

Chairperson and Community Board Members
PAEKĀKĀRIKI COMMUNITY BOARD

8 AUGUST 2017

Meeting Status: **Public**

Purpose of Report: For Decision

**NEW HAIL AND RIDE ROUTE LOCATOR SIGNS FOR
PAEKĀKĀRIKI AS PART OF BETTER BUS SERVICES FOR
KĀPITI**

PURPOSE OF REPORT

- 1 This report seeks the Paekākāriki Community Board's (PCB) approval of the recommendations from the Greater Wellington Regional Council (GWRC) Report see Appendix 1 which details the new bus route locators.

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 Paekākāriki Community Board recommends to Council that it approves the recommendations at paragraphs 40-51 in Appendix 1 of Report IS-17-276.

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**

ATTACHMENTS

- Appendix 1 GWRC Report “New Hail and Ride Locator Signs for Paekākāriki as part of better bus services for Kāpiti”

08 AUGUST 2017

Meeting Status: Public

Purpose of Report: For Decision

NEW HAIL AND RIDE ROUTE LOCATOR SIGNS FOR PAEKAKARIKI AS PART OF BETTER BUS SERVICES FOR KĀPITI

PURPOSE OF REPORT

- 1 This report seeks the Paekakariki Community Board's approval to;
 - a. Install twelve new route locators to facilitate the introduction of the modified 251 Hail and Ride service

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 KCDC, Paekakariki Community Board and the Kāpiti Coast Older Persons' Council and used to formulate the services changes agreed.
- 9 The review recommended the following changes to the Paekakariki service;
 - a. **Route 251 Paekakariki Shopper to retain current days of operation on Tuesday, Thursday and Friday**
 - b. **The Kāpiti Health Centre to be added as a destination on Route 251 Paekakariki Shopper**
 - c. **Route 251 Paekakariki Shopper to cease being a 'Dial-a-Ride' service and operate a conventional scheduled 'Hail and Ride service with associated Metlink signage and timetables installed at key locations along the route.**
(Users would no longer be required to book in advance to use the service)
 - d. **Route 251 Paekakariki Shopper to be subject to a performance target of four passengers per trip. If after twelve months this target is not achieved the service will be reduced to two days per week**
- 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, route and signage locations in line with the recommended service changes set out in GWRC Report 16.449.

- 11 The planned introduction of new Kāpiti Line train timetables in September 2017 has resulted in the implementation of the proposed new routes being brought forward.
- 12 GWRC officers have worked with KDC and the current transport operator to finalise both the route and signage locations. The following locations were chosen for their proximity to existing customers, and spacing along the proposed route;
- a. **LOCATION 1:** In the vicinity of 1 Wellington Road
 - b. **LOCATION 2:** In the vicinity of 57 Wellington Road (near the Sand Track)
 - c. **LOCATION 3:** In the vicinity of 67 Tilley Road
 - d. **LOCATION 4:** In the vicinity of 101 Tilley Road
 - e. **LOCATION 5:** In the vicinity of 20-22 Te Miti Road
 - f. **LOCATION 6:** On Henare Street (outside 171 Wellington Road)
 - g. **LOCATION 7:** In the vicinity of 131-132 The Parade
 - h. **LOCATION 8:** On Paneta Street (outside 108 The Parade)
 - i. **LOCATION 9:** In the vicinity of 88 Wellington Road
 - j. **LOCATION 10:** In the vicinity of 77-78 The Parade
 - k. **LOCATION 11:** In the vicinity of 5-6 The Parade
 - l. **LOCATION 12:** Opposite 21 Beach Road
- 13 After consultation with nearby local residents and a safety review¹ of each location, GWRC has looked to amend the following locations;
- a. **LOCATION 1:** Move location 80m north to outside 11 Wellington Road
 - b. **LOCATION 7:** Move location approximately 240m south to outside 116 The Parade
 - c. **LOCATION 8:** Move location 310m southeast outside 104 Wellington Road
 - d. **LOCATION 11:** Move location 320m north outside the intersection with the Sand Track
- 14 In the event of patronage numbers rising to a level where the current vehicle specification is unsuitable to provide an acceptable level of service (requiring a larger vehicle), GWRC would be required to re-consult with the Paekakariki community and KDC around confirming a new route and formalised 'bus' stop locations.
- GWRC would not be allowed to change the existing approved 'Hail and Ride' signage locations into formalised 'bus' stops without formal consultation.

ISSUES AND OPTIONS

- 15 The issues facing the Paekakariki community relating to Public Transport are challenging and varied.

¹ Calibre Consultants Report

From previous consultation, GWRC is aware that the distance from the rail station at Paekakariki and cost of using taxis to reach Paraparaumu is a specific issue for residents that have no other transport options.

The Community Board, KCDC and local residents agree there is a lack of visibility to the current service resulting in residents being confused or unclear around how and where the service operates.

Type of Service

16 Current Service

The Paekakariki community currently has 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 underutilised².

The current operator has stated they generally run the service even when no bookings are received as regulars may be waiting for them on the street.

17 Proposed 'Hail and Ride' Service

'Hail and Ride' 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.

² 251 Paekakariki Shopper – 3.7 passengers per trip

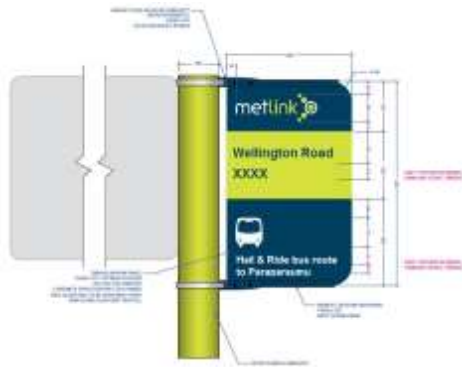


Figure 1 - Indicative Signage Layout

Route

- 18 The current route is very informal. If you were to look on the Metlink website it would seem as though the route runs up and down Wellington Road as far as Paneta Street.

