

Chairperson and Community Board Members
WAIKANAE COMMUNITY BOARD

24 APRIL 2018

Meeting Status: **Public**

Purpose of Report: For Decision

PROPOSED NEW BUS STOPS WAIKANAE

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 eight new bus stops required for the revised Waikanae bus service 281, and two new bus stops for service 280.

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 Waikanae Community Board meeting of 31 July 2017, report IS-17-251 was considered and all ten recommendations were rejected. While the majority of the new bus stops proposed were in Waikanae East, several were in Waikanae West and not subject to public concern. GWRC continued to work on resolving the issues in Waikanae East and to enable them to introduce the 280 Service between Waikanae Beach and the railway station by 30 November 2017 report IS-17-303 was presented at the 5 September board meeting. The board considered the report and approved the two recommendations in that report.
- 4 A representative from GWRC will be attending the meeting to present their latest report and answer any questions from the board.

CONSIDERATIONS

Policy considerations

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

Legal considerations

- 6 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.
- 7 GWRC have the responsibility to define the bus routes but they require a Kāpiti Coast District Council (Council) resolution to confirm the location of the bus stops.

Financial considerations

- 8 The cost of line marking for any of the proposed new bus stops can be accommodated in the 2017/2018 road maintenance budget.
- 9 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.

Consultation already undertaken

- 12 GWRC have now completed a new round of consultation and safety reviews for Waikanae East, Ngaio Road, and Te Moana Road. Feedback from the public, the Community Board, and other local groups has been used to locate the new bus stops. The full details of the GWRC bus stop locations and residents comments are set out in Appendix 1 to this report
- 13 Council officers have worked with GWRC to finalise bus stop locations and support the decisions and recommendations made in their report.

Publicity

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

RECOMMENDATIONS

- 15 That the Waikanae Community Board recommends to Council that it approves the recommendations at paragraphs 28 to 37 in Appendix 1 of Report IS-18-486.

Report prepared by Approved for submission Approved for submission

Gary Adams

Natasha Tod

Sean Mallon

Traffic Engineer

**Group Manager
Regulatory Services**

**Group Manager
Infrastructure Services**

ATTACHMENTS

Appendix 1: GWRC Report “Proposed New Bus Stops, Waikanae”

.

24 April 2018

Chairperson and Community Board Members – Waikanae Community Board

PROPOSED NEW BUS STOPS, WAIKANAЕ

Purpose of Report

- 1 This report seeks the Waikanae Community Board’s approval to;
 - a. Install seven new bus stops to facilitate the introduction of the Waikanae East portion of bus route 281
 - b. Install one new bus stop to improve accessibility to Waikanae bus route 281.
 - c. Install two new bus stops to improve accessibility to Waikanae Beach bus route 280

These changes are scheduled to come into effect on Sunday 15 July 2018.

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 In 2015-16 GWRC undertook an operational service review of bus services in Kāpiti. The review included extensive consultation with key stakeholders as well as customer feedback received over recent years. The review took account of the new Kapiti Line off-peak rail timetable, new town centre plans for the current SH1 in Paraparaumu and Waikanae, and future station access issues at Paraparaumu Station.
- 4 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)

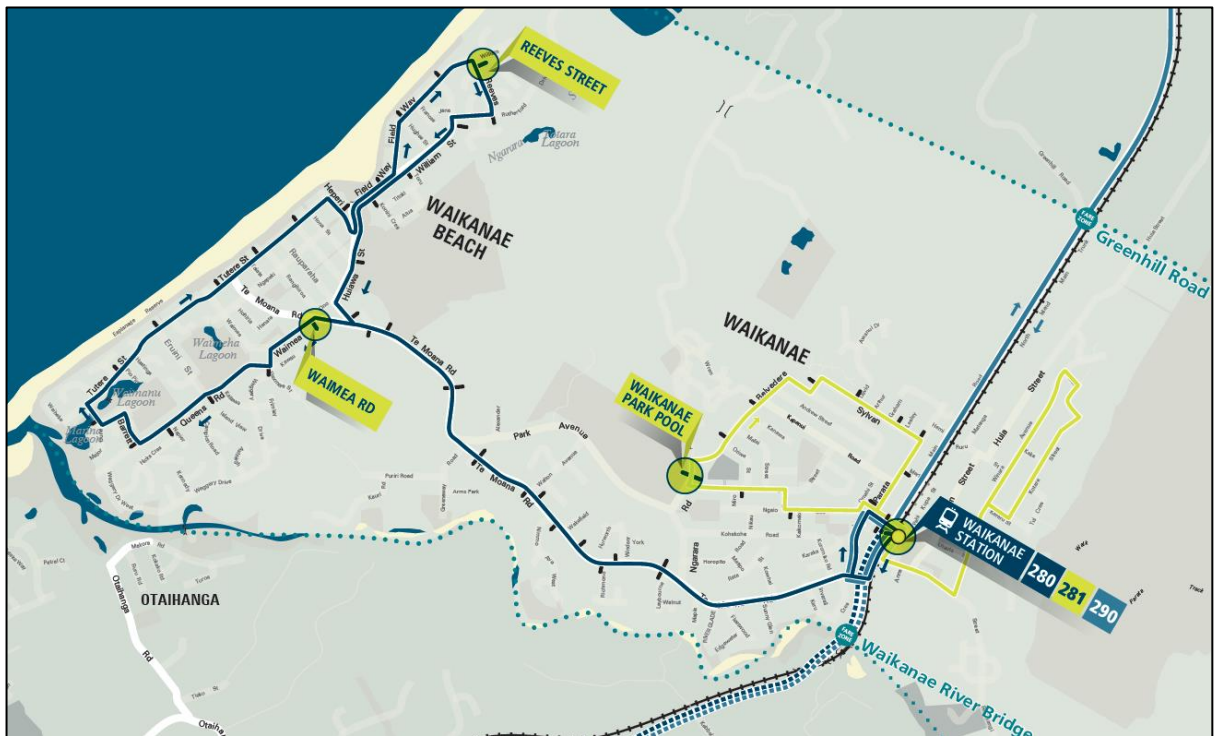


Figure 1: Map of Waikanae Bus Routes

- 5 At the Waikanae Community Board meeting on 31 July 2017 the Board considered a request by GWRC to introduce a number of new bus stops as part of proposed service changes for Waikanae and the wider Kapiti area.
- 6 The board considered the merits of the proposal against the concern expressed by some residents in Waikanae East to the proposals. After much deliberation the Board decided to not support any of the recommend changes made by GWRC and no new bus stops were approved. The Board requested that GWRC investigate further need for the stops in Waikanae East.
- 7 At the Waikanae Community Board meeting on 5 September 2017 the Board considered a request by GWRC to introduce a new bus stop on Te Moana Road and amend an existing bus stop on Rimu Road in order to introduce the new Waikanae bus route 280 and the Kapanui portion of the bus route 281.
- 8 The board considered the merits of the proposal and approved the installation of the bus stops, allowing the new bus routes to be launched in November 2017. The Waikanae East portion of the route 281 did not go-live at this time.
- 9 GWRC Officers have since reviewed the need for bus stops in Waikanae East, Ngaio Road and Te Moana Road and following on from an independent safety review and consultation are now proposing seven new stops in Waikanae East, one new bus stop on Ngaio Road and two new bus stops on Te Moana Road.
- 10 The Waikanae East bus route has been driven by the bus operator who expressed no concerns with the route.

