

## Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board Extraordinary Agenda

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### Notice of Meeting:

A Joint Extraordinary Meeting of the Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board will be held on:

**Date:** Tuesday 30 April 2019  
**Time:** 6pm  
**Venue:** Hao Room, Te Hāpua: Halswell Centre  
341 Halswell Road

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### Membership

Members	Waimāero/Fendalton-Waimairi-Harewood Community Board	Waipuna/Halswell-Hornby-Riccarton Community Board
	Sam MacDonald	Mike Mora
	David Cartwright	Helen Broughton
	Aaron Campbell	Natalie Bryden
	Linda Chen	Vicki Buck
	Jamie Gough	Jimmy Chen
	Aaron Keown	Catherine Chu
	Raf Manji	Anne Galloway
	Shirish Paranjape	Ross McFarlane
	Bridget Williams	Debbie Mora

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**24 April 2019**

Matthew Pratt

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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# Strategic Framework

**The Council's Vision** – Christchurch is a city of opportunity for all.

Open to new ideas, new people and new ways of doing things – a city where anything is possible.

## Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

Bind together the strands of each mat  
And join together with the seams of respect  
and reciprocity.

The partnership with Papatipu Rūnanga  
reflects mutual understanding and respect,  
and a goal of improving the economic,  
cultural, environmental and social  
wellbeing for all.

### Overarching Principle

Partnership – Our  
people are our taonga  
– to be treasured and  
encouraged. By working  
together we can create  
a city that uses their  
skill and talent, where  
we can all participate,  
and be valued.

### Supporting Principles

Accountability	Collaboration
Affordability	Prudent Financial Management
Agility	Stewardship
Equity	Wellbeing and resilience
Innovation	Trust

## Community Outcomes

What we want to achieve together as our city evolves

### Strong communities

Strong sense of  
community  
Active participation in  
civic life  
Safe and healthy  
communities  
Celebration of our  
identity through arts,  
culture, heritage and  
sport  
Valuing the voices of  
children and young  
people

### Liveable city

Vibrant and thriving  
central city, suburban  
and rural centres  
A well connected and  
accessible city  
Sufficient supply of, and  
access to, a range of  
housing  
21st century garden city  
we are proud to live in

### Healthy environment

Healthy waterways  
High quality drinking  
water  
Unique landscapes and  
indigenous biodiversity  
are valued  
Sustainable use of  
resources

### Prosperous economy

Great place for people,  
business and investment  
An inclusive, equitable  
economy with broad-  
based prosperity for all  
A productive, adaptive  
and resilient economic  
base  
Modern and robust  
city infrastructure and  
community facilities

## Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected  
communities

Maximising opportunities to develop a vibrant,  
prosperous and sustainable 21st century city

Climate change  
leadership

Informed and proactive  
approaches to natural  
hazard risks

Increasing active, public  
and shared transport  
opportunities and use

Safe and sustainable  
water supply and  
improved waterways

Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

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## **1. Apologies**

At the close of the agenda, no apologies had been received.

## **2. Election of Chairperson**

A Chairperson for the meeting needs to be elected.

Matthew Pratt, Community Governance Manager, will call for nominations from members.

## **3. Declarations of Interest**

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

## **4. Deputations by Appointment**

### **4.1 Greers Road and Waimairi Road - Access to Public Transport - Provision of Bus Stops**

Speaking rights to address the meeting have been granted to the following:

1. Edward Wright, Environment Canterbury
2. Tony Taylor – proposing a bus stop outside 79 Greers Road
3. Caroline and Gordon Johnson



## 5. Greers Road and Waimairi Road - Access to Public Transport - Provision of Bus Stops

Reference: 19/331451

Presenter: Brenda O'Donoghue, Passenger Transport Engineer

### 1. Purpose of Report

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Halswell Community Board and the Waimāero/Fendalton-Waimairi-Harewood Community Board to consider options to provide access to public transport through the provision of bus stops on Greers Road and Waimairi Road.

### 2. Executive Summary

- 2.1 This report is staff generated in response to a change in the route of the Orbiter bus service.
- 2.2 Due to the new route of the Orbiter, there is a need for bus stops on Greers Road and Waimairi Road in order to provide access to public transport for the surrounding residential areas and key activity locations, such as the University of Canterbury campuses.
- 2.3 The overview of the preferred bus stop locations is shown on Figure 1.

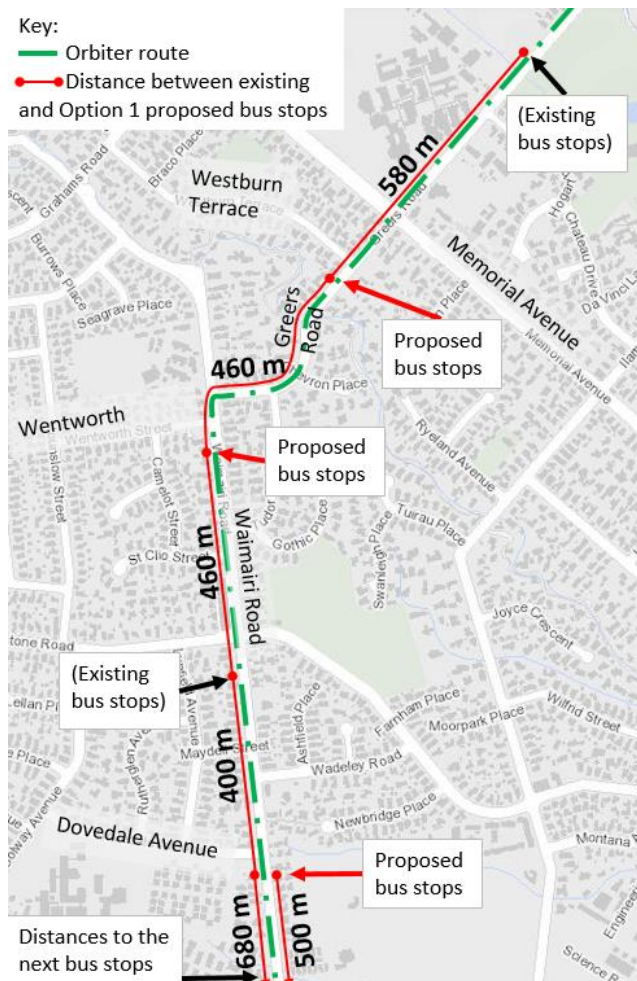


Figure 1: Overview of the proposed bus stops relative to the locations of existing bus stops  
(preferred, Option 1)

### 3. Staff Recommendations

That the Waimāero/Fendalton-Waimairi-Harewood Community Board resolve to approve Option 1:

1. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as A1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201a Issue 1, dated 03/04/2019 (refer to Attachment A of the report from the agenda).
2. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as A1, identified as 'bus stop' on the attached drawing TG134201a Issue 1, dated 03/04/2019 (refer to Attachment A of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
3. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as A2 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201a Issue 1, dated 03/04/2019 (refer to Attachment A of the report from the agenda).
4. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as A2, identified as 'bus stop' on the attached drawing TG134201a Issue 1, dated 03/04/2019 (refer to Attachment A of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
5. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as B1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201b Issue 1, dated 03/04/2019 (refer to Attachment B of the report from the agenda).
6. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as B1, identified as 'bus stop' on the attached drawing TG134201b Issue 1, dated 03/04/2019 (refer to Attachment B of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
7. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as B2 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201b Issue 1, dated 03/04/2019 (refer to Attachment B of the report from the agenda).
8. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as B2, identified as 'bus stop' on the attached drawing TG134201b Issue 1, dated 03/04/2019 (refer to Attachment B of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to approve Option 1:

9. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as C1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201c Issue 1, dated 03/04/2019 (refer to Attachment C of the report from the agenda).
10. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as C1, identified as 'bus stop' on the attached drawing TG134201c

Issue 1, dated 03/04/2019 (refer to Attachment C of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

11. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as C2 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201c Issue 1, dated 03/04/2019 (refer to Attachment C of the report from the agenda).
12. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as C2, identified as 'bus stop' on the attached drawing TG134201c Issue 1, dated 03/04/2019 (refer to Attachment C of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

That the Waimāero/Fendalton-Waimairi-Harewood Community Board resolve to approve Option 2:

13. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as D1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda).
14. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as D1, identified as 'bus stop' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
15. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as D2 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda).
16. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as D2, identified as 'bus stop' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
17. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as D3 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda).
18. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as D3, identified as 'bus stop' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
19. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as D4 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda).
20. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as D4, identified as 'bus stop' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
21. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as E1 and as shown by

broken yellow lines, identified as 'no stopping' on the attached drawing TG134201e Issue 1, dated 03/04/2019 (refer to Attachment E of the report from the agenda).

22. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as E1, identified as 'bus stop' on the attached drawing TG134201e Issue 1, dated 03/04/2019 (refer to Attachment E of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to approve Option 2:

23. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as F1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201f Issue 1, dated 03/04/2019 (refer to Attachment F of the report from the agenda).
24. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as F1, identified as 'bus stop' on the attached drawing TG134201f Issue 1, dated 03/04/2019 (refer to Attachment F of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
25. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as F2, identified as 'P60 Parking Restriction' on the attached drawing TG134201f Issue 1, dated 03/04/2019 (refer to Attachment F of the report from the agenda), is reserved as a parking place for any vehicle and be restricted to a maximum period of 60 minutes between the days of Monday to Friday.
26. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as G1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201g Issue 1, dated 03/04/2019 (refer to Attachment G of the report from the agenda).
27. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as G1, identified as 'bus stop' on the attached drawing TG134201g Issue 1, dated 03/04/2019 (refer to Attachment G of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
28. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as G2, identified as 'P60 Parking Restriction' on the attached drawing TG134201g Issue 1, dated 03/04/2019 (refer to Attachment G of the report from the agenda), is reserved as a parking place for any vehicle and be restricted to a maximum period of 60 minutes between the days of Monday to Friday.
29. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as G3 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201g Issue 1, dated 03/04/2019 (refer to Attachment G of the report from the agenda).
30. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as G3, identified as 'bus stop' on the attached drawing TG134201g Issue 1, dated 03/04/2019 (refer to Attachment G of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
31. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in the agenda report are revoked.

32. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the agenda report are in place.

#### 4. Key points

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Service Plan for Public Transport Infrastructure in the [Council's Long Term Plan 2018-28](#).
- 4.2 The following feasible options have been considered:
- Option 1 – Install bus stops at preferred locations on Greers Road and Waimairi Road (preferred option, refer to **Attachments A to C**)
  - Option 2 – Install bus stops on Greers Road and Waimairi Road at alternative locations not included in Option 1 (refer to **Attachments D to G**)
  - Option 3 – Do nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
- 4.3.1 The advantages of this option include:
- Good catchment potential for residents living along Greers Road and Waimairi Road, as well as the connecting streets, enabling better mode choice through shorter walking distances to access public transport.
  - The proposed bus stops on Waimairi Road are located in close proximity to pedestrian crossing facilities.
  - The bus stops proposed on Waimairi Road have no fixed obstacles located within close proximity of the kerb. Keeping the bus stop clear of obstacles near the kerb means that buses can pull up close to the kerb, thereby reducing the step gap for customers. It also removes the potential for a bus to hit a fixed obstacle, such as a utility post, when manoeuvring into and out of the bus stop.
  - All of the bus stops have an appropriate kerb height which makes for a more accessible step height between the platform and the bus.
  - The majority of properties located beside the proposed bus stops have privacy screening, such as fences, hedges and garages.
  - A bus passenger shelter is already located at the proposed bus stop beside 222 Waimairi Road, due to this location being a bus stop in the past. The majority of the remaining locations are suitable for a bus passenger shelter, should the Council wish to pursue this in the future. The proposed bus stops include a seat as minimum.
- 4.3.2 The disadvantages of this option include:
- The bus stops proposed on Greers Road are located near trees growing within the Transport Zone, which have branches extending close to the bus stop. An assessment will be made about how far to trim the branches back to an appropriate distance and height.
  - The proposed bus stops on Greers Road are not located in close proximity to a pedestrian crossing facility. This is the case irrespective of bus stop placement on Greers Road.
  - There is limited privacy screening between the road and 139 Waimairi Road. This bus stop already has the patronage to warrant immediate investigation of a bus

passenger shelter to be installed. The limited privacy screening could detract from the potential consultation process associated with a shelter installation. However, based on the parameters of the Local Government Act associated with the installation of bus passenger shelters, there is no legal reason why a shelter could not be installed at this location.

- Except for the proposed bus stop beside 36 Greers Road, all of the remaining proposed bus stops in Option 1 are located across a driveway. This is a temporary obstruction, lasting for a matter of seconds when the bus is stopped to allow passengers to board or alight the bus, which is why such configurations are common practice locally and nationally.
- Reallocates on-street parking presently available for residents, visitors and short stay parking, to those who travel by public transport.



## 5. Context/Background

### Background – Orbiter route change

- 5.1 Recent changes to the route of the Orbiter results in it continuing along Greers Road and Waimairi Road. The Orbiter change was made due to the closure of Homestead Lane to buses, meaning that the former route via Homestead Lane, Ilam Road and Memorial Avenue could no longer be operated. Homestead Lane is a private road owned by the University of Canterbury. After considering various options, Environment Canterbury decided that diverting the route to Waimairi Road via Greers Road is the only viable option.
- 5.2 The route change results in very long sections of road where permanent bus stops are needed to allow residents of the surrounding community to access public transport. The gaps in access to public transport are indicated in Figure 2.

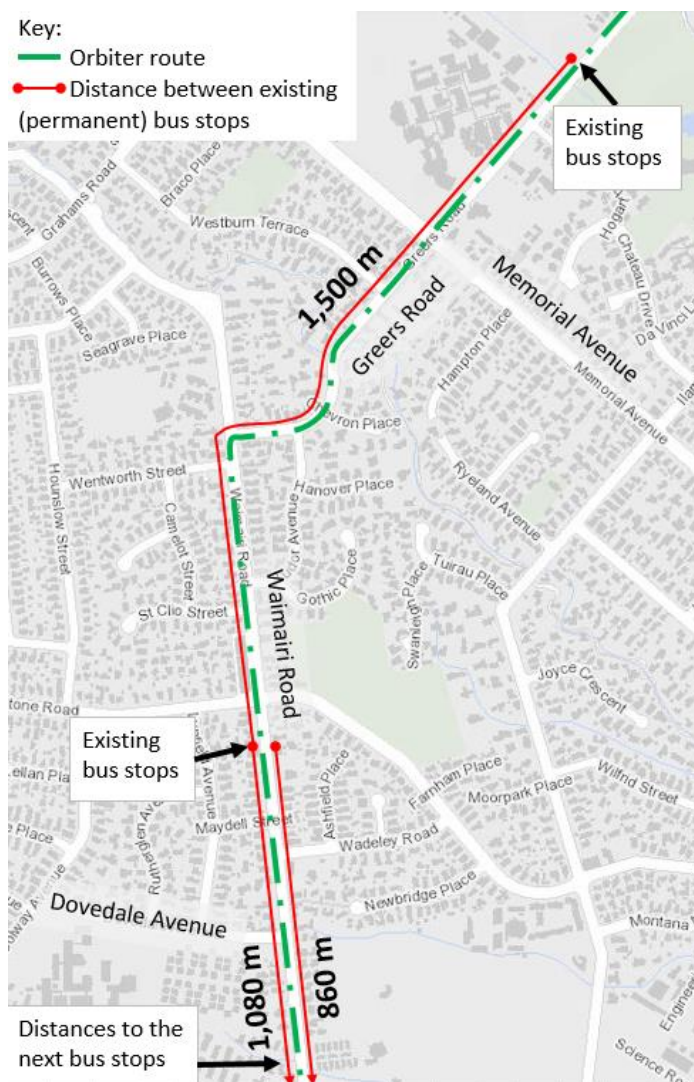


Figure 2: Distances between existing bus stops along the Orbiter route

- 5.3 The decision to operate the Orbiter via Greers Road and Waimairi Road is in alignment with the [Regional Public Transport Plan 2018-28](#), which states in Policy 1.1 that direct core services operate along strategic public transport corridors. The road hierarchy as set out by the Christchurch Transport Strategic Plan, classifies Greers Road as a collector road and Waimairi Road as a minor arterial road. Collector and arterial roads can be expected to be busy roads



and have bus services operating on them, which is why Environment Canterbury and Christchurch City Council try to use them for high frequency services such as the Orbiter.