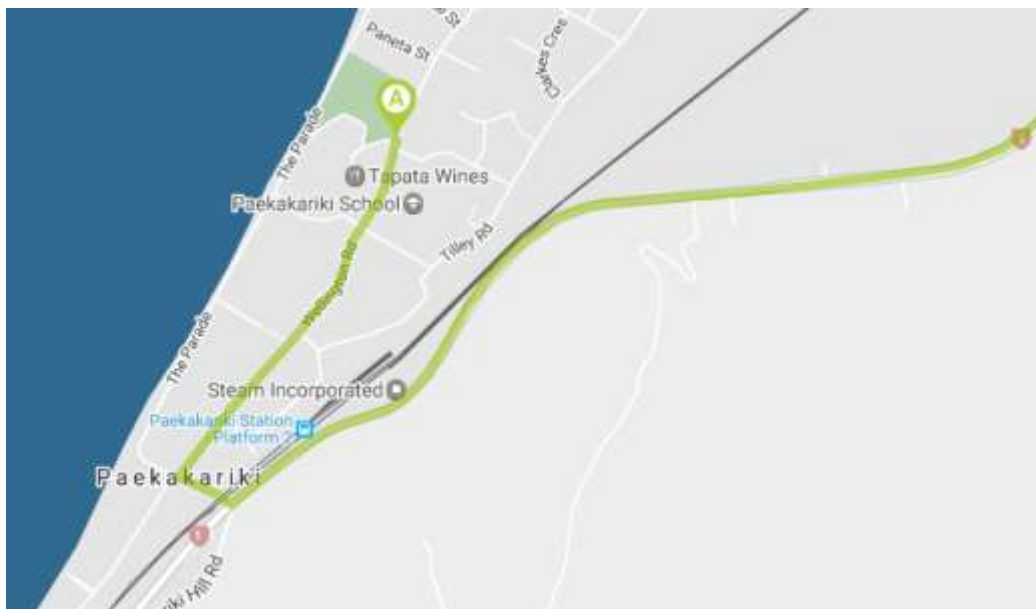


Figure 2 - Current Metlink Route Map (Paekakariki)

- 19 The actual route travelled criss-crosses across Paekakariki, picking up those passengers who have pre-booked, and searching for those that may have forgotten to book but are waiting on the street outside their houses.
- 20 The proposed 'Hail and Ride' route has been designed around the current users of the existing service and has taken into account the topography, type of vehicle used and local road conditions to provide an improved coverage for a larger proportion of the Paekakariki community.



Figure 4 - New Route Map



Figure 3 - Sign Locations along New Route

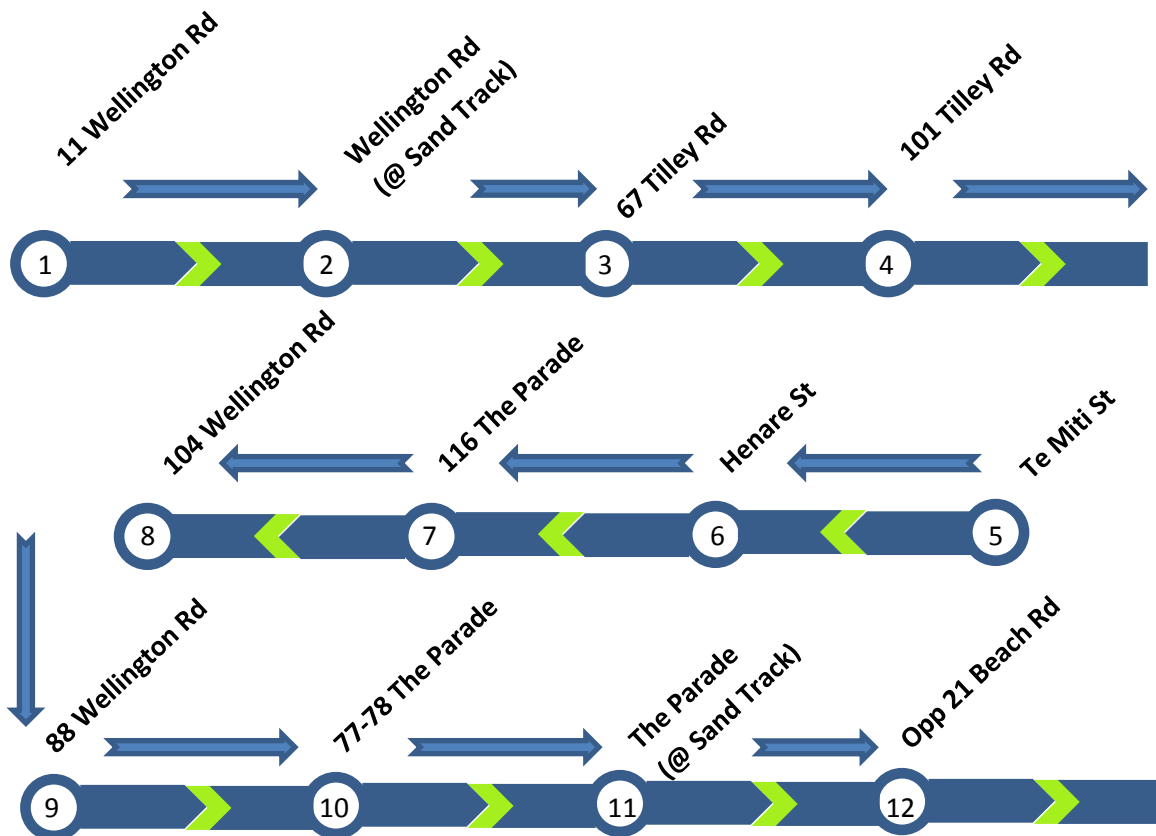


Figure 5 - New Signage Locations

21 Another option investigated was running a more formal bus route, with formalised stops. Given the varying road widths within Paekakariki, this would have resulted in a route that would have to loop around Paekakariki using Wellington Road and The Parade. This would severely reduce

the current Level of Service being provided, and require passengers to make their way to formal bus stops along the route.

Type of Vehicle

- 22 GWRC being aware of the local topography and road constraints in Paekakariki took this into account as part of the recently completed tender process. The tender specifically stated that the vehicle type must be a 'Van'³.

This requirement will allow the service to travel along more Paekakariki streets, and help allay the community's concerns around 'large', 'dirty' buses travelling within the community.

- 23 The type of vehicle being used 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 6 - Indicative Vehicle

- 24 GWRC has noted that in the event of patronage numbers rising to a level where the current vehicle class is unable to provide an acceptable level of service, a larger vehicle maybe required. If this occurs, GWRC would need to re-consult with the Paekakariki community and KCDC around the provision of a revised service. This could include changing the route (based on access requirements for a larger vehicle), formalising 'bus' stop locations, or adding additional trips to the existing timetable.

GWRC could not 'just' change the existing 'Hail and Ride' signage locations into formalised 'bus' stops without consultation and Community Board approval.

Loss of On-Street Parking

- 25 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.

- 26 With no formal 'bus' stops, there are no associated parking restrictions, resulting in no loss of on-street parking.

- 27 Figure 7 illustrates a common 'Hail and Ride' on-road location set-up.

It is likely in the first few months of the service that some new passengers may choose to wait and board the service from the signed locations. With no formalised markings or restrictive signage⁴, the vehicle will stop **where it is safe and legal to do so**.

³ Definition [Van]: has a minimum capacity of 10 passengers (maximum 30), including 1 wheelchair passenger is wheelchair accessible.....no greater than 5 years old and complies with all of the Transport Agency's requirements for passenger service vehicles....