- 11 These new bus stops are proposed to go live from 15 July 2018, alongside the amended Kapiti Line off-peak rail timetables, new operating contracts and changes to Metlink fares, including the introduction of the new Snapper bus card.
- 12 The following bus stop locations were chosen for their proximity to existing and potential customers, and spacing along the proposed route. GWRC has commissioned an independent safety review of the proposed bus stop locations, and have undertaken consultation with nearby residents of each of the proposed bus stops (note: some bus stops have not been amended or had new consultation undertaken as they received full support from neighbouring properties in the original consultation in 2017).

Waikanae East (route 281):

Location 1: in the vicinity of 9 Winara Avenue (bus stop #1634)

Location 2: in the vicinity of 8 Winara Avenue (bus stop #1626)

Location 3: in the vicinity of 62 Winara Avenue (bus stop #1627)

Location 4: in the vicinity of 94 Winara Avenue (bus stop #1628)

Location 5: in the vicinity of 134 Winara Avenue (bus stop #1629)

Location 6: in the vicinity of 39 Kotare Street (bus stop #1631)

Location 7: in the vicinity of 22 Kereru Street (bus stop #1632)

Ngaio Road (route 281):

Location 8: in the vicinity of 34 Ngaio Road (bus stop #1630)

Te Moana Road (route 280):

Location 9: in the vicinity of 463A Te Moana Road (bus stop #1623)

Location 10: in the vicinity of 460 Te Moana Road (bus stop #1637)

- 13 A map, overview and consultation for each bus stop location are included in Appendices 2-10.

ISSUES AND OPTIONS

- 14 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

- 15 **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.
- 16 **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.

- 17 **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.
- 18 **Pedestrian crossing points** - Bus stops should ideally be located close to existing crossing facilities to encourage safe pedestrian crossings, but they also should be located so that a stopped bus will neither block a crosswalk nor obstruct pedestrian visibility of oncoming traffic and vice versa.
- 19 **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.
- 20 **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.

Options

- 21 **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.
- 22 **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

- 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


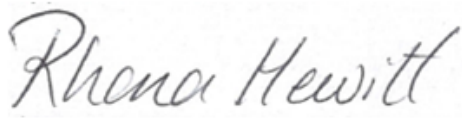
- 26 Affected local residents have all been informed and invited to comment on the proposed options and indicate their preferred solution.

Publicity

- 27 The new bus stops and associated changes to the existing timetables and routes will be publicised as part of 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.

RECOMMENDATIONS


- 28 That the Waikanae Community Board approves the installation of a new bus stop outside 9 Winara Avenue as indicated in Appendix 1
- 29 That the Waikanae Community Board approves the installation of a new bus stop outside 8 Winara Avenue as indicated in Appendix 2
- 30 That the Waikanae Community Board approves the installation of a new bus stop outside 62 Winara Avenue as indicated in Appendix 3
- 31 That the Waikanae Community Board approves the installation of a new bus stop outside 94 Winara Avenue as indicated in Appendix 4
- 32 That the Waikanae Community Board approves the installation of a new bus stop outside 134 Winara Avenue as indicated in Appendix 5
- 33 That the Waikanae Community Board approves the installation of a new bus stop outside 39 Kotare Street as indicated in Appendix 6
- 34 That the Waikanae Community Board approves the installation of a new bus stop outside 22 Kereru Street as indicated in Appendix 7
- 35 That the Waikanae Community Board approves the installation of a new bus stop opposite 31 Ngaio Road at indicated in Appendix 8
- 36 That the Waikanae Community Board approves the installation of a new bus stop outside 463A Te Moana Road as indicated in Appendix 9
- 37 That the Waikanae Community Board approves the installation of a new bus stop outside 460 Te Moana Road as indicated in Appendix 9

Report prepared by	Approved for submission
	
Sarah McNeill Asset Advisor Greater Wellington Regional Council	Rhona Hewitt Manager Bus and Ferry – Networks, Infrastructure, and Customer Transition Greater Wellington Regional Council

APPENDIX 1

Location 1: in the vicinity of 9 Winara Avenue (bus stop #1634)



 <small>Regional Strategic Planning & Design 021 622 1233 2012</small>	PROPOSED BUS STOPS: WINARA AVENUE (NEAR 8 and 9)	<small>SCALE: 1:500 DRAWN BY: SMCNEILL DATE DRAWN: 05/04/2018</small>
<small>Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.</small>		

A bus stop has been proposed in this vicinity with the primary purpose of serving the Winara Village Retirement Home as an inbound bus stop. This bus stop was originally proposed outside 5 Winara Avenue, however did not receive any support following our initial consultation in mid-2017. While an independent safety review confirmed this was a safe location for a bus stop, the affected residents had issues regarding the safety of the proposed stop, as well as the removal of parking. The bus stop is now proposed to be located outside 9 Winara Avenue (Winara Village) with consultation undertaken with 14 neighbouring properties in March 2018. An independent safety review has also confirmed that this is a safe location for a bus stop. The following submissions were received:

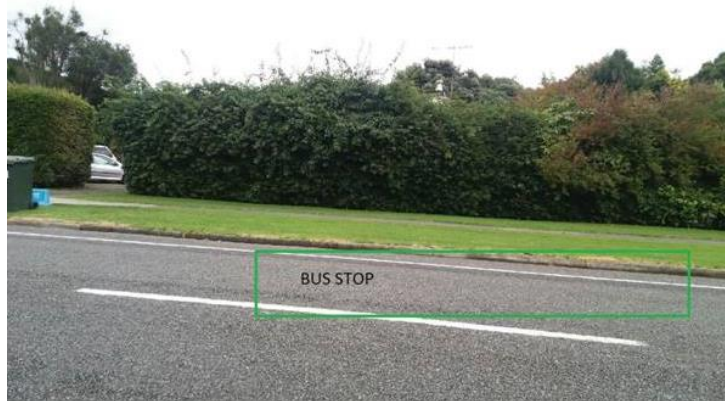
Address	9 Winara Avenue (Bupa Winara Village)
Support	Yes
Response	Greater Wellington Officers met with Lin McCarthy, the Village Manager, on Tuesday 27 March 2018. Lin confirmed that Winara Village was in support of the bus stop being located outside 9 Winara Avenue and requested that the bus stop be road marked and a seat installed. Lin also expressed that Winara Village is extremely supportive of the new route 281 to Waikanae East, with many residents at the village excited for the July launch.

Address	8A Winara Avenue
Support	Yes
Response	We are most supportive of the bus service and the bus stop. We probably won't use the service ourselves but in view of Winara Village across the road we are sure it is very necessary.

Address	5 Winara Avenue
Support	Yes
Response	No comments made.