- 5.4 Environment Canterbury and Christchurch City Council acknowledge that the new route is a lesser service to the University of Canterbury bus stops on Ilam Road, but continues to provide a good level of service to the Church Corner hub. The University of Canterbury bus stops on Ilam Road are still covered by a high frequency core bus service, the Purple line and the 100 bus line. The 120 and 130 bus lines also travel past the University of Canterbury campus, on Clyde Road and Crekye Road respectively.

Environment Canterbury and Christchurch City Council would like to investigate ways for the Orbiter to service both the main University of Canterbury campus and the Church Corner hub in the longer term. However, staff from both Councils acknowledge that there are no viable options that would allow for this in the immediate term, which is why the current interim bus stops on Greers Road and Waimairi Road need to be brought in line with technical best practice guidance. That means making the stops permanent.

- 5.5 Should the route of the Orbiter change in the future, it will simply be a matter of removing the bus stops installed on Greers Road and Waimairi Road. Designated bus stops do not make a bus route a permanent fixture, the bus stops follow the bus service wherever that route might be.

### **Background – Interim bus stops**

- 5.6 To ensure access is available to the new Orbiter route, which commenced on Monday 7 January 2019, a set of interim bus stops were installed on Greers Road near Westburn Terrace, Waimairi Road near Wentworth Street and Waimairi Road near Dovedale Avenue. These areas are shown in Figure 3. Interim bus stops are used when a ‘quick fix’ is needed.
- 5.7 The interim bus stops were installed in accordance with the provisions set out in Part 9 of the Council’s Traffic and Parking Bylaw 2017, which allows for temporary discontinuance of a parking place for the stopping or standing provisions for specified vehicles at that parking place. However, any sign or traffic control installed under this clause must be removed after a period of three months from installation unless the Council, by resolution, has approved continued use.
- 5.8 Compliance with Part 9 of the Council’s Traffic and Parking Bylaw 2017 means that the interim bus stops can be used until Sunday 7 April 2019, after which time the stops will either have to be removed, or by resolution the permanent bus stops are approved by the respective Community Boards. The existing interim bus stops have exceeded the compliance date, and could be removed on request. Staff have not removed the interim bus stops prior to this report being considered by both community boards, as this would cause significant issues by limiting the freedom of movement for those who travel by public transport.
- 5.9 It is very important for the community boards to be aware that should they proceed with the ‘Do nothing’ option or decide to leave the approval of the permanent bus stops to a later date, and given that the time allowance for the interim bus stops has already expired, the interim bus stops will be removed. This is an outcome that does not work for our communities and should be avoided, as it will result in very long sections of road where there are no bus stops for people to use the provided bus route. Should this happen, it will have a negative impact on social, community and accessibility needs, as it restricts the freedom of movement for people who have limited choices in how they access education, employment and social activities.

## Strategic Alignment

5.10 All recommendations in this report, except for “Option 3 – Do nothing” supports the [Council's Long Term Plan 2018-2028](#):

### 5.10.1 Activity: Public Transport Infrastructure

- Level of Service: 10.4.1.0 More people are choosing to travel by bus - +=0% (13,467,570 pax)

5.11 The Council’s [strategic framework](#) is a key consideration in guiding the recommendations in this report. The provision of bus stops allows our communities access to public transport which in turn allows the Council to achieve:

- Strong communities,
- Liveable city,
- Healthy environment, and
- Prosperous economy.

5.12 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved opportunities to access and use public transport.

5.13 All recommendations in this report, except for “Option 3 – Do nothing” align with the [Christchurch Suburban Parking Policy](#) (2019), which provides a framework to address parking related issues and the management of competing demands for public space within the cities suburban areas. As indicated in Table 1, policy one of the Suburban Parking Policy prioritises the provision of bus stops ahead of residential, short stay and commuter parking.

Priority	Commercial Areas	Residential Areas	Other Areas
1 <sup>st</sup>	Safety	Safety	Safety
2 <sup>nd</sup>	Movement and amenity	Movement and amenity	Movement and amenity
3 <sup>rd</sup>	Mobility parking	Mobility parking	Mobility parking
4 <sup>th</sup>	<b>Bus stops</b> cycle parks/bike corrals/shared parking (bike share or car share)/micromobility (e.g. scooters)	<b>Bus stops</b>	<b>Bus stops</b> /cycle parks/bike corrals/shared parking (bike share or car share)/micromobility (e.g. scooters)
5 <sup>th</sup>	Taxi ranks (special passenger vehicle stands)	Residents parking	Short stay parking
6 <sup>th</sup>	Loading zones	Cycle parks/bike corrals/shared parking (bike share or car share)/micromobility (e.g. scooters)	Residents parking
7 <sup>th</sup>	Short stay parking	Short stay parking	Commuter parking
8 <sup>th</sup>	Residents parking	Commuter parking	
9 <sup>th</sup>	Commuter parking		

Table 1: Policy 1, Suburban Parking Policy, prioritisation of road space

### **Decision Making Authority**

- 5.14 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.
- 5.15 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 5.15.1 The bus stops on Greers Road near Westburn Terrace, and Waimairi Road near Wentworth Street are located within the governance area of the Waimāero/Fendalton-Waimairi-Harewood Community Board.
- 5.15.2 The bus stops on Waimairi Road near Dovedale Avenue are located within the governance area of the Waipuna/Halswell-Hornby-Riccarton Community Board.
- 5.16 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

### **Assessment of Significance and Engagement**

- 5.17 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 5.18 The level of significance was determined by assessing the impact of the project against the criteria set out in the Significance and Engagement assessment, and assessment of the number of properties affected by the proposed options.
- 5.19 The community engagement and consultation outlined in this report reflect the assessment.

### **Context – Public Transport**

- 5.20 Due to the separation distances between existing bus stops, staff have identified three areas where a set of bus stops are needed, which are shown in Figure 3.

The areas of interest are:

- Greers Road near Westburn Terrace,
- Waimairi Road near Wentworth Street, and
- Waimairi Road near Dovedale Avenue.