⁴ NZTA – TCD Manual: Part 13 Parking Control – Table 6.4 - December 2007

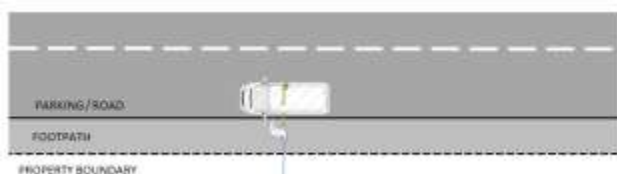


Figure 7 - Indicative Stop Layout

Hail and Ride Sign with Timetable

Timetable

28 The current route 251 runs on Tuesdays, Thursday and Fridays with a single pick up in the morning and return trip in the afternoon. The service is operated by taxi van and provides a door to door service from designated areas of service to and from local train stations and Coastlands.

29 As part of the consultation, a draft timetable was presented for the morning service. A group of regular users expressed concern that the service was scheduled to commence twenty minutes earlier than currently operates.

GWRC officers have reviewed the timings in line with the changes to the rail network, and as a result have modified the service start time to reflect the current service timings while still meeting train connections at both Paekakariki and Paraparaumu stations.

Paekakariki - Paraparaumu - Kāpiti Health Centre

Inbound

Route bus stops	
TuThF-X-Hol	
Paekakariki - Wellington Road (near 1)	9:10
Wellington Road (near 37)	9:31
Tilley Road (near 67)	9:34
Tilley Road (near 101)	9:35
Te Miti Street (near 20)	9:37
Henare Street	9:39
The Parade (near 131)	9:40
Paneto Street	9:41
Wellington Road (near 90)	9:44
The Parade (near 77)	9:45
The Parade (near 5)	9:48
Beach Road (near 21)	9:49
Via Raumati	
Paraparaumu Station - Stop B	10:15
Coastlands - Stop A	10:17
Kapiti Coast District Council	10:19
Kapiti Road at Ngahina Street (near 39)	10:21
Kapiti Health Centre	10:25

Consultation

Route bus stops	
TuThF-X-Hol	
Paekakariki-Wellington Road (near 11)	9:50
Wellington Road (@ Sand Track)	9:51
Tilley Road (near 67)	9:54
Tilley Road (near 101)	9:55
Te Miti Street (near 20)	9:57
Henare Street	9:59
The Parade (near 116)	10:00
Wellington Road (near 104)	10:01
Wellington Road (near 90)	10:03
The Parade (near 77)	10:03
The Parade (@ Sand Track)	10:07
Beach Road (Opp #21)	10:09
Via Raumati	
Paraparaumu Station - Stop B	10:33
Coastlands - Stop A	10:37
Rimu Road at Civic Centre	10:39
Kapiti Road at Ngahina Street	10:41
Kapiti Health Centre	10:43

Paraparaumu - Kāpiti Health Centre – Paekakariki

Outbound

Route bus stops	
	TuThF+Hail
Kapiti Health Centre	13:30
Kapiti Road at Moana Road	13:31
Paraparaumu Station - Stop B	13:33
Coastlands - Stop A	13:35
Rimu Road - Coastal Villas (near 98)	13:36
..... Via Raumati	
Paekakariki-Wellington Road (near 11)	14:00
Wellington Road (@ Sand Track)	14:01
Tilley Road (near 67)	14:04
Tilley Road (near 101)	14:05
Le Miti Street (near 20)	14:07
Renise Street	14:09
The Parade (near 116)	14:10
Wellington Road (near 104)	14:12
Wellington Road (near 90)	14:14
The Parade (near 77)	14:15
The Parade (@ Sand Track)	14:18
Beach Road (Opp #21)	14:20

Note: The start time for the outbound service remains the same; however it will commence from the Kāpiti Health Centre at 1:30pm, and arrive back in Paekakariki around 2.00pm.

Adjacent property owners

30 When looking to locate route signage, GWRC officers try to choose locations that minimise the ‘annoyance’ to adjacent residents and/or business owners. Through the consultation process, GWRC officers have modified a number of locations in order to lessen the ‘visual’ pollution and address safety concerns expressed by the surrounding residents.

In certain locations, there are no suitable alternatives to use, and both pedestrian and vehicle safety are the overriding factors when determining final locations.

Copies of the feedback received on each location can be found in the attached appendices.

Safety

31 As part of the evaluation process around selecting valid locations, GWRC commissioned Calibre Consulting to undertake a review of each of the proposed locations. Although GWRC are only proposing to install signage at the locations, Calibre Consultants were asked to evaluate the locations based on the presence of a standard bus stop.

32 The reason for the extended review was to future-proof the service in the event that patronage numbers increased, and larger vehicles were required.

As noted previously, before any changes to the new Hail and Ride service are made, the Paekakariki Community would need to be re-consulted with, and the proposed Hail and Ride signage locations would not automatically become formalised bus stops.

33 From the reviews completed, the following concerns/issues were raised;

- a. **Location 1:** Reduce footpath width, and remove a couple of parking bays
- b. **Location 2:** Widen carriageway for bus stop
- c. **Location 3:** Too close to intersection, zero visibility to Ocean Road traffic. Move bus stop 10m north
- d. **Location 4:** Too close to property access. Move bus stop approx. 5m south

- e. **Location 9:** Remove planting that is attracting bees; alternatively move bus stop approx. 10m north or south
- f. **Location 10:** Too close to property access, move bus stop approx. 10m north

Other Available Services

34 Total Mobility

The Total Mobility scheme assists eligible people with a permanent disability or impairment to access appropriate transport to enhance their continued community participation. This assistance is provided in the form of subsidised door to door transport services wherever scheme transport providers operate.

a. Eligibility:

An eligible person has a permanent disability that lasts for at least 6 months and prevents them from undertaking any one or more of the following five aspects of a public transport journey unaccompanied and in a safe and dignified manner:

- i. Getting to the place where the transport departs
- ii. Getting onto the transport
- iii. Riding securely
- iv. Getting off the transport
- v. Getting to the final destination point.



The impairment is the only criteria for eligibility and not issues relating to the availability of local Public Transport.

