5

100 Valley Road