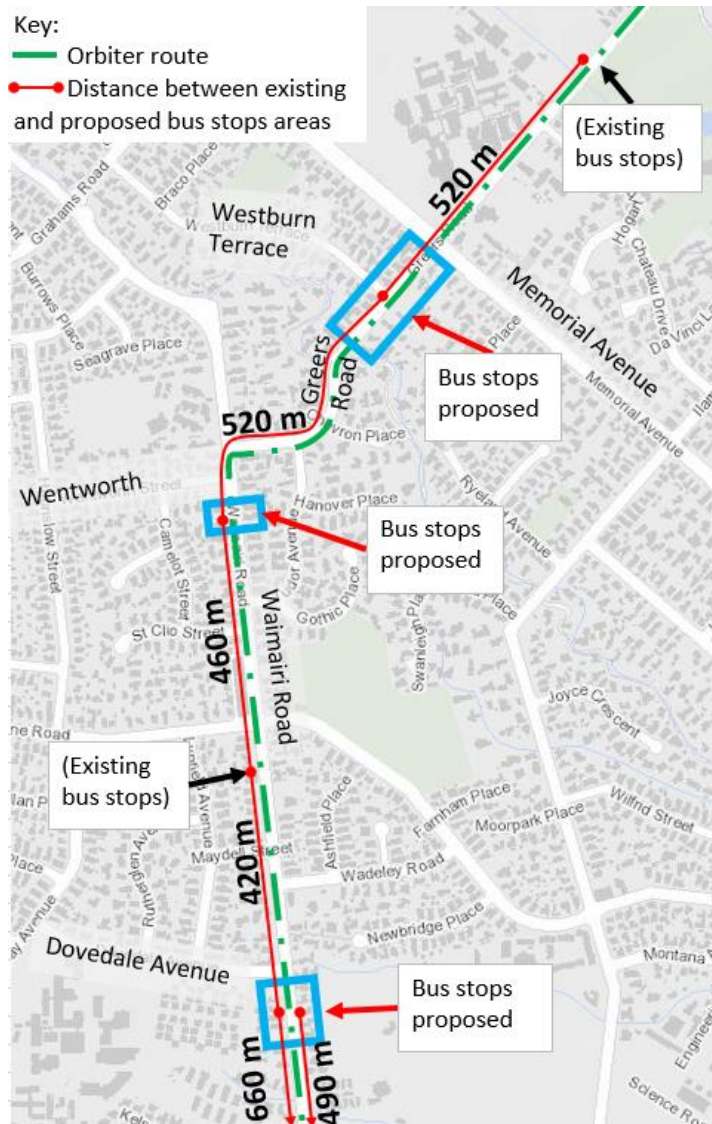


Figure 3: Areas of interest for proposed bus stops

- 5.21 The new bus stops provide access to the Orbiter bus line. The Orbiter is a core public transport route, providing access to a number of the city's suburban hubs, schools and the University of Canterbury. The Orbiter is a high frequency route, predominantly running every 10 minutes, Monday to Saturday. The service runs every 15 minutes during the off-peak hours of service, including Sundays.
- 5.22 Patronage numbers have been assessed from passenger boarding data associated with the interim bus stops. The patronage analysis covers the period from 4 March 2019 to 24 March 2019. It is noted that the interim bus stops have been in operation for a limited time, and the passenger boarding data may not yet be a true reflection of passenger demand, where the bus stop has had a longer period to become established with the surrounding community. The passenger boarding numbers for both bus stops are indicated in Table 2.

Interim bus stop locations	Daily weekday average passenger boardings		Daily weekend average passenger boardings	
	Clockwise	Anti-clockwise	Clockwise	Anti-clockwise
Greers Road near Westburn Terrace	18	28	4	22
Waimairi Road near Wentworth Street	11	17	9	13
Waimairi Road near Dovedale Avenue	123	49	20	22

Table 2: Passenger boarding numbers

- 5.23 The passenger boarding numbers for the bus stops located on Greers Road is indicating a strong suburban passenger demand to use the Orbiter.
- 5.24 The passenger boarding numbers at the bus stops on Waimairi Road near Wentworth Street indicates a moderate passenger demand. Whereas the passenger boarding numbers at the bus stops near Dovedale Avenue, indicates a high patronage during the weekdays and continued strong demand during the weekend. The high level of usage of the Waimairi Road stop is associated with student travel to and from the University of Canterbury.
- 5.25 Environment Canterbury has looked into how passenger numbers have changed in the area since the route change. Patronage numbers for weekdays in March 2019 suggest that patronage in the area has remained stable across 2017, 2018 and 2019 (once the data has been adjusted to remove specific events such as Easter in 2018 and 15 March in 2019). While the Orbiter patronage has declined around the University, all other routes serving the area have grown. It has also been noted that many passengers are continuing to use the Orbiter but are accessing it via bus stops on Waimairi Road and Riccarton Road instead.

### **Context – road network**

- 5.26 Greers Road, between Grahams Road and Waimairi Road is classified in the Christchurch Transport Strategic Plan as a collector road. Collector roads distribute and collect local traffic between neighbourhood areas and the arterial road network. Collector roads often are used as bus routes.
- 5.27 Waimairi Road, between Grahams Road and Peer Street is classified in the Christchurch Transport Strategic Plan as a minor arterial road. Minor arterial roads provide for access to key activity centres and connections to district arterials and state highways.
- 5.28 The average weekday, two-way traffic flow at the areas of interest are as following:
- Greers Road near Westburn Terrace, May 2016, was about 10,000 vehicles per day.
  - Waimairi Road near Wentworth Street, May 2015, was about 18,700 vehicles per day.
  - Waimairi Road near Dovedale Avenue, August 2016, was about 23,340 vehicles per day.
- 5.29 The average weekday, two-way traffic flow on Greers Road and Waimairi Road is similar to the traffic flow on other collector and minor arterial roads that are part of the Orbiter route.
- 5.30 On-site observations for Greers Road near Westburn Terrace, during the peak hour traffic periods indicate the following:
- 5.30.1 Queues on Greers Road south west of Memorial Avenue, can at times extend past the bend in the road in the direction of Waimairi Road. The queue lengths dissipated quickly

based on the green time provision at the Memorial Avenue intersection. This is in contrast to queue length that builds up on Greers Road north east of Memorial Avenue, which has a very slow dissipation, resulting in significant delays to the Orbiter service anti-clockwise.

5.30.2 Westburn Terrace is being used as a location for parents to park when driving children to and from the nearby schools, and results in increased turning movements at the intersection of Greers Road with Westburn Terrace during peak traffic periods.

- 5.31 Based on the on-site observations, staff recommend that the bus stop placement on Greers Road should be located to the south west of Westburn Terrace, which is consistent with locations of the interim bus stops and the preferred bus stop locations as per Option 1.

### **Bus stop location planning**

- 5.32 Bus stops provide key access connection points to allow personal mobility, by means of public transport. The importance of bus stops is reflected in the [Christchurch Suburban Parking Policy](#) (2019).
- 5.33 It can be a challenge in an urban-residential environment to achieve a balance in bus stop planning criteria, because of the need to work with the space available on-street, and to be considerate to those who live near the bus stop. However, the effects of bus stops in urban settings are generally not site-specific, they will have similar effects along the street irrespective of which property it is placed by.
- 5.34 There are multiple considerations in the location planning of bus stops, however the key topics to consider include:
- Catchment areas and proximity to surrounding services and amenities,
  - Works well for the wider road network, bus network and bus passengers,
  - Accessibility,
  - Capacity,
  - Impact on the surrounding environment, and
  - Information gathered from site visits and feedback from stakeholders.



## 6. Options Analysis

### Options Considered

6.1 The following options were considered and are assessed in this report:

- Option 1 – Install bus stops at preferred locations on Greers Road and Waimairi Road (preferred option)
- Option 2 – Install bus stops on Greers Road and Waimairi Road at alternative locations not included in Option 1
- Option 3 – Do nothing

6.2 A summary of the bus stop location options considered, including those that were not advanced to consultation, is included in Attachment H.

### Options Descriptions

6.3 **Preferred Option:** Option 1 – Install bus stops at preferred locations on Greers Road and Waimairi Road

6.3.1 **Option Description:** Install six bus stops in accordance with Attachments A, B and C. The location overview of the Option 1 bus stop locations is shown on Figure 4.