CONSIDERATIONS

Legal Considerations

- 35 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

- 36 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

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

Consultation already undertaken

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

Publicity

- 39 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

- 40 That the Paekakariki Community Board endorses the new 'Hail and Ride' location on Wellington Road outside #11 as indicated in Appendix 1
- 41 That the Paekakariki Community Board endorses the new 'Hail and Ride' location on Wellington Road at its intersection with the Sand Track as indicated in Appendix 2
- 42 That the Paekakariki Community Board endorses the new 'Hail and Ride' location on Tilley Road outside #67 as indicated in Appendix 3
- 43 That the Paekakariki Community Board endorses the new 'Hail and Ride' location on Tilley Road outside #101 as indicated in Appendix 4
- 44 That the Paekakariki Community Board endorses the new 'Hail and Ride' location on Te Miti Street outside #22A as indicated in Appendix 5
- 45 That the Paekakariki Community Board endorses the new 'Hail and Ride' location on Henare Street outside #171 Wellington Road as indicated in Appendix 6
- 46 That the Paekakariki Community Board endorses the new 'Hail and Ride' location on Henare Street outside 135 The Parade as indicated in Appendix 7
- 47 That the Paekakariki Community Board endorses the new 'Hail and Ride' location on The Parade outside #116 as indicated in Appendix 8
- 48 That the Paekakariki Community Board endorses the new 'Hail and Ride' location on Wellington Road outside #104 as indicated in Appendix 9
- 49 That the Paekakariki Community Board endorses the new 'Hail and Ride' location on The Parade outside #'s 76 – 78 as indicated in Appendix 10
- 50 That the Paekakariki Community Board endorses the new 'Hail and Ride' location on The Parade at its intersection with the Sand Track as indicated in Appendix 11
- 51 That the Paekakariki Community Board endorses the new 'Hail and Ride' location on Beach Road outside #14 (1 Wellington Road) as indicated in Appendix 12

Report prepared by



Mark Edwards

GWRC

Report reviewed by



Matthew Lear

GWRC

APPENDIX 1

Proposed Location #1 – 1 Wellington Road, Paekakariki



Submissions Received

Submitter:	Sharon Hall
Address:	1 Wellington Road
Agree with Proposal:	No
We definitely do not support this. The footpath has a curb for vehicles to enter the garage. We have fenced it off but have plans to return it back to a car garage at some point. Any bus stop would be in the way. The idea is outrageous. It also seems dangerous given it right on a corner and a bus stopping and pulling out would be a hazard. My suggestion is to have it further down the road outside the bowling club.	

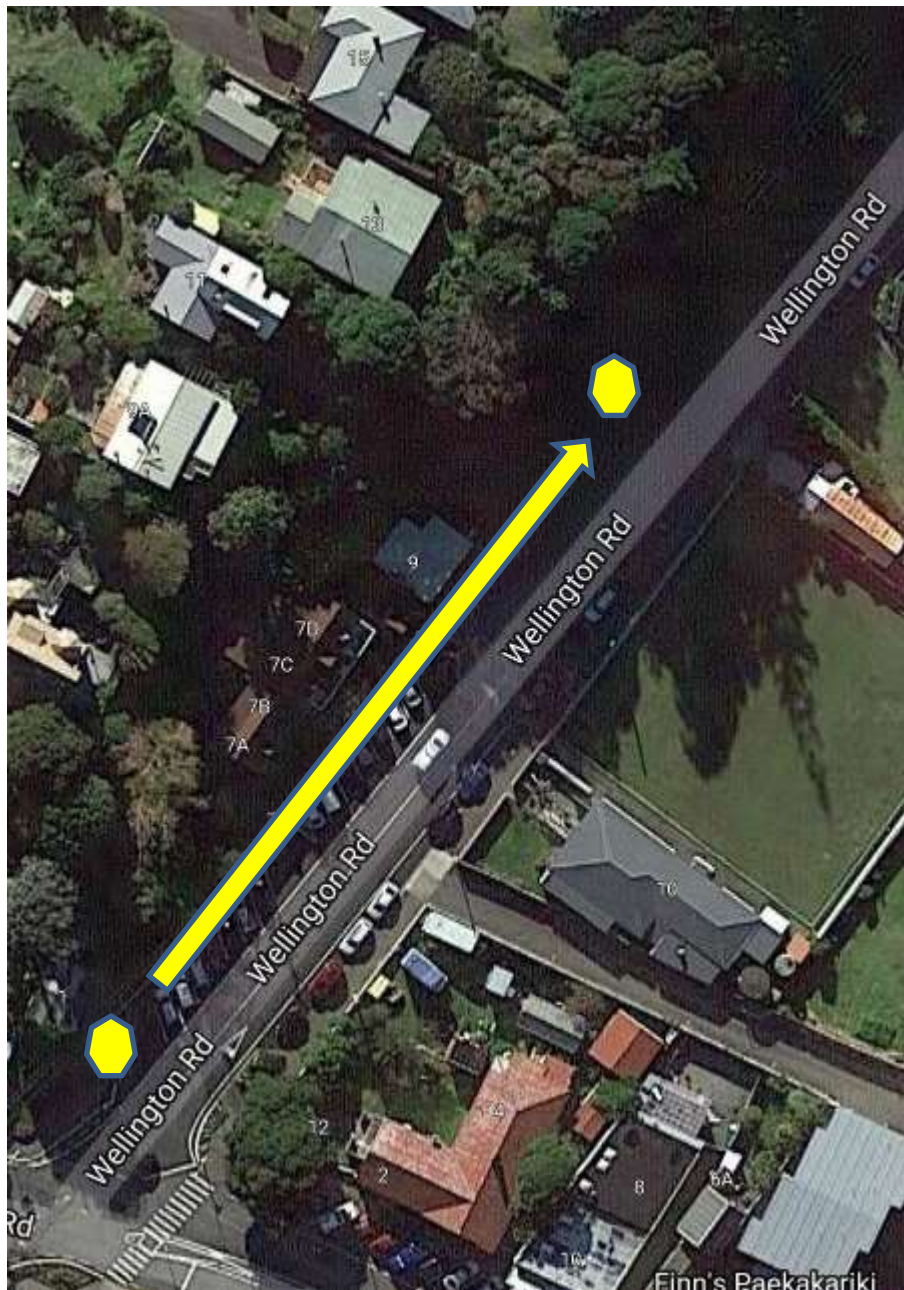
GWRC Response

GWRC have reassessed the proposed location in light of the concerns you have raised in conjunction with a safety review completed by Calibre Consultants, and agree that a better location would be nearer to 11 Wellington Road, to better serve the nearby Bowling and Tennis Clubs, along with minimising the effect on the current number of on-road parking spaces.

Revised Location #1 – 11 Wellington Road, Paekakariki



Location 1 to be moved approximately 80m north to 11 Wellington Road to better serve both the Bowling and Tennis Clubs.



APPENDIX 2

Proposed & Confirmed Location #2 – Wellington Road [at Sand Track], Paekakariki



Submissions Received

Submitter:	Bob Zuur
Address:	59 Wellington Road
Agree with Proposal:	Yes
Good on GW for supporting mobility for elderly & disabled people. I note that cars often speed along this section of Wgtn Road and a woman was killed a few hundred metres away.	

GWRC Response

These concerns have been noted, and the proposed location allows the service vehicle to pull off the carriageway if required. A safety review completed by Calibre Consultants for GWRC recommended extending the carriageway if in future a full-sized bus was to be used, however under the current 'Hail and Ride' the ability to pull off to the side will be sufficient.