Address	7 Winara Avenue
Support	No
Response	My next door neighbours at 5 Winara Avenue regularly have family stay for a few days who park on the road outside their house all day. Also staff and visitors from the rest home at 9 Winara avenue also regularly park daily on the road outside numbers 7 and 9. All the houses in this area are occupied by couples with grown up families with their own vehicles. I am 75 years old and it only takes me seven minutes to walk to the train and bus station so 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 a southerly wind or

rain and also muffle the sound of noisy vehicles with more likelihood of patronage. Also Elizabeth Street is 1.2 metres wider than Winara Avenue giving far more road space for vehicles to exit from 74 Elizabeth Street to safely pass a bus.



Your letter states that there will be thirteen metres of space reserved for a bus to stop between the boundary of 7 and 9 Winara Avenue and up to Winara house driveway. However there is only 12.2 metres of space in this area.

Chorus regularly parks outside their cabinet with a large van at any time of the day or week to do repairs on it.

As you propose to run buses from 6am to 7.30 pm seven days a week the road outside 9, 7 and 5 will regularly have cars parked there severely impacting on the ability to have a bus stop outside 9 Winara Avenue. If the bus is able to stop outside 9 Winara Avenue and with cars parked outside 7 and 5 then traffic exiting from Winara house will not be able to see oncoming traffic from the south and will have to drive onto the wrong side of the road to pass around the bus with a serious risk of having a head on collision with traffic driving north on Winara Avenue from Elizabeth Street.


I am also very concerned about a noisy bus driving and stopping almost outside my house at 6 am seven days a week and then all day up to 7.30 pm.



Cars parked outside 5 Winara Avenue and then 5, 7, and 9.



Car pulling out of 9 Winara Avenue with another car parked correctly on the road and first car on wrong side of the road.


	
GWRC Response	<p>Thank you for taking the time to respond to our recent consultation for a bus stop outside 9 Winara Avenue/Winara Village.</p> <p>We've noted your comments which will be put forward to the Waikanae Community Board meeting on April 24, where the Community Board will take into account feedback received and the overall benefits of the new bus route in order to make decisions on the approval of the proposed bus stops. Residents are welcome to attend this meeting.</p> <p>Local support:</p> <p>Winara Village is most supportive of the bus stop, with many of their residents excited for the launch of the new bus route. Winara Village has also requested the bus stop box be marked on the road to ensure that no cars use the bus stop for parking. We have integrated this into our proposal to the Waikanae Community Board.</p> <p>Parking:</p> <p>GWRC acknowledges that the bus stop will result in a loss of on-street parking. However as a bus stop provides a greater level of access for a higher number of people than a parking space can, we consider this an appropriate compromise.</p> <p>Proximity to Waikanae Station:</p> <p>While it's great to hear you are still able to make the 7 minute walk to Waikanae Station, it's important to note that not all of the community is in this same position. GWRC has been advised by Winara Village that many residents are no longer able to make the walk to Waikanae Station and will greatly benefit from the installation of a bus stop outside the Village. Additionally, in inclement weather some commuters may choose to use the bus service to access the train.</p> <p>Alternative route suggestion:</p> <p>The bus route to go live in July 2018 has been confirmed and will not be changed at this stage. As with any bus route/timetable, the new route will be reviewed over time to ensure</p>

	<p>it is providing the best service to the community.</p> <p>Visibility: As mentioned previously, the proposed bus stop location has been independently reviewed and deemed a safe location for a bus stop. As buses will only potentially use the stop once an hour, the visibility at the driveway will be improved with no vehicles parked here. Additionally, when a bus is stopped at the bus stop as this is only for approximately 20 seconds, so a little patience may be required.</p> <p>Noise: Buses on the new route 281 will be Euro 6 standard with the future goal of a 100% electric bus fleet. This new standard of bus is a lot quieter than many of the older buses currently used around the region.</p>
--	--

APPENDIX 2

Location 2: in the vicinity of 8 Winara Avenue (bus stop #1626)



 <small>Regional Orthorectified Imagery Copyright © 2011 NZLIM 2012</small>	PROPOSED BUS STOPS: WINARA AVENUE (NEAR 8 and 9)	SCALE: 1:500 DRAWN BY: SMCNEILL DATE DRAWN: 05/04/2018
---	---	--

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

A bus stop has been proposed in this vicinity with the primary purpose of serving the Winara Village Retirement Home as an outbound bus stop. This bus stop was originally proposed outside 8 Winara Avenue, receiving positive support following our initial consultation in mid-2017. The bus stop is proposed in this same location, with no additional consultation undertaken. An independent safety review has confirmed that this is a safe location for a bus stop. The following submission was received:

Address	8A Winara Avenue
Support	Yes
Response	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 3

Location 3: in the vicinity of 62 Winara Avenue (bus stop #1627)



This bus stop was originally proposed outside 62 Winara Avenue, receiving positive support following our initial consultation in mid-2017. The bus stop is proposed in this same location, with no additional consultation undertaken. An independent safety review has confirmed that this is a safe location for a bus stop. The following submission was received:

Address	66 Winara Avenue
Support	Yes
Response	No comments made.

APPENDIX 4

Location 4: in the vicinity of 94 Winara Avenue (bus stop #1628)



Regional Strategic Planning | Design | 2011/12 - 2013/14

PROPOSED BUS STOPS:
WINARA AVENUE (NEAR 94)

SCALE: 1:500
DRAWN BY: SMCNEILL
DATE DRAWN: 05/04/2018

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

This bus stop was originally proposed outside 94 Winara Avenue, receiving positive support following our initial consultation in mid-2017. The bus stop is proposed in this same location, with no additional consultation undertaken. An independent safety review has confirmed that this is a safe location for a bus stop. The following submissions were received:

Address	94 Winara Avenue
Support	Yes
Response	No comments made.

Address	90 Winara Avenue
Support	Yes
Response	No comments made.

APPENDIX 5

Location 5: in the vicinity of 134 Winara Avenue (bus stop #1629)



PROPOSED BUS STOP:
WINARA AVENUE (NEAR 134)

SCALE: 1:500
DRAWN BY: SMCNEILL
DATE DRAWN: 06/03/2018

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

This bus stop was originally proposed outside 138 Winara Avenue, receiving both positive support and one objection following our initial consultation in mid-2017. The bus stop is now proposed to be located outside 134 Winara Avenue with consultation undertaken with 16 neighbouring properties in March 2018. An independent safety review has confirmed that this is a safe location for a bus stop. The following submissions were received:

Address	142 Winara Avenue
Support	Yes
Response	No comments made.

Address	126 Winara Avenue
Support	Yes
Response	No comments made.

Address	133 Winara Avenue
Support	Yes
Response	No comments made.

Address	1 Mohua Street
Support	Yes
Response	No comments made.