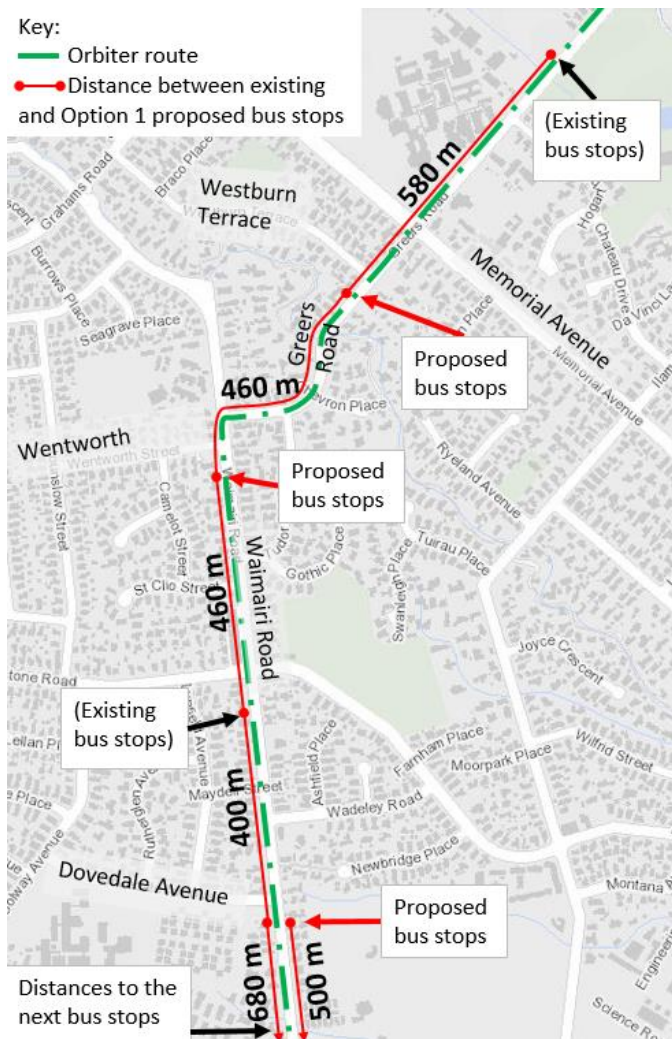


Figure 4: Overview of Option 1, preferred bus stop locations relative to the locations of existing bus stops



6.3.2 The bus stops in Option 1 are located beside 36 Greers Road, 69 Greers Road, 222 Waimairi Road, 239-241 Waimairi Road, 135-139 Waimairi Road and 128-130 Waimairi Road.

**6.3.3 Option Advantages**

- Good catchment potential for residents living along Greers Road and Waimairi Road, as well as the connecting streets, enabling better mode choice through shorter walking distances to access public transport.
- The proposed bus stops on Waimairi Road are located in close proximity to pedestrian crossing facilities.
- The bus stops proposed on Waimairi Road have no fixed obstacles located within close proximity of the kerb. Keeping the bus stop clear of obstacles near the kerb, means that buses can pull up close to the kerb, thereby reducing the step gap for customers. It also removes the potential for a bus to hit a fixed obstacle, such as a utility post, when manoeuvring into and out of the bus stop.
- All of the bus stops have an appropriate kerb height which makes for a more accessible step height between the platform and the bus.
- The majority of properties located beside the proposed bus stops have privacy screening, such as fences, hedges and garages.
- A bus passenger shelter is already located at the proposed bus stop beside 222 Waimairi Road, due to this location being a bus stop in the past. The majority of the remaining locations are suitable for a bus passenger shelter, should the Council wish to pursue this in the future. The proposed bus stops include a seat as minimum.

**6.3.4 Option Disadvantages**

- The bus stops proposed on Greers Road are located near trees growing within the Transport Zone, which have branches extending close to the bus stop. An assessment will be made about how far to trim the branches back to an appropriate distance and height.
- The proposed bus stops on Greers Road are not located in close proximity to a pedestrian crossing facility. This is the case irrespective of bus stop placement on Greers Road.
- There is limited privacy screening between the road and 139 Waimairi Road. This bus stop already has the patronage to warrant immediate investigation of a bus passenger shelter to be installed. The limited privacy screening could detract from the potential consultation process associated with a shelter installation. However, based on the parameters of the Local Government Act associated with the installation of bus passenger shelters, there is no legal reason why a shelter could not be installed at this location.
- Except for the proposed bus stop beside 36 Greers Road, all of the remaining proposed bus stops in Option 1 are located across a driveway. This is a temporary obstruction, lasting for a matter of seconds when the bus is stopped to allow passengers to board or alight the bus, which is why such configurations are common practice locally and nationally.

- Reallocates on-street parking presently available for residents, visitors and short stay parking, to those who travel by public transport.

6.4 Option Two - Install bus stops on Greers Road and Waimairi Road at alternative locations not included in Option 1

6.4.1 **Option Description:** The alternative bus stop locations are as follows:

- 71 Greers Road, in accordance with Attachment D for the part of Greers Road referred to as D1. For example, this location would be suited as an alternative for the bus stop beside 69 Greers Road in Option 1.
- 79 Greers Road, in accordance with Attachment D for the part of Greers Road referred to as D2. For example, this location could be suited as an alternative for the bus stop beside 69 Greers Road in Option 1.
- 52 Greers Road, in accordance with Attachment D for the part of Greers Road referred to as D3. For example, this location would be suited as an alternative for the bus stop beside 36 Greers Road in Option 1.
- 60 Greers Road, in accordance with Attachment D for the part of Greers Road referred to as D4. For example, this location would be suited as an alternative for the bus stop beside 36 Greers Road in Option 1.
- 68 Greers Road, in accordance with Attachment E for the part of Greers Road referred to as E1. For example, this location would be suited as an alternative for the bus stop beside 36 Greers Road in Option 1.
- Opposite 122 Waimairi Road, in accordance with Attachment F for the part of Waimairi Road referred to as F1. For example, this location would be suited as an alternative for the bus stop beside 135-139 Waimairi Road in Option 1.
- Opposite 122 Waimairi Road, in accordance with Attachment G for the part of Waimairi Road referred to as G1. For example, this location would be suited as an alternative for the bus stop beside 135-139 Waimairi Road in Option 1.
- 128 Waimairi Road, in accordance with Attachment G for the part of Waimairi Road referred to as G3. For example, this location would be suited as an alternative for the bus stop beside 128-130 Waimairi Road in Option 1.

6.4.2 **Option Advantages**

- The advantages to the alternative options will be similar to the advantages previously outlined in Option One.

6.4.3 **Option Disadvantages**

- The disadvantages to the alternative options will be similar to the advantage previously outlined in Option One, in addition to the following:
- Installation of a bus stop at 71 Greers Road would require a redundant driveway to be rebuilt as a standard footpath. This will ensure an appropriate step height between the bus stop platform and the bus, which is a measure of accessibility.
- At 79 Greers Road there is a utility post located in close proximity to the kerb. The location of the post, relative to the kerb, increases the risk of it being hit when a bus is manoeuvring into or out of the bus stop.

- The alternative bus stop locations beside 79, 60 and 68 Greers Road, puts the bus stops between the Westburn Terrace and Memorial Avenue. This section of road is more complex than the south west side of Westburn Terrace, due to the increased traffic activity during the school time peak traffic periods.
- The two alternative bus stop locations that are both located opposite 122 Waimairi Road, are located further away from the signalised pedestrian and cycle crossing near Dovedale Avenue. This is a heavily trafficked area and there is considerable customer demand to use these bus stops. Proximity to the pedestrian crossing is important, as it will assist in creating a safe environment for people to get to and from the bus stops safely. This is why the preferred bus stop in this area is beside 139 Waimairi Road.

6.5 Option Three: Do nothing

6.5.1 **Option Description:** Do nothing, interim bus stops are removed and no permanent bus stops are installed.