APPENDIX 3

Proposed & Confirmed Location #3 – 67 Tilley Road, Paekakariki



Submissions Received

Submitter:	Colleen M Kelly
Address:	67B Tilley Road
Agree with Proposal:	No
No community consultation, no meeting, insufficient information, not fit for purpose, frail, disabled elderly people quite unable to carry shopping loads any distance, much talk of keeping people in their own homes if possible, people with cars won't use bus, and frail, disabled and elderly won't be able to, so bus will be unutilised and declared cancelled. No information at all about return trip and location and time.	

GWRC Response

GWRC has consulted with the Community and regular service users to provide a route that best serves current and future users in the community. The service will operate as a 'Hail and Ride' meaning that passengers will not be expected to make their way to a formalised bus stop. Provided a passenger is waiting anywhere along the route they will be able to wave the vehicle down to stop.

The more formalised route is to promote the service and to make it visible to the community with a regular route, at a regular time, three days a week.

The return journey will commence from the Kāpiti Health Centre at 1.30pm and travel back via Paraparaumu Station, and Coastlands returning to Paekakariki by around 2.00pm.

GWRC intends to operate the service with either the current minivan, or a small commuter vehicle which will be able to access property driveways where needed on the route home.



APPENDIX 4

Proposed & Confirmed Location #4 – 101 Tilley Road, Paekakariki

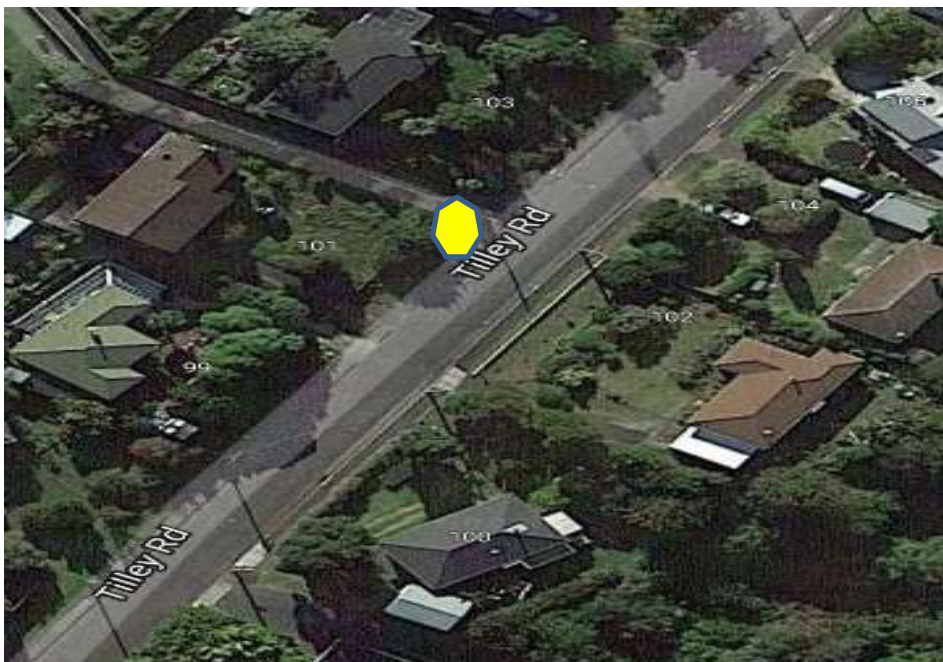


Submissions Received

Submitter:	Tina Pope
Address:	99 Tilley Road
Agree with Proposal:	Yes

Submitter:	Paul Hughes
Address:	103 Tilley Road
Agree with Proposal:	Yes

GWRC Response
No response required to either submission though the support of residents is noted.



APPENDIX 5

Proposed & Confirmed Location #5 – 20-22 Te Miti Road, Paekakariki



Submissions Received

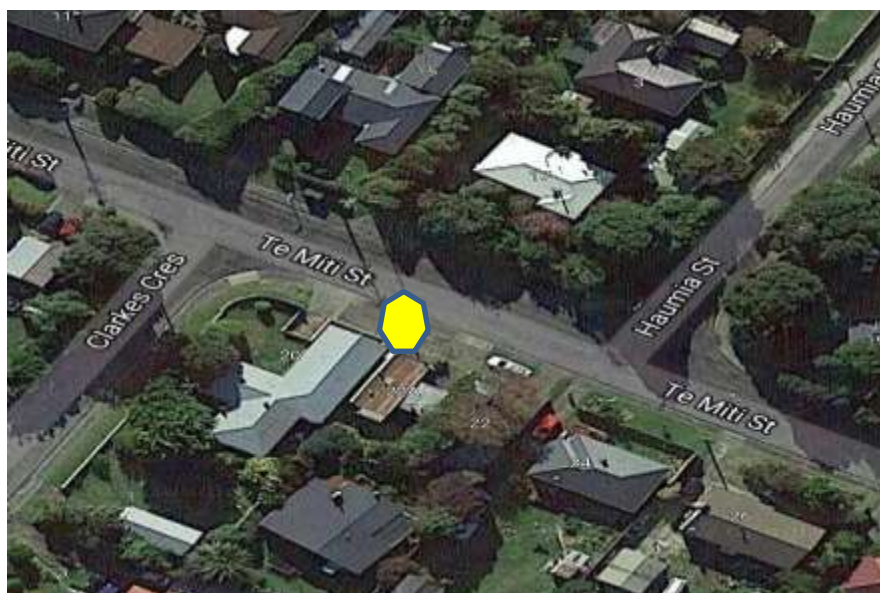
Submitter:	Neil Thomas
Address:	22A Te Miti Street
Agree with Proposal:	-
I would not want any noise or people loitering around my car port which school kids use as a shelter anyway. Some form of compensation for the inconvenience should be considered.	

GWRC Response

The proposed location for the signage is to promote awareness of the shopper service, and formalise the route it will take. The service will operate as a 'Hail and Ride' meaning that passengers will not be expected to wait at a formal stop. They will be able to 'catch' the service from anywhere along the route.

There will be circumstances where people may choose to use the signage locations to catch the service. Currently the service only runs once a day, three days a week, so there is no intention to provide a shelter at this location. If in the future the service patronage increases, and there is a need of a more formalised route and larger 'bus', GWRC would re-consult with the Paekakariki Community and those residents as to where formal bus stops would be required.

Support for the installation of signage outside your property does not directly mean you would support a more formal bus stop in the future.



APPENDIX 6

Proposed & Confirmed Location #6 – Henare Street, Paekakariki



Submissions Received

Submitter:	O.C.McCahon & K.D. Jensen
Address:	171 Wellington Road
Agree with Proposal:	Yes

Submitter:	P.D Creser
Address:	173 Wellington Road
Agree with Proposal:	Yes

GWRC Response

No response required to either submission though the support of residents is noted.