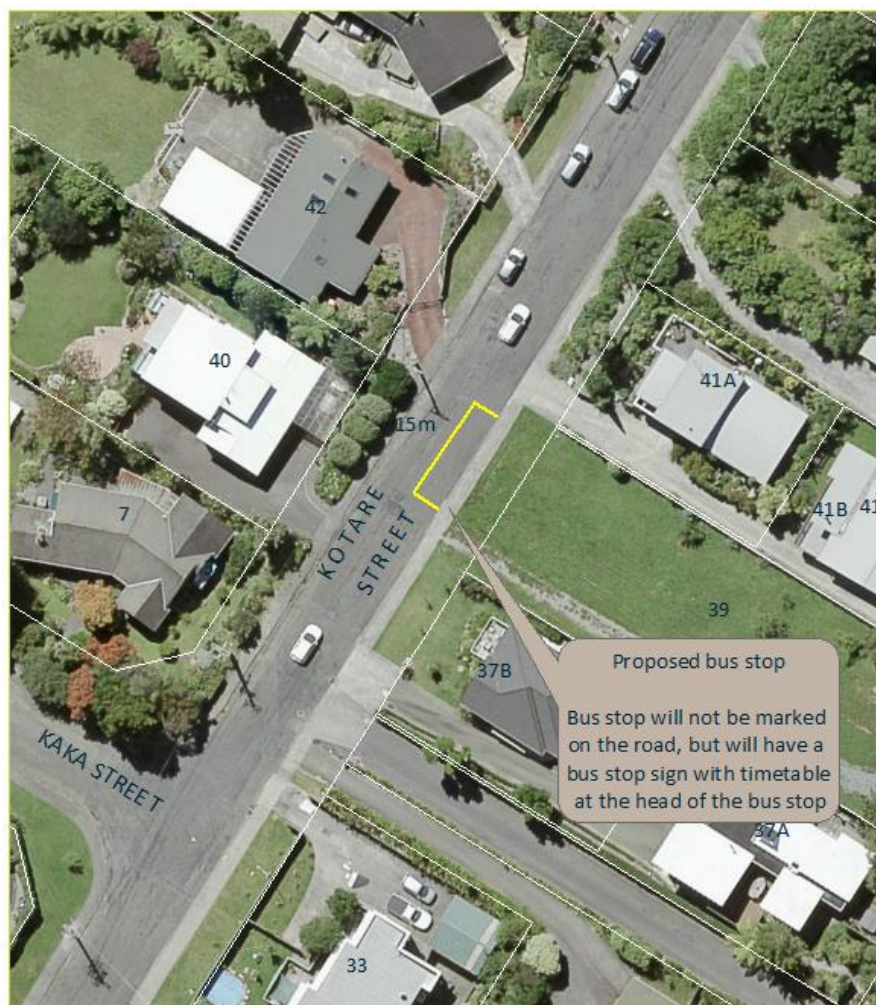
Address	132 Winara Avenue
Support	Yes
Response	No comments made.

Address	134 Winara Avenue
Support	No

Response	<p>Privacy – The proposed would be outside my kitchen window and front door – real invasion of privacy.</p> <p>Noise – All my living is upstairs – no double glazing.</p> <p>Would not like/accept bus shelter on the front lawn.</p> <p>Impact on neighbours – especially opposite.</p>
GWRC Response	<p>Thank you for taking the time to respond to our recent consultation for a bus stop outside 134 Winara Avenue.</p> <p>We’ve noted your comments which will be put forward to the Waikanae Community Board meeting on April 24, where the Community Board will take into account feedback received and the overall benefits of the new bus route in order to make decisions on the approval of the proposed bus stops. Residents are welcome to attend this meeting.</p> <p>Privacy: We’ve proposed the bus stop to be located at the northern end of your section so that any waiting passengers will be near the trees and vegetation at the front of your property, this way not able to see inside your home.</p> <p>Noise: Buses on the new route 281 will be Euro 6 standard with the future goal of a 100% electric bus fleet. This new standard of bus is a lot quieter than many of the older buses currently used around the region.</p> <p>Shelter: No bus shelter is currently proposed for this bus stop.</p>

APPENDIX 6

Location 6: in the vicinity of 39 Kotare Street (bus stop #1631)



 <small>Regional Transport Company Limited - 011 161 1611 22 10</small>	PROPOSED BUS STOP: KOTARE STREET AT KAKA STREET	SCALE: 1:500 DRAWN BY: SMCNEILL DATE DRAWN: 028/03/2018
---	--	---

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

This bus stop was originally proposed outside 41 Kotare Street, with full support for the bus stop in principle, however with overwhelming support for the bus stop to be located outside the empty section of 39 Kotare Street. We agree that this is a good location of a bus stop so have since had an independent safety review completed which confirmed this is safe location for a bus stop. Consultation was undertaken with 22 neighbouring properties in March 2018. The following submissions were received:

Address	37B Kotare Street
Support	Yes
Response	No comments made.

Address	35A Kotare Street
Support	Yes
Response	No comments made.

Address	35B Kotare Street
Support	Yes
Response	No comments made.

Address	35E Kotare Street
Support	Yes
Response	No comments made.

Address	46 Kotare Street
Support	Yes
Response	No comments made.

Address	33 Kotare Street
----------------	------------------

Support	Yes
Response	No comments made.

Address	42 Kotare Street
Support	No
Response	<p>I wonder at the need for such a service – although not directly outside my property the thought of a noisy bus every hour pulling up outside in what is a peaceful streets does not appeal to me and despite your statement on page 4 of your letter dated 16.03.2018 I have never been contacted previously and you would not have received my “overwhelming support”.</p> <p>I understand there was a bus service on the hill some years ago but it failed through lack of use by the public, and from what I can make out from the map of the route it seems you will just be servicing Winara Ave – Mohua Street – Kea Street – Kotare Street and I am sure most of the inhabitants like myself have their own transport or walk to the village and station.</p>
GWRC Response	<p>Thank you for taking the time to respond to our recent consultation for a bus stop outside 39 Kotare Street.</p> <p>We’ve noted your comments which will be put forward to the Waikanae Community Board meeting on April 24, where the Community Board will take into account feedback received and the overall benefits of the new bus route in order to make decisions on the approval of the proposed bus stops. Residents are welcome to attend this meeting.</p> <p>Waikanae East bus route:</p> <p>GWRC undertook an operational service review in 2015 - 16. The review included extensive consultation across the Kāpiti community and received input from Kāpiti 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-2018, and new town centre plans for the current SH1 in Paraparaumu and Waikanae.</p> <p>The initial review identified a number of areas where improvements to reliability, attractiveness and efficiency of services could be made.</p> <p>With the assistance of key stakeholders, such as community boards, bus operators, and</p>

	<p>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.</p> <p>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.</p> <p>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.</p> <p>From the review the new route 281 to Waikanae East was recommended.</p> <p>The new route provides an alternative to private vehicle transport and or walking, especially in inclement weather.</p> <p>Previous consultation:</p> <p>Initial consultation undertaken in mid-2017 was with those on the same side of the road as the bus stop. Wider consultation was undertaken in 2018 which included both sides of the road. From the initial consultation, full support was received by two properties, with another three supporting the bus stop in principle but suggesting that outside the empty section at 39 Kotare Street as a better location for a bus stop.</p>
--	---

APPENDIX 7

Location 7: in the vicinity of 22 Kereru Street (bus stop #1632)



PROPOSED BUS STOP:
KERERU STREET (NEAR 22)

SCALE: 1:500
DRAWN BY: SMCNEILL
DATE DRAWN: 06/03/2018

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

This bus stop is a new proposal following unsuccessful consultation for bus stops outside 13 Kotare Street and 43 Winara Avenue. Alternative locations were looked into, however because of bus stop spacing (i.e. the bus stops being located too close to each other) it was decided that the ideal solution would be to install one bus stop in place of the original two proposed. An independent safety review was then undertaken to confirm where the best location for the bus stops would be along the stretch of Kereru Street between Kotare Street and Winara Avenue. This confirmed that outside 22 Kereru Street is a safe location for a bus stop. Consultation was undertaken with 13 neighbouring properties in March 2018. The following submissions were received following on from consultation:

Address	16 Kereru Street
Support	Yes
Response	No comments made.