6.5.2 **Option Advantages**

- Does not reallocate on-street parking.

6.5.3 **Option Disadvantages**

- Should the Community Boards proceed with the ‘Do nothing’ option or decide to leave the approval of the permanent bus stops to a later date, and given that the time allowance for the interim bus stops has already expired, the interim bus stops will be removed. This is an outcome that does not work for our communities and should be avoided, as it will result in very long sections of road where there are no bus stop for people to use the provided bus route. Should this happen, it will have a negative impact on social, community and accessibility needs, as it restricts the freedom of movement for people who have limited choices in how they access education, employment and social activities.
- Restricts the increase in the number of trips made by public transport,
- Restricts mode choice for people who live along or near Greers Road and Waimairi Road.
- The potential negative impact it could have on the Council to carry out its role and functions.

**Analysis Criteria**

- 6.6 All new bus stops are planned in accordance with the Christchurch Bus Stop Guidelines (2009).
- 6.7 The bus stop planning criteria is outlined in Section 5. The criteria are used to assess all bus stop location options considered. A copy of the bus stop location assessment, including those that were not advanced to consultation, is provided in Attachment H.

**Options Considerations**

- 6.8 Options 1 to 2 are consistent with the Council’s approved Service Plan for Public Transport Infrastructure (2018-2028)
- 6.9 The “Do Nothing” option is inconsistent with the Council’s approved Service Plan for Public Transport Infrastructure (2018-2028):
- 6.9.1 Inconsistency – The “Do Nothing” option has the potential to not contribute to increase number of trips made by public transport.

6.9.2 Reason for inconsistency – No bus stops are provided, restricting access to public transport

6.10 Amendment necessary – Install bus stops as per Options 1 or 2 of this report.

## **7. Community Views and Preferences**

7.1 Affected property owners and residents were sent letters on 8 March 2019. The consultation catchment areas for the project are shown in Attachment I. Letters were dropped into letterboxes at properties located within the catchment area and letters were sent to property owners who do not live at the address.

7.2 During the consultation the Council received 27 submissions, the distribution of submissions received are indicated in Table 3:

Proposed bus stop locations	Number of submissions
Greers Road near Westburn Terrace	16
Waimairi Road near Wentworth Street	1
Waimairi Road near Dovedale Avenue	10
Total:	27

Table 3: Total number of submissions received (excludes stakeholder organisations)

7.3 Feedback was received from two stakeholder organisations, Environment Canterbury and Go Bus Transport, which have been assessed and included separately in sections 7.11 to 7.13.

7.4 As indicated in Table 3 and shown in Attachment I, the consultation has been separated into the three distinct areas. For this reason, the summary of submissions received have been separated into these areas.

### Summary of submissions: Greers Road near Westburn Terrace

7.5 Of those who responded to the proposed bus stops on Greers Road near Westburn Terrace, their bus stop location preference is indicated in Table 4.

Preferred bus stop locations			
Bus stop locations - clockwise		Bus stops locations – anti clockwise	
79 Greers Road	7	68 Greers Road	4
71 Greers Road	1	60 Greers Road	0
69 Greers Road	6	52 Greers Road	1
		36 Greers Road	7
No location preference indicated	2	No location preference indicated	4

Table 4: Consultation feedback, Greers Road near Westburn Terrace

7.6 The consultation feedback indicated preferred bus stop locations on Greers Road near Westburn Terrace beside 79 or 69 Greers Road and 36 Greers Road.

### Summary of submissions: Waimairi Road near Wentworth Street

7.7 One response was received from a resident and/or property owner for the proposed bus stops on Waimairi Road near Wentworth Street. The feedback received indicated support for the proposed bus stops.

Summary of submissions: Waimairi Road near Dovedale Avenue

- 7.8 Of those who responded to the proposed bus stops on Waimairi Road near Dovedale Avenue, their bus stop location preference is indicated in Table 5.

Preferred bus stop locations			
Bus stop locations - clockwise		Bus stops locations – anti clockwise	
135 - 139 Waimairi Road	4	128 - 130 Waimairi Road	5
131 Waimairi Road (opposite 122)	1	128 Waimairi Road	3
123 Waimairi Road (opposite 122)	3		
No location preference indicated	2	No location preference indicated	2

Table 5: Consultation feedback, Waimairi Road near Dovedale Avenue

- 7.9 The consultation feedback indicated preferred bus stop locations on Waimairi Road near Dovedale Avenue beside 135 - 139 Waimairi Road or 123 Waimairi Road and 128 - 130 Waimairi Road.
- 7.10 There were a number of key themes and issues raised by submitters that were similar. The key themes and issues, along with a staff response, are provided in Tables 6 and 7.

Common concerns raised	Staff response
Hazard due to other aspects of the road operation (e.g. heavily trafficked, queue lengths from busy intersections)	The traffic flow on Greers Road and Waimairi Road is similar to the traffic flow on other collector and minor arterial roads that are part of the Orbiter route elsewhere around the city. These are the kind of roads that it is anticipated high frequency bus services will operate on. Sections of both road have been part of the Orbiter route since it started in 1999.
Proximity to intersection makes it unsafe and causes visibility issues	The proximity to nearby intersections and pedestrian crossings for all bus stops proposed has been assessed as suitable.
Will cause traffic problems	The proposal is no different to any bus stop in the city. Public transport is a fundamental measure to support mode shift and reduce traffic related problems.
Bus stop located over a drive way	Buses are legally permitted to stop over driveways for the purpose of picking up and dropping off passengers at a bus stop.  Many bus stops in Christchurch and other bus stop locations around New Zealand are located across driveways. At these stops, buses will only be stopping long enough to pick-up and drop-off passengers.
Hazard to motorists pulling out of their driveway	When pulling in or out of driveway, drivers must give way to all traffic on the road, including buses.  Certain sight lines for movements to and from the driveway will be restricted while the bus is stopped. This is a temporary obstruction, lasting for a matter of seconds when the bus is stopped to allow passengers to

	board or alight the bus, which is why such configurations are common practice locally and nationally.
Littering	Rubbish bins are not typically included in the planning of bus stops. If littering at the bus stop was to become an issue in the future, and this is reported to the Council, staff can assess if the installation of a rubbish bin is warranted. Issues, such as litter in a public place, can be reported to the Christchurch City Council.
Hazard for pedestrians to cross the road	The proposed bus stops on Waimairi Road are located in close proximity to pedestrian crossing facilities. The proposed bus stops on Greers Road are not located in close to pedestrian crossing facilities. This is the case irrespective of bus stop placement on Greers Road.
Intrusion of privacy (noise and loitering)	<p>When planning bus stops staff are mindful of the impact they can have on residents. However, the impact of bus stops in urban settings are generally not site-specific, as they will have a similar impact along the street irrespective of placement beside one residential property or that of another.</p> <p>Where possible bus stops are placed beside properties that have fences, mature shrubs or other screens that mitigate the impact that the bus stop may have on the adjacent residents.</p> <p>A bus will only stop at the bus stop if the passenger demand exists. Irrespectively, bus stops are located within a public space, and are there to improve the transport choices for the community.</p>

Table 6: Key common concerns raised by submitters

Specific concerns raised	Staff response
Greers Road not suitable for a bus service, recommend to locate Grahams Road	Use of Grahams Road is less preferable than Greers Road, as it involves an indirect route for passengers travelling to key destinations, more turning movements and is longer than the current route. These issues would exacerbate the existing delays on the Orbiter service, resulting in longer travel times for anyone travelling on the Orbiter, making the service less attractive to use.
Do not agree with proposed bus stop locations, recommend bus stops to be located elsewhere	Based on technical best practice planning guidance and site visits, staff have consulted on the bus stop location options that will work best for public transport and the surrounding network.