Submitter:	Resident
Address:	
Agree with Proposal:	-

We have received the information regarding this proposed new stop. Our drive way is on Henare St. And we are not unhappy to have a bus stop on the street but hope that the stop will be at a sufficient distance from the opening to the inside of our property (i.e. East up the sloping street. The photograph indicates that it will be close to the electrical installation, which would be better, especially as there are no other openings onto properties on this street – it is all street and fence. We would really like to have some assurance of this, as there is a lot of option as to the placement of the stop rather than very close to our car opening (the only access for a car onto our property). I am a bit curious about the intended location of the stop because it is quite a walk for anyone in the area to that stop, but I assume it is because it is a relatively uncluttered open street.

GWRC Response

The intended location is by the electrical services box. It is important to note that the vehicle being used will not be a 'bus' but a minivan or small tourist coach. The area where we are looking to install this signage is more to promote the existence of the shopper service, and to formalise the route it takes. Passengers will be able to 'hail' the bus from anywhere along the route, and the driver will stop where it is safe and legal to do so.

APPENDIX 7

Proposed Location #7 – 131 – 132 The Parade, Paekakariki



Submissions Received

Submitter:	Residents
Address:	
Agree with Proposal:	No
<p>My partner and I do not support the proposal for a new bus stop. The post which is being proposed for new signage is immediately in front of a house – and the stunning sea & island views. We are strongly opposed to anything that will detract from that – it is bad enough to have the poles & overhead lines along The Parade, without anything else cluttering our line of vision. We are full-time residents here, unlike many of the other properties on The Parade, so we would be most unhappy about two signs on the pole impacting on the aesthetics we have currently. We would appreciate your reconsideration of the location for this bus stop.</p>	

GWRC Response

In light of the concerns raised, GWRC has reviewed the proposed location of the signage, and agreed to relocate further down The Parade given that there is a signage location in Henare Street.

The service is a 'Hail and Ride' and there is no formal 'bus stop' required. The service will operate using a minivan or small tour coach and will stop to collect passengers from anywhere along the route. The Metlink signage shown in the consultation document is there to inform people about the service, the route it takes, and the days and time it runs.

There are no formal parking restrictions associated with these signs, so there will be no loss of on-street parking.

Submitter:	Judith Ann Gray
Address:	134 The Parade
Agree with Proposal:	No
Consultation required for this proposal	

GWRC Response

GWRC has consulted with the Community and regular service users to provide a route that best serves current and future users in the community. The service will operate as a 'Hail and Ride' meaning that passengers will not be expected to make their way to a formalised bus stop. Provided a passenger is waiting anywhere along the route, they will be able to wave the vehicle down to stop.

The more formalised route is to promote the service, to make it visible to the community with a regular route, at a regular time, three days a week.

GWRC intends to operate the service with either the current minivan, or a small commuter vehicle which will be able to access property driveways where needed on the route home.

Submitter:	Lynne Ciochetto
Address:	135 The Parade
Agree with Proposal:	Yes

GWRC Response
No response required though the support of residents is noted.

Revised Location #7 – 116 The Parade, Paekakariki



Location 7 (131-132 The Parade) is to be moved approximately 240m south to outside **116 The Parade**



APPENDIX 8

Proposed Location #8 – Paneta Street, Paekakariki



Submissions Received

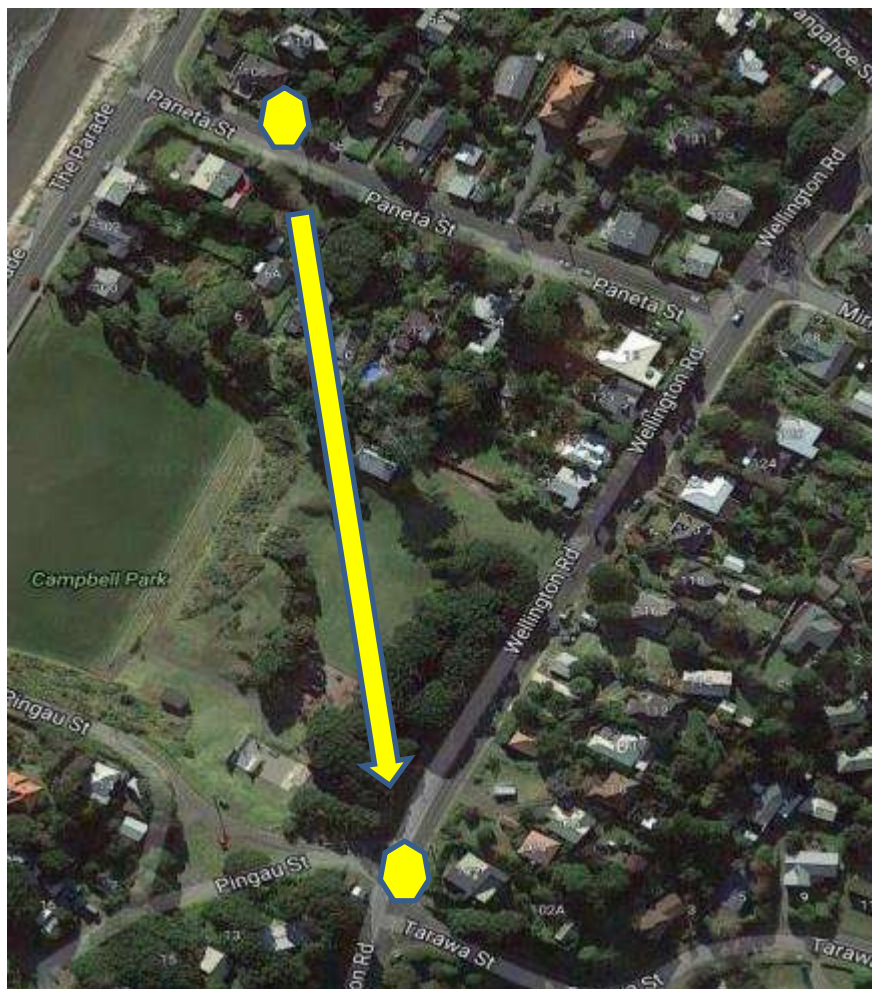
Submitter:	Ruth Avery
Address:	
Agree with Proposal:	Neutral
<p>Thanks for your letter and seeking consultation.</p> <p>I wonder how many people use this bus service as I didn't even know it existed.</p> <p>I assume it's for the elderly (and therefore free) and I just wondered the numbers of passengers and if there is a need for a stop in Paneta St? I don't think there is anyone in that age group in Paneta St who would use it so I assume this is for residents that live close by.</p>	