Address	20 Kereru Street
Support	Yes
Response	No comments made.

Address	24 Kereru Street
Support	Yes
Response	No comments made.

Address	23 Kereru Street
Support	Yes
Response	<p>Only if there is a proven need for the service.</p> <p>Any closer to Winara Street would be dangerous. The Kereru – Winara corner see's many 'near misses' with drivers cutting the corner when turning into Kereru Street. There has been one fatality (a few years ago) caused by someone cutting across the corner. We see/hear many 'close calls'.</p>

Address	Respondent wished to remain anonymous.
Support	Yes & No (see comments)

<p>Response</p>	<p>I support the establishment of the bus route in principle.</p> <p>The information provided as part of this consultation process and the extent of the consultation has been inadequate to enable full evaluation of the merits of the bus stop location, or the route proposed as a whole. It also appears to deny the wider community any opportunity to have a say at all.</p> <p>At a minimum, I would have expected to have been provided a map showing all of the proposed stops; information from the earlier consultation (including the proposal and a map showing all of the proposed bus stops etc); and the full report from the consultants who advised on the revised bus stop locations; and more detailed information in relation to the park time bus timetable proposed.</p> <p>Several attempts to contact Sarah McNeill to discuss this and request this information were met with an unanswered phone that did not forward to voicemail. My attempts to find this information on the website were also unsuccessful.</p> <p>Having said that, I see the positive aspects of the general proposal to extend the bus route as being:</p> <ul style="list-style-type: none"> - The extension of the public transport system in general - The support of those in the community who for various reasons are not able to walk or drive to the town or railway station, including the elderly, sick and disabled. Of course, it will be essential that the buses used have easy wheelchair/mobility access (eg. Kneeling capability, flat access and wheelchair parts) - The support of the environment. This service may reduce the number of cars on the road and I presume the buses used will be electric or hybrid. Consideration of the environmental impacts will be especially important as the bus service will be operating in close vicinity of the Hemi Matenga bush reserve and other stands of heritage trees. <p>The negative aspects, in particular in relation to no. 18 Kereru Street, I see as being:</p> <ul style="list-style-type: none"> - A negative impact on privacy, as the buses will be approaching the property from an uphill direction, swinging around a corner towards it and passing close by the front garden, deck, front living areas and drive area. Those aboard the bus are in an elevated position so obviously have a different perspective to that of pedestrians at footpath level. - The additional noise nuisance (which of course could be significantly mitigated by the use of electric or hybrid buses). The bus will need to break at the corner of Kotare Street and Kereru Street, then accelerate again around the corner, then brake again to stop at the planned stop outside no. 22 Kereru Street.
------------------------	--

	<ul style="list-style-type: none"> - For these, and other reasons locating the bus stop outside 18 Kereru Street would be unsuitable. It is too close to the intersection of Kotare Street and Kereru Streets to be safe as buses would have to brake and stop immediately as it turned the corner. - It would seem more sensible to me to locate this stop on Kotare Street as it would be on a flatter position. The slope of Kereru Street is significant. Further to my earlier comments about mobility access, it is difficult or impossible for those in wheelchairs to transfer to a sloped surface as the bus would be when parked on a hill) from a sloped surface. - Further to my comments about consultation: I have owned the property at XX Kereru Street for about seven months so was not a resident in the area when the first consultation took place. I undertook significant due diligence prior to this purchase and did not find any mention of these plans. They are also not mentioned in the LIM report or the vendors declaration.
GWRC Response	<p>{Direct contact has been made with the resident with additional information provided}</p> <p>Thank you for taking the time to respond to our recent consultation for a bus stop outside 22 Kereru Street.</p> <p>We've noted your comments which will be put forward to the Waikanae Community Board meeting on April 24, where the Community Board will take into account feedback received and the overall benefits of the new bus route in order to make decisions on the approval of the proposed bus stops. Residents are welcome to attend this meeting.</p> <p>As requested, references to your personal details have been removed.</p> <p>Waikanae East bus route:</p> <p>GWRC undertook an operational service review in 2015 - 16. The review included extensive consultation across the Kāpiti community and received input from Kāpiti 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-2018, and new town centre plans for the current SH1 in Paraparaumu and Waikanae.</p> <p>The initial review identified a number of areas where improvements to reliability, attractiveness and efficiency of services could be made.</p> <p>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</p>

	<p>on the proposed changes through a customer focussed public consultation process.</p> <p>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.</p> <p>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.</p> <p>From the review the new route 281 to Waikanae East was recommended.</p> <p>Bus stop consultation:</p> <p>Thank you for your comments regarding our consultation process. As the bus route is already confirmed, this consultation was not seeking any feedback regarding the bus route; however it's good to note that a full map of all the bus stops would have been helpful. We'll take this into account going forward.</p> <p>When you purchased the property seven months ago, the proposal to install a bus stop on Kereru Street had not yet been put into motion.</p> <p>Bus fleet/Noise/Accessibility:</p> <p>We're always conscious about the environmental health of our region. We're bringing in lots of new buses across the network and are aspiring to have a 100% electric fleet. These bring with them lower emissions which means by July 2018, harmful emissions across the region's buses will be around 68% lower than they were in July 2017.</p> <p>All new buses have the ability to kneel, including on a slope.</p>
--	---

Address	22 Kereru Street
Support	No
Response	<p><u>We have great concerns with this decision or proposal</u></p> <ol style="list-style-type: none"> 1. The available width of the road, curb to curb is 8.5 metres. The average width of a vehicle plus clearance is 2 metres. Our neighbour across the road at 21 Kereru Street, frequently has a visitor that parks outside this property, and if there is a vehicle parked outside our property, then that means that only one vehicle has


	<p>access to move through the gap at a time (no 24 Kereru Street (back section) uses the frontage for visitor parking).</p> <ol style="list-style-type: none"> 2. There is only one length of the property between out frontage to a very busy corner on Kotare Street. 3. There is another problem with the downward corner into Winara Avenue, where vehicles constantly cut the corner to come up Kereru Street. If a bus has stopped and only one vehicle can get through, then there is a hazard as queued vehicles with two corners jammed up, from both directions creating traffic problems, with closeness to Waikanae School and Kindergarten and Child Care Centre. 4. We have used the space for an extra vehicle in the majority of the time that we have live in this house (11 years). 5. Up until this date we have kept the frontage mowed, cleared of rubbish and foliage, 3 trees that had died and rotted away, all of which I believe are Council responsibility. We take pride in the neatness of our frontage, and to relinquish that now, after so many hours of work is heart wrenching. <p>[The resident has advised that they are likely to attend the Community Board meeting on April 24]</p>
GWRC Response	<p>Thank you for taking the time to respond to our recent consultation for a bus stop outside 22 Kereru Street.</p> <p>We've noted your comments which will be put forward to the Waikanae Community Board meeting on April 24, where the Community Board will take into account feedback received and the overall benefits of the new bus route in order to make decisions on the approval of the proposed bus stops. Residents are welcome to attend this meeting.</p> <p>Traffic congestion/safety:</p> <p>As mentioned in our consultation letter, the proposed bus stop location has been assessed by an independent consultant who has confirmed that this is a safe location for a bus stop. You've mentioned in your feedback that often two cars are parked opposite each other on Kereru Street, meaning that only one car can pass through at a time. The installation of a bus stop here would reduce the amount of time that this happens as a bus will only ever be stopped for 20-30 seconds, and once per hour.</p> <p>Parking:</p> <p>GWRC acknowledges that the bus stop will result in a loss of on-street parking. However as a bus stop provides a greater level of access for a higher number of people than a parking space can, we consider this an appropriate compromise.</p> <p>Property frontage:</p>

	<p>It's great to hear you take pride in the appearance of your property. The bus stop has been proposed with no bus stop road markings and only a single pole with sign and timetable. The pole is proposed to be installed back in line with the area of your fence that is higher, this way any waiting passengers won't have direct view into your property. The customers using the bus service are members of your local community so I, as well as you I'm sure, would like to think there will not be an increase in any litter at the frontage of your property.</p>
--	--

APPENDIX 8

Location 8: in the vicinity of 34 Ngaio Road (bus stop #1630)



 <small>Regional Drainage Agency Geoglyph © 2018 NZ 1:1000 2018</small>	PROPOSED BUS STOP: NGAIO ROAD OPPOSITE 31	SCALE: 1:500 DRAWN BY: SMCNEILL DATE DRAWN: 06/04/2018
---	--	--

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

This bus stop was originally proposed outside 56 Ngaio Road, with the majority of submissions received opposed to the bus stop. The submissions referenced changed outlook, privacy, noise, narrowness of road and safety. The feedback suggested locating the bus stop outside Motuiti Scenic Reserve which GWRC agrees is a good location for a bus stop. The bus stop has therefore now been proposed outside the reserve, adjacent to an existing seat, rubbish bin and street lighting. Consultation was undertaken in March 2018 with the below submissions were received. Following on from the consultation, the bus stop has been relocated 2m west to enable improved access to the driveway at 34 Ngaio Road when a vehicle is parked between the driveway and broken yellow lines.

Address	30 Ngaio Road
Support	Yes
Response	No comments made.

Address	31 Ngaio Road
Support	Yes
Response	No comments made.

Address	37 Ngaio Road
Support	Undecided
Response	Having observed very numerous buses on Ngaio Road I have serious doubt about their loadings – Invariably only a very few passengers. Have you done any meaningful research on loadings and routes. In any case I doubt if the drivers would be able to stop in time on the local drag strip.
GWRC Response:	<p>Thank you for taking the time to respond to our recent consultation for a bus stop opposite 31 Ngaio Road.</p> <p>We've noted your comments which will be put forward to the Waikanae Community Board meeting on April 24, where the Community Board will take into account feedback received and the overall benefits of the new bus route in order to make decisions on the approval of the proposed bus stops. Residents are welcome to attend this meeting.</p> <p>While patronage on the route 281 along Ngaio Road currently appears to be low, we believe the following changes will result in increased use of the route.</p> <ul style="list-style-type: none"> - Currently the route 281 is only serving the Kapanui area of Waikanae. From July, the route 281 will be extended to cover Waikanae East which we believe will boost the patronage further. - When the state highway revocation is completed it is proposed that bus stops on Ngaio Road, near Countdown will be relocated to Main Road. - From July, commuters with a monthly rail pass will be able to use connecting buses

	<p>in Waikanae for no extra charge.</p> <p>Please note that as part of a response to consultation received, we are proposing to relocate the bus stop 2m west to improve driveway access for a neighbouring property.</p>
--	---

Address	34 Ngaio Road
Support	No
Response	<p>The design leaves about 5m between driveway and no parking area. This does not give enough clearance for a parked vehicle allowing visibility from exiting driveway.</p> <p>No parking on opposite side of road would help.</p> <ol style="list-style-type: none"> 1. Moving bus stop 5m further west would provide visibility when exiting driveway 2. Due to cars parking on both sides of road elderly drivers are finding it difficult to pass other vehicles in the area. This has been compounded by making Ngaio Road a bus route. 3. It is not infrequency for vehicles to be parked on both sides of the road from Omaha Street down past 34 Ngaio Road.
GWRC Response:	<p>Thank you for taking the time to respond to our recent consultation for a bus stop opposite 31 Ngaio Road.</p> <p>We've noted your comments which will be put forward to the Waikanae Community Board meeting on April 24, where the Community Board will take into account feedback received and the overall benefits of the new bus route in order to make decisions on the approval of the proposed bus stops. Residents are welcome to attend this meeting.</p> <p>Driveway access:</p> <p>We've taken on board your comments regarding relocating the bus stop west so that a vehicle is able to park between the end of the bus stop and the driveway to 34 Ngaio Road, without impeding visibility for drivers exiting this driveway. There is now a 9.5 space between the driveway to 34 Ngaio Road and the proposed broken yellow lines.</p> <p>Parking causing congestion:</p> <p>We believe that by installing the bus stop and associated parking restrictions that this will improve access along Ngaio Road as the bus stop will only be used once per hour for up to 30 seconds at a time (in comparison to vehicles parked here for far longer periods of time),</p>

	meaning at all other times access will be improved.
--	---

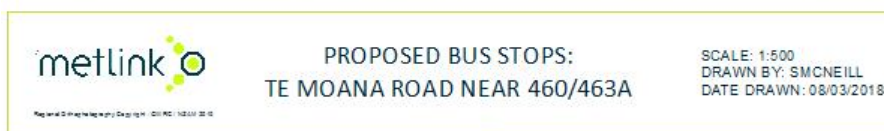
Address	35 Ngaio Road
Support	No
Response	<ol style="list-style-type: none"> 1. What is the recorded patronage on the new 281 route? From personal observation, the bus appears to travel empty, or with 1/2 passengers on most trips. 2. What other bus stop is planned for Ngaio Road? If none, a more useful stop would be in the vicinity of Totara Road, approximately halfway down Ngaio Road. 3. Suggest route 281 be dis-established and route 280 be extended to cover all areas of Waikanae 4. Suggest traffic calming measures be introduced to Ngaio Road to address the excessive speed exhibited by the bus and other traffic. 5. Long term parking (commuters? Village workers? Restaurant patrons?) on both sides of Ngaio Road has created unsafe situation as evidences by traffic slowing to pass, and navigate safely between parked cars.
GWRC Response:	<p>Thank you for taking the time to respond to our recent consultation for a bus stop opposite 31 Ngaio Road.</p> <p>We've noted your comments which will be put forward to the Waikanae Community Board meeting on April 24, where the Community Board will take into account feedback received and the overall benefits of the new bus route in order to make decisions on the approval of the proposed bus stops. Residents are welcome to attend this meeting.</p> <p>Route 281 patronage:</p> <p>While patronage on the route 281 along Ngaio Road currently appears to be low, we believe the following changes will result in increased use of the route.</p> <ul style="list-style-type: none"> - Currently the route 281 is only serving the Kapanui area of Waikanae. From July, the route 281 will be extended to cover Waikanae East which we believe will boost the patronage further. - When the state highway revocation is completed it is proposed that bus stops on Ngaio Road, near Countdown will be relocated to Main Road. - From July, commuters with a monthly rail pass will be able to use connecting buses in Waikanae for no extra charge. <p>Route 281 dis-establishment:</p> <p>GWRC undertook an operational service review in 2015-16. The review included extensive</p>