GWRC Response
<p>The current Paekakariki Shopper service has been in effect for a number of years now and currently operates on a 'Dial-a-Ride' format similar to that of a taxi.</p> <p>You are correct in your assumption that currently this is a service predominantly used by the more elderly members of the Paekakariki community.</p> <p>In a recent review of services we were asked to look into the option of providing a more formalised service, to allow for a larger catchment of the community to access the service if required.</p> <p>As part of this approach the local Community Board requested that we formalise the route (make it consistent) so that people got to know where and when it travelled. This is the first step in providing this improved visibility.</p> <p>The main reason for the low level of infrastructure (pole, sign & timetable) is so that the route becomes more noticeable, and if patronage improves we could look to formalise stops (road markings) in locations where more people are accessing the service.</p> <p>It is possible that the proposed stop on Paneta Street may never be used, however it highlights the route and in time to come we may modify its location back to The Parade or up onto Wellington Road if we find more people are wanting to catch the service from one or both of those locations.</p> <p>Given changes to the surround signage locations, it is proposed that this location will be moved to Wellington Road.</p>

Revised Location #8 – 104 Wellington Road, Paekakariki



In discussion with a number of the regular users of the current service, Location 8 is to be moved 310m southeast outside 104 Wellington Road (near Pingau St) to provide increased visibility for residents on Pingau Street, and connection to Campbell Park as the service does not travel along the Park section of The Parade.



APPENDIX 9

Proposed & Confirmed Location #9 – 88 Wellington Road, Paekakariki



Submissions Received

Submitter:	Julia Bevin
Address:	Paekakariki School
Agree with Proposal:	No
This location is opposite our main parking bay where cars are reversing out throughout the day with children trying to cross to road (no pedestrian crossing); a bus stop will make it more hazardous.	

GWRC Response

GWRC can see how this proposal has caused some concern around the safety of our pupils, parents, caregivers and staff.

We here at Greater Wellington Regional Council do not want to contribute to an already busy section of road, but I was hoping to clarify what is being proposed.

This service will be a minivan or small tourist coach which will pass through between 10 to 10.15am on Tuesdays, Thursdays and Fridays only.

This isn't really a formalised 'bus' stop, and as such will not have any formal restrictions on parking. The van will only stop if there is someone waiting. In the afternoon on its return journey it will only stop if a passenger wishes to get off.

It is not the intent of this service to stop and wait at this location.

If in future the service becomes so popular that a larger vehicle is required we would look to reposition the stop in light of the concerns you have raised.

GWRC have noted your concern around that lack of a pedestrian crossing facility, and have forwarded this onto the Kāpiti Coast District Council for comment.

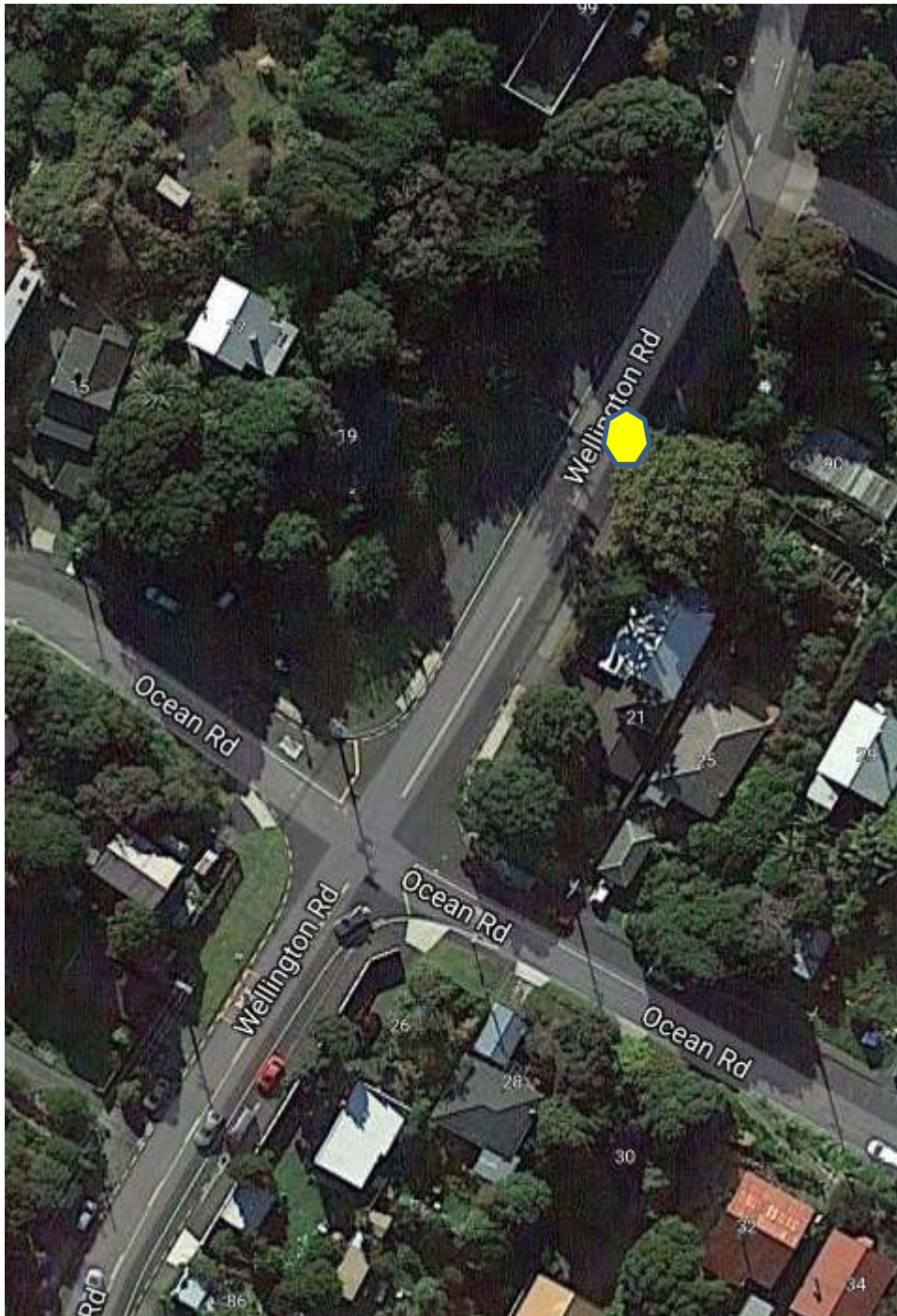
I hope that this explanation has provided some clarification around what we are hoping to achieve, and would be happy to meet with you if your concerns have not been reduced to see what could be done to assist in reducing your concern.

Submitter:	Colin Jeffcoat
Address:	21 Ocean Road
Agree with Proposal:	Yes

Submitter:	J & J Trimmer
Address:	29 Ocean Road
Agree with Proposal:	Yes

Submitter:	Jill & Brent Mazey
Address:	33 Ocean Road
Agree with Proposal:	Yes

GWRC Response
No response required on these submissions though the support of residents is noted.