	<p>consultation across the Kāpiti community and received input from Kāpiti 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-2018, and new town centre plans for the current SH1 in Paraparaumu and Waikanae.</p> <p>The initial review identified a number of areas where improvements to reliability, attractiveness and efficiency of services could be made.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>From the review the new route 280 to Waikanae Beach and route 281 to Waikanae East was recommended.</p> <p>Traffic calming/long term parking:</p> <p>Thanks for your suggestions regarding traffic calming and long term parking. We'll pass these onto Kapiti Coast District Council as they are responsible for the road network in the area.</p> <p>Please note that as part of a response to consultation received, we are proposing to relocate the bus stop 2m west to improve driveway access for a neighbouring property.</p>
--	---

APPENDIX 9

Location 8: in the vicinity of 463A Te Moana Road (bus stop #1623)

Location 9: in the vicinity of 460 Te Moana Road (bus stop #1637)



Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

Bus stops on Te Moana Road were originally proposed outside 425-429, 438-440, 469 and 476, however due to unsuccessful consultation in mid-2017 the proposals were deferred until after the new bus route commenced and further options could be investigated. We've since assessed bus stop spacing and had an independent safety review undertaken and are now proposing bus stops outside 463A and 460 Te Moana Road. Consultation was undertaken in March 2018 with the following submissions received:

Address	457 Te Moana Road
Support	Yes
Response	No comments made.

Address	469A Te Moana Road
Support	Yes
Response	I would not support a bus shelter however at the inbound bus stop as it is on a narrow part of footpath and grass verge.

Address	470 Te Moana Road
Support	Yes
Response	No comments made.

Address	452 Te Moana Road
Support	Yes
Response	I support the proposal, but there is a footpath required on the south side of Te Moana Road to enable pedestrians easy access to the proposed bus stop.

Address	459 Te Moana Road
Support	"Maybe"
Response	The actual design is crucial, in that the bus stopping area must be indented and the footpath relocated landways. Meaning some of the trees and shrubs need to go. Our vision of oncoming traffic could be severely compromised if not done properly. Also there must be

	<p>provision for litter and rubbish that are attended to regularly i.e. every day or two.</p> <p>Also note that there is a large protected tree close to where the proposed stop will be (outside 459).</p> <p>Your questionnaire, should be followed up by personal visits to those affected nearby residents.</p>
GWRC Response	<p>Thank you for taking the time to respond to our recent consultation for bus stop pair outside 463A/460 Te Moana Road.</p> <p>We've noted your comments which will be put forward to the Waikanae Community Board meeting on April 24, where the Community Board will take into account feedback received and the overall benefits of the new bus route in order to make decisions on the approval of the proposed bus stops. Residents are welcome to attend this meeting.</p> <p>Bus stop design:</p> <p>All bus stop proposals are independently assessed with regards to safety and then discussed and agreed with KCDC from a road safety and traffic management perspective. This proposal has been agreed with KCDC and the road environment has been determined to be suitable for a bus stop with the bus stopping in the road (non-indented). This is consistent with most of the other bus stops provided or proposed on Te Moana Road and consistent with the speed limit and road width.</p> <p>There are no proposals to indent the bus stop with the associated footway or remove vegetation.</p> <p>Assuming the bus stops at this stop it would be present for around 30 seconds and as such would have a very limited impact on visibility or access to and from adjacent properties.</p> <p>Provision of rubbish bin:</p> <p>The provision of rubbish bins is the responsibility of Kapiti Coast District Council. We would be happy to pass this request onto KCDC.</p> <p>Personal visits:</p> <p>GWRC staff are happy to meet with residents on site when requested, however unfortunately do not have the available time resources to visit all residents consulted with.</p>

Address	463A Te Moana Road
----------------	--------------------

Support	No
Response	<p>I strongly disagree with the proposed location for the new inbound bus stop at 463A Te Moana Rd for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed location appears to have been arbitrarily selected as the proposition shared with me does not provide any information about why this is the best location in terms of utility, accessibility, safety, cost and creating hinderance/inconvenience for the inhabitants of 463A Te Moana Rd. This potentially raises following important question: <ol style="list-style-type: none"> 1.1 What other locations were shortlisted for the inbound bus stop at the north end of Te Moana Rd and how they compare to each other in terms of utility, accessibility, safety, cost and potential hindrance/inconvenience for the respective property inhabitants? 2. Safety <ol style="list-style-type: none"> 2.1 I note an independent traffic safety assessment has been conducted for the proposed site. However, it may not have taken some important facts such as the close proximity of the proposed site to the road shoulder. Although, maximum speed limit on Te Moana Rd is limited to 50Kmh, however, in reality motorists seldom drive within the maximum speed limit specially on this part of the road. Motorists generally drive at 50 or above on this part of the road, therefore, potentially creating significant safety hazard. 2.2 Additionally, the north end of the Te Moana Rd is the busiest as traffic from arterial streets and other roads accumulates before arriving at the proposed bus stop location creating heavy traffic during peak times. This compounds safety concerns that I have described above. 2.3 Part of the footpath in front of 463A Te Moana Rd tends to flood during heavy rain and mostly in winter creating unsafe puddle of water, therefore, making it less ideal for pedestrians and mobility riders. 2.4 Finally, the heavy presence of native trees just above the footpath and the nature strip/street verge does not provide a clear and bright space for any potential bus stop. 3. Utility and Accessibility <ol style="list-style-type: none"> 3.1. I do not believe the proposed location provides best solution in terms of accessibility of public transport to public living in close vicinity. Currently, the last inbound bus stop (No. 1574) on Te Moana Rd appears to be located at 389/390 Te Moana Rd, which is 700m from the proposed 463A Te Moana Rd. This is well above 1/4 mile standardised distance between bus stops. From utility and accessibility point of view, there should be at least two bus stop, one located at 425 Te Moana Rd (1/4 miles from the previous bus stop) and the second at 465 Te Moana Rd and both of these locations offer best options

	<p>in terms of safety, utility and accessibility.</p> <p>4. Cost</p> <p>4.1 The current proposed bus stop at 463A Te Moana Rd appears to be more costly as it involves the removal of nature strip. The alternatively proposed two locations for business stops discussed in S3.1 above offers options which may not require the removal of nature strip thus reducing the cost significantly.</p> <p>5. Inconvenient Location</p> <p>5.1 If the current plan is allowed to go ahead, it will create significant inconvenience for us. It will most certainly rob our frequent guests and visitors from temporary an off street parking. Unlike other house, we have a small drive way and guests or visitors cannot park their vehicles inside our driveway. They would need to be parked outside thus creating significant inconvenience not only for the visitors but also for our neighbours. The proposed location at 465 Te Moana Rd will have minimal impact on the residents.</p> <p>5.2 Finally, the removal of nature strip will effect the look of our property, therefore, robbing the property of its current aesthetic beauty.</p> <p>Based upon the above factors, I do not believe the current proposed location for a business stop appears to be the best location and it appears to have been selected arbitrarily without proper consideration being paid to some of the important factors discussed above. Importantly, as the current owner of 463A Te Moana Rd, I have not been consulted in this matter before, which goes against basic principles of equity and fair hearing.</p>
GWRC Response	<p>Thank you for taking the time to respond to our recent consultation for bus stop pair outside 463A/460 Te Moana Road.</p> <p>We've noted your comments which will be put forward to the Waikanae Community Board meeting on April 24, where the Community Board will take into account feedback received and the overall benefits of the new bus route in order to make decisions on the approval of the proposed bus stops. Residents are welcome to attend this meeting.</p> <p>All bus stop proposals are independently assessed with regards to safety and then discussed and agreed with KCDC from a road safety and traffic management perspective. This proposal has been agreed with KCDC and the road environment has been determined to be suitable for a bus stop with the bus stopping in the road (non-indented). This is consistent with most of the other bus stops provided or proposed on Te Moana Road and consistent with the speed limit and road width.</p> <p>There are no proposals to indent the bus stop with the associated footway or remove vegetation.</p>

	<p>Assuming the bus stops at this stop it would be present for a handful of seconds and as such would have a very limited impact on visibility or access to and from adjacent properties.</p> <p>The bus stop would remove the ability of vehicles other than bus to stop in this location. However it should be noted that there is no legal provision of parking in this location at the moment.</p> <p>Stops are broadly spaced in the region of 400 to 500 metres apart. Providing a stop here addresses some of the comments raised by the submitter about the 700m gap. However adding two stops within the 700 m distance would actually be over provision and in the longer term lead to journey time reliability issues with stops in close proximity.</p> <p>A hard standing area is proposed to be installed at the bus stop so passengers do not need to board/alight the bus from the grass. The remainder of the grassed area will remain untouched.</p>
--	--

Address	465 Te Moana Road
Support	No
Response	<p>The current road marking layout on Te Moana Road now is different from that shown in the plan. A flush median layout was introduced some years ago, providing residents making right turns into their properties with a space to wait while they give way to straight-through traffic. This has improved access to properties along this stretch of road and certainly feels safer. We had previously had a car written off while waiting to turn into our driveway, when a following driver did not stop.</p> <p>The complication of the flush median strip is that it means that cars parked on either side of the road are not completely outside the driving lanes. When a small car is parked in the position of the proposed inbound bus stop, drivers going east have to move over into the flush median to get around it. These drivers then have to move quickly back into the driving lane to avoid vehicles who are giving way to them from the flush median. If a bus stopped at a bus stop outside 463A, it is likely that vehicles following it would move onto the flush median strip to overtake, which would line them up for a head on crash with anyone waiting to turn into the three driveways at 463A, 463 and 465. It's not only immediate residents that are at risk. Vehicles often pull over in front of 464, which is the first place a driver can pull off the road after turning from the old highway. We often see drivers going west have to move onto the flush median to go around these parked vehicles, putting them also in position for a head-on crash with vehicles overtaking buses. A bus stop in that position</p>

	would be a hazard to vehicles going in either directions.
GWRC Response	<p>Thank you for taking the time to respond to our recent consultation for bus stop pair outside 463A/460 Te Moana Road.</p> <p>We've noted your comments which will be put forward to the Waikanae Community Board meeting on April 24, where the Community Board will take into account feedback received and the overall benefits of the new bus route in order to make decisions on the approval of the proposed bus stops. Residents are welcome to attend this meeting.</p> <p>All bus stop proposals are independently assessed with regards to safety and then discussed and agreed with KCDC from a road safety and traffic management perspective. This proposal has been agreed with KCDC and is road environment has been determined to be suitable for a bus stop with the bus stopping in the road (non-indented). This is consistent with most of the other bus stops provided or proposed on Te Moana Road and consistent with the speed limit and road width.</p> <p>Assuming the bus stops at this stop it would be present for around 30 seconds and as such would have a very limited impact on visibility or access to and from adjacent properties or the likelihood of vehicles needing passing a stationary bus.</p>

Address	460 Te Moana Road
Support	No
Response	<p>Monitor existing patronage now.</p> <p>The new service provider from 1 July may find the service uneconomic.</p> <p>For your information, I enclose recent email conversations with Mana Coach services, so I won't repeat out thoughts and observations, but please consider them before installing bus stops.</p> <p>The stops at Waikanae Country Lodge are unsuitably located.</p> <p>The new stop at Park Avenue is good, as it takes buses right out of the traffic flow, allowing safer driving for the many large commercial vehicles that now use this road. There is also good visibility for cars leaving their drives, and the increasing number of cyclists. We would expect that the new stops be similarly sited.</p>

	<p>We live in a NIMBY world, and no one wants a bus stop at their gate. Most residents in this vicinity enjoy walking or biking to the shops or railway station. We would have thought something further west would be more suitable.</p> <p>However, please do nothing permanent until you assess the patronage. Why provide a service that is under-utilised?</p> <p>[Emails between the resident and Mana Coach Services have not been included in this report for privacy, however at a high level refer to the patronage of the route 280 and the noise from the buses running this service.]</p>
GWRC Response	<p>Thank you for taking the time to respond to our recent consultation for bus stop pair outside 463A/460 Te Moana Road.</p> <p>We've noted your comments which will be put forward to the Waikanae Community Board meeting on April 24, where the Community Board will take into account feedback received and the overall benefits of the new bus route in order to make decisions on the approval of the proposed bus stops. Residents are welcome to attend this meeting.</p> <p>All bus stop proposals are independently assessed with regards to safety and then discussed and agreed with KCDC from a road safety and traffic management perspective. This proposal has been agreed with KCDC and the road environment has been determined to be suitable for a bus stop with the bus stopping in the road (non-indented). This is consistent with most of the other bus stops provided or proposed on Te Moana Road and consistent with the speed limit and road width.</p> <p>Assuming the bus stops at this stop it would be present for around 30 seconds and as such would have a very limited impact on visibility or access to and from adjacent properties or the likelihood of vehicles needing passing a stationary bus.</p> <p>The installation of bus stops is vital to supporting a bus service. Without bus stops passengers can't board or alight from a service. This means it will be under used.</p>