APPENDIX 10

Proposed & Confirmed Location #10 – 77 - 78 The Parade, Paekakariki



Submissions Received

Submitter:	Karen Radich
Address:	75 The Parade
Agree with Proposal:	Yes
Have you checked with Kāpiti Coast District Council about the road changes on The Parade occurring from later this year – when the new sea wall is installed? Just might pay to touch base.	

GWRC Response

GWRC have been in discussions with KCDC regarding the proposed work, and have had clarification that the proposed location will be fine. The advantage of how we are doing these stops is that given the vehicle currently being used is a minivan, it is able to pull up and park like a standard car and can stop wherever is suitable near the sign.
The support of residents is noted.

Submitter:	Trevor & Robyn Slater
Address:	77 The Parade
Agree with Proposal:	Yes
We whole-heartedly support and welcome your proposal.	

GWRC Response

No response required though the support of residents is noted.

Submitter:	Resident
Address:	
Agree with Proposal:	No
My partner and I are both owners of a property on The Parade We do not support the proposal for a new bus stop outside 76-78 The Parade. We do agree that there should be a bus stop but we consider that it should be in a different place. We consider that the bus stop should be in front of either 60 The Parade or 70 The Parade, rather than in front of 76-78 The Parade. Our reasons are three-fold: a) To place a bus stop in front of 76-78 The Parade will be in front of two driveways. If usage of the bus stop increases from 3 days a week then future usage may be a danger to users of the driveways. It is a safer position outside 60 The Parade or 70 The Parade: b) To place the bus stop in front of 60 or 70 The Parade would make the distance between the	

prior bus stop on the route and the next bus stop more equal. To explain, from the previous bus stop, near 90 Wellington Road, to 78 The Parade is approximately 3 minutes. From 78 The Parade to the next bus stop near 5 The Parade, is more like 8 minutes. We are talking about walk time. A more balanced walking time can be achieved by locating the bus stop in front of 60 The Parade or 70 The Parade. It would mean less walking time between the bus stop at 5 The Parade and the proposed bus stop.

Your own timing on the indicative timetable confirms that. It shows bus timing of 1 minute from the 90 Wellington Road bus stop to the proposed Parade bus stop and 3 minutes from the proposed Parade bus stop to the one near number 5 The Parade; and

At present the lamp post on which you propose to erect the bus stop sign is right in the middle of the main view shaft from a property's deck and sitting room. We could not persuade neighbours to share the cost of locating it underground. We try and minimise its impact. To add a bus stop sign to it will only increase its intrusion. We would like to avoid that if we could.

GWRC Response

GWRC are not at the current time looking to formalise a bus stop outside 77-78 The Parade. The location is purely for signage to advertise the shopper service, and provide a guide as to the route and the times it will travel.

Currently it is one trip, three times a week.

GWRC are looking into the option of providing the signage through a stick-on laminate that would be able to be contained within the existing lamppost footprint.

At present the shopper service will operate a minivan or small tour coach, and the location is not intended to be a formalised stop as passengers will be able to 'hail' the service at any point along the route. The vehicle will stop where it is safe and legal to do so.

An advantage of this is that there is no need to restrict any on-road parking, and the likelihood of people using the signage points is minimal.

In the event that the service becomes popular enough to warrant a larger vehicle and more formalised stops, GWRC is required to re-consult with the Paekakariki Community and affected residents around any change to the route and formal 'bus' stop locations.



APPENDIX 11

Proposed Location #11 – 5 - 6 The Parade, Paekakariki



Submissions Received

Submitter:	Paul Riley
Address:	5 The Parade
Agree with Proposal:	No
<p>DO NOT support the proposal for a new bus stop outside the above addresses in Paekakariki Here are the reasons why:</p> <ul style="list-style-type: none"> • This stop is practically at the end of the road – who would use it? • The Parade is 8m or narrower at this point, one of the narrowest parts of the road • The parking of residents' cars means the stopping bus would take up the rest of the width of the road (see attached photograph) • There is a blind corner approximately 35m from the stop • Vehicles negotiating the corner in a northerly direction are on an accelerating down slope and would not see the stopped or pulling out bus until having turned, cutting the stopping distance to about 30m maximum • A bus would not be able to move between vehicles parked opposite each other • There is another proposed bus stop at 21 Beach Road which is less than one minute's walk around the corner and in a much safer area • There is a road fire hydrant outside No5 • Bus users would have to walk into the road to enter and alight the bus • A stopped bus right outside No5 would have its diesel exhaust fumes only 2.7m from the house leaving behind an unacceptable toxic environment to the home owner <p>Questions</p> <p>The proposed route indicates a single journey only – is this the only planned route? Is there not a return from Paraparaumu?</p> <p>Conclusion</p> <p>The above reasons are all extremely valid. As stated the proposed stop at 5-6 The Parade is far too near the corner of The Parade/Beach Road thus creating a danger to other road users, the bus and</p>	

its passengers.

There is no reason to have this proposed stop when there is another very short distance around the corner in a safer environment.

I would support a shoppers' bus for residents but all stops have to be in a safe environment, not easily found in the streets of Paekakariki.

However, I would definitely not support it should residents' parking in any way be affected.

GWRC Response

GWRC has reassessed the proposed position as a result of the concerns you have raised and as the result of a safety review completed by Calibre Consultants.

Given the close proximity to the proposed location on Beach Road, GWRC have modified both this location and that of the one at 1 Wellington Road.

It is proposed that the sign location will now be moved to The Parade's intersection with the Sand Track.

Submitter:	Ian & Jenny Clark
Address:	6 The Parade
Agree with Proposal:	Yes
Happy with the bus stop outside our house provided your guarantee that there is no restriction on our parking outside our house on the road is never changed. Otherwise please shift the stop to a place where there are driveways.	

GWRC Response

GWRC can confirm that there will be no restriction on parking outside your property.

If, in the future there is a need to formalise the stop with markings and thereby restrict parking, we would look to position the stop as you suggested across vehicle driveways to reduce the impact on on-road parking spaces. The support of residents is noted.

Submitter:	B & M Romeril
Address:	7 The Parade
Agree with Proposal:	Yes

GWRC Response

No response required though the support of residents is noted.

Revised Location #11 – The Parade at Sand Track], Paekakariki



Location 11 is to be moved location 320m north outside the intersection with the Sand Track

APPENDIX 12

Proposed & Confirmed Location #12 – Opposite #21 Beach Road, Paekakariki



Submissions Received

Submitter:	Michael O’Leary
Address:	16 Beach Road
Agree with Proposal:	Yes

GWRC Response

No response required though the support of residents is noted.