	A number of alternative bus stop locations have been suggested via submissions, all of which do not meet the technical best practice planning guidance.
Why is the high frequency and service span even needed	<p>To provide people with the choice to an alternative mode of travel.</p> <p>Frequency is a fundamental principle of making public transport an attractive and competitive travel choice.</p> <p>The Orbiter carries more passengers than any other bus service in Christchurch. It shows the value of high frequency services that are available to people at the times they wish to travel.</p>
Loss of parking	The allocation of kerbside road space for bus stops is reflected in the priorities of the Council's Parking Policy (2019). In all areas, bus stops are prioritised above residential, short stay and commuter parking.
Buses are damaging the road surface	Issues, such as damage to road surfacing, can be reported to the Christchurch City Council.
Noise impact disruption under the Resource Management Act, and assessment of noise effects	<p>The noise standards in the Christchurch District Plan do not apply to noise that is generated by traffic within a transport zone, that is the legal road.</p> <p>Christchurch District Plan, general noise rules, exempt activities: <a href="#">6.1.4.2</a></p>
Buses need to change to electric	The <a href="#">Regional Public Transport Plan 2018 - 2028</a> , Policy 4.3 outlines the intent by Environment Canterbury to move to the use of zero emission vehicles, such as electric or alternative fuels and vehicle technologies to positively contribute to reducing public transport emissions levels over the next 10 years.

Table 7: Specific concerns raised by submitters

### Consultation feedback – Stakeholder Organisations

- 7.11 Christchurch City Council provides bus stops to support the Greater Christchurch public transport services provided by Environment Canterbury. Consequently, Environment Canterbury has also been consulted on for all bus stop options proposed.
- 7.12 Go Bus is the operator of the Orbiter. Go Bus drivers have to stop at the bus stops on request, and ensure where practicable, passengers can safely and accessibly get on and off the bus. For this reason, Go Bus have a strong interest in the bus stops that are provided, as the location and features of the bus stops address how easy or restrictive the bus stop is for their bus drivers to use.



- 7.13 Feedback received from Environment Canterbury and Go Bus outlined their bus stop location preferences as being:

Location	Environment Canterbury	Go Bus
Greers Road near Westburn Terrace	71 and 36 Greers Road	71 and 52 Greers Road
Waimairi Road near Wentworth Street	Support the plan	Support the plan
Waimairi Road near Dovedale Avenue	135 - 139 and 128 - 130 Waimairi Road	135 - 139 and 128 Waimairi Road

Table 8: Key stakeholder organisations, submission summary

## 8. Legal Implications

- 8.1 There is a legal context, issue or implication relevant to this decision.
- 8.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 5.11 to 5.14.
- 8.3 Community Board decisions must be consistent with Policies, Standards and resolutions adopted by the Council.

## 9. Risks

- 9.1 It is very important for the Community Boards to be aware that should they proceed with the 'Do nothing' option or decide to leave the approval of the permanent bus stops to a later date, and given that the time allowance for the interim bus stops has already expired, the interim bus stops will be removed. This is an outcome that does not work for our communities and should be avoided, as it will result in very long sections of road where there are no bus stop for people to use the provided bus route. Should this happen, it will have a negative impact on social, community and accessibility needs, as it restricts the freedom of movement for people who have limited choices in how they access education, employment and social activities.

## 10. Next Steps

- 10.1 Approval is required by the Waimāero/Fendalton-Waimairi-Harewood Community Board for the proposed bus stops on Greers Road near Westburn Terrace and Waimairi Road near Wentworth Street.
- 10.2 Approval is required by the Waipuna/Halswell-Hornby-Riccarton Community Board for the proposed bus stops on Waimairi Road near Dovedale Avenue.
- 10.3 If approved, the recommendations will be implemented approximately four weeks of the Community Board's approvals.

## 11. Options Matrix

Issue Specific Criteria				
Criteria		Option 1	Option 2	Option 3 - (Do Nothing)
Financial Implications	Cost to Implement	\$22,000 for the installation of traffic controls and seating, plus \$7,500 for planning, consultation and the preparation of this report	The calculation of cost to implement assumes the same number of bus stops as per Option 1, which would result in \$22,000 for the installation of traffic controls and seating, plus \$7,500 for planning, consultation and the preparation of this report	\$7,500 for planning, consultation and the preparation of this report.
	Maintenance/Ongoing	Transport and City Streets, Operations Expenditure budget, includes maintenance of bus stop infrastructure, as and when it is needed.		\$0
	Funding Source	Traffic Operations, Capital Expenditure budget for bus stop installations, plus existing staff budgets		Existing staff budgets
	Impact on Rates	No impact		
Environmental Impacts		Bus stops provide access to public transport. Public transport is part of a wider transport package to support mode shift to reduce greenhouse gas emissions, reduce traffic congestion and traffic crashes. This in turn helps the Council provide a healthy environment and a liveable city (Council's <a href="#">strategic framework</a> ).		Not providing access to public transport, does not support mode shift and the associated benefits to the environment.
Social & Community Impacts		This option will help to achieve the desired community outcome of a well-connected and accessible city through improved opportunities to access and use public transport.	Dependant on what bus stop(s) are approved, Option 2 would result in a social and community impact similar to that of Option 1.	Option 3 would have a negative impact on social and community impacts, as it restricts the freedom of movement for people who have limited choices in how they access education, employment and social activities.

Accessibility Impacts	Accessibility impacts of this option benefit from shorter walking distances, proximity to pedestrian crossing facilities, limited obstacles located beside the proposed bus stops. This in turn helps the Council provide for strong communities and a liveable city (Council's <a href="#">strategic framework</a> ).	Dependant on what bus stop(s) are approved, Option 2 would result in an accessibility impact similar to that of Option 1.	Option 3 would have a negative impact on accessibility, as it restricts the freedom of movement for people who have limited choices in how they access education, employment and social activities.
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Statutory Criteria			
Criteria	Option 1	Option 2	Option 3 - (Do Nothing)
Impact on Mana Whenua	No impact		
Alignment to Council Plans & Policies	This option is consistent with Council's Plans and Policies.	This option is consistent with Council's Plans and Policies.	This option is inconsistent with Council's Plans and Policies.

## Attachments

No.	Title	Page
A <a href="#">↓</a>	Option 1 - Proposed Bus Stops on Greers Road near Westburn Terrace - TG134201a	30
B <a href="#">↓</a>	Option 1 - Proposed Bus Stops on Waimairi Road near Wentworth Street - TG134201b	31
C <a href="#">↓</a>	Option 1 - Proposed Bus Stops on Waimairi Road near Dovedale Avenue - TG134201c	32
D <a href="#">↓</a>	Option 2 - Alternative Bus Stop Locations on Greers Road near Westburn Terrace - TG134201d	33
E <a href="#">↓</a>	Option 2 - Alternative Bus Stop Locations on Greers Road near Westburn Terrace - TG134201e	34
F <a href="#">↓</a>	Option 2 - Alternative Bus Stop Locations on Waimairi Road near Dovedale Avenue - TG134201f	35
G <a href="#">↓</a>	Option 2 - Alternative Bus Stop Locations on Waimairi Road near Dovedale Avenue - TG134201g	36
H <a href="#">↓</a>	Bus Stop Location Options Considered - Multi Criteria Analysis	37
I <a href="#">↓</a>	Consultation Catchment Areas - Greers Road and Waimairi Road	38
J <a href="#">↓</a>	Consultation Plans	39
K <a href="#">↓</a>	Consultation Feedback	42

## Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories

<b>Author</b>	Brenda O'Donoghue - Passenger Transport Engineer
<b>Approved By</b>	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport





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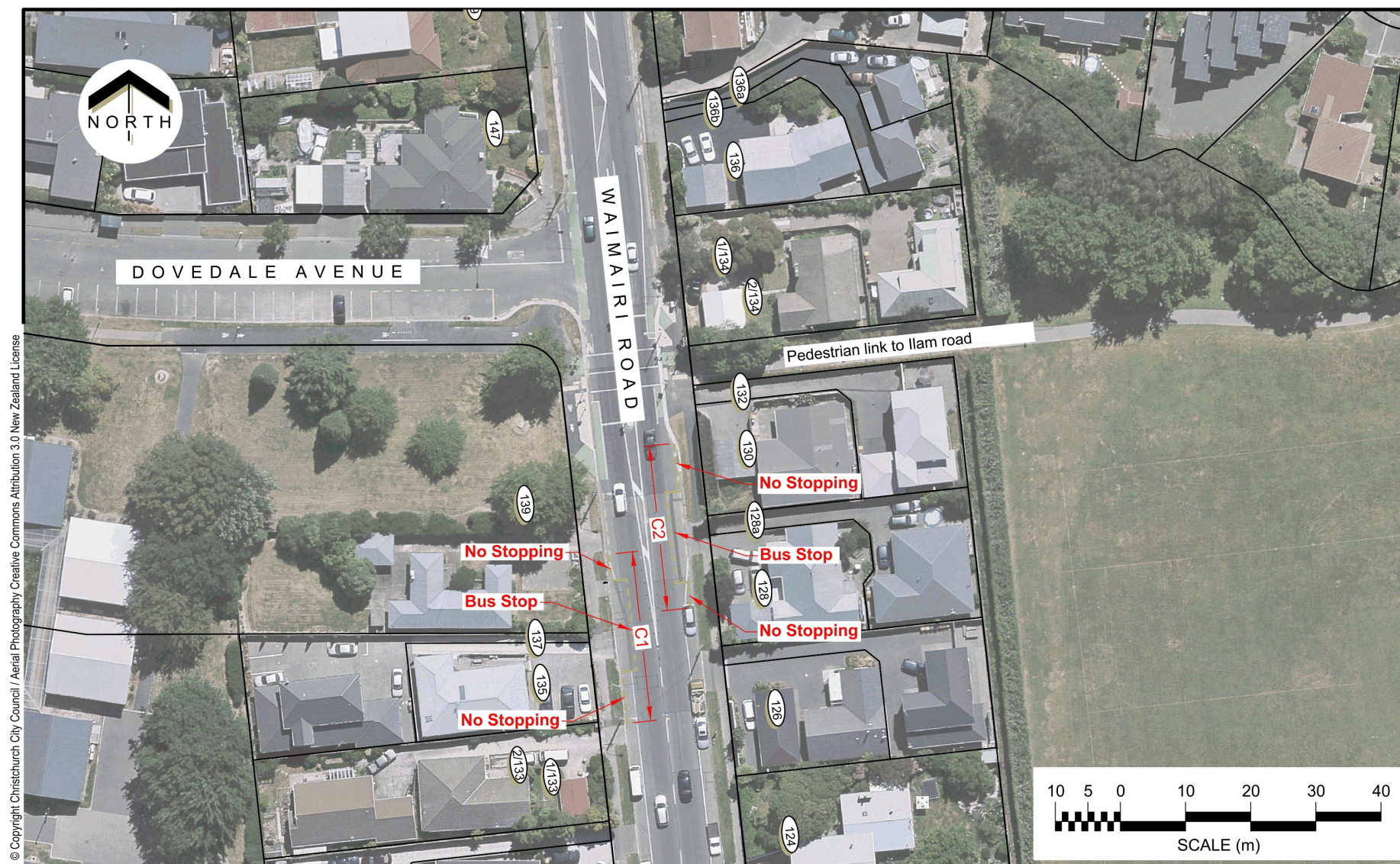
**Option 1 - Greers Road Proposed Bus Stops**  
Proposed bus stop locations near Westburn Terrace  
For Board Approval

Original Plan Size: A4  
ISSUE.1 03/04/2019  
TG134201a MJR







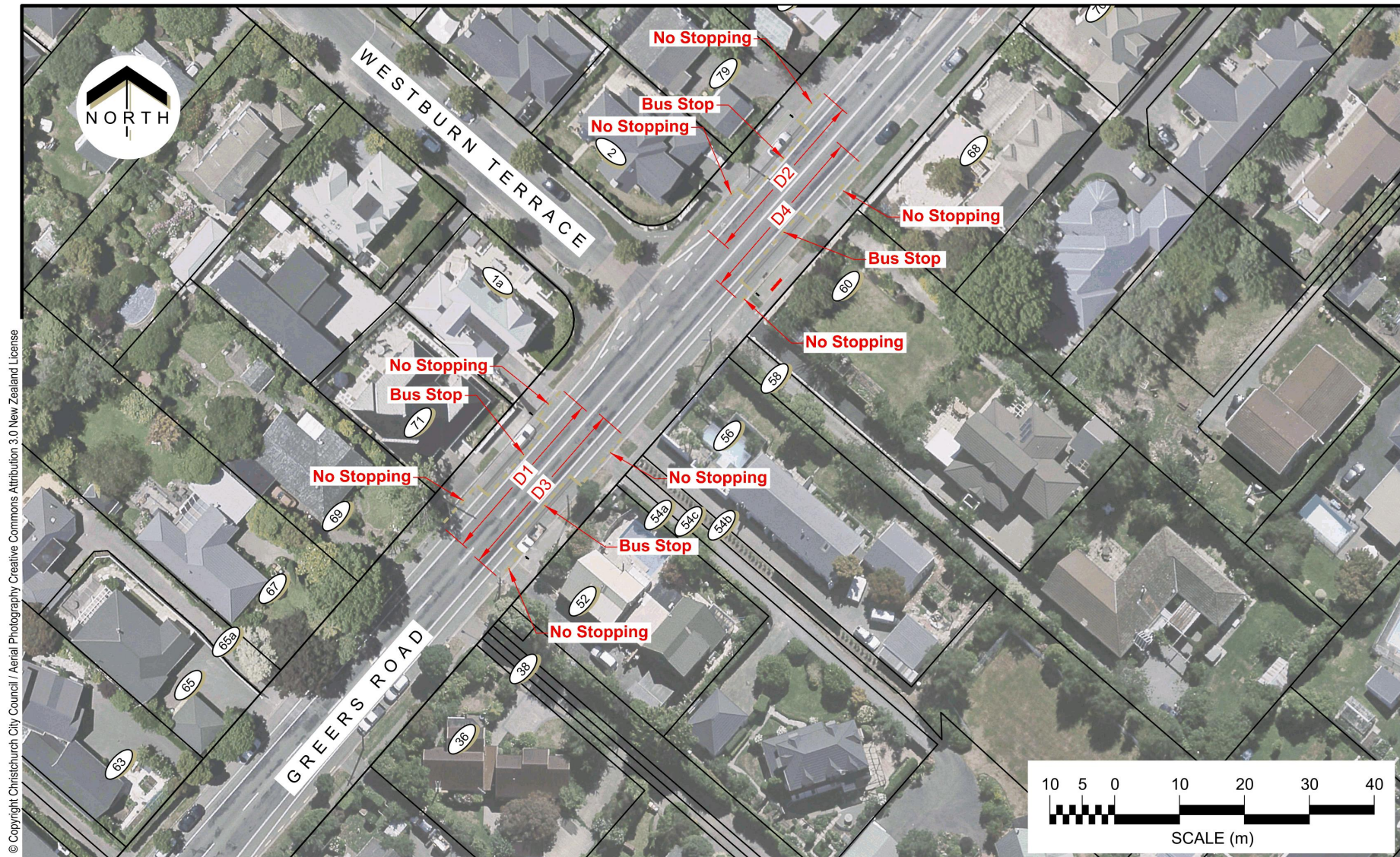


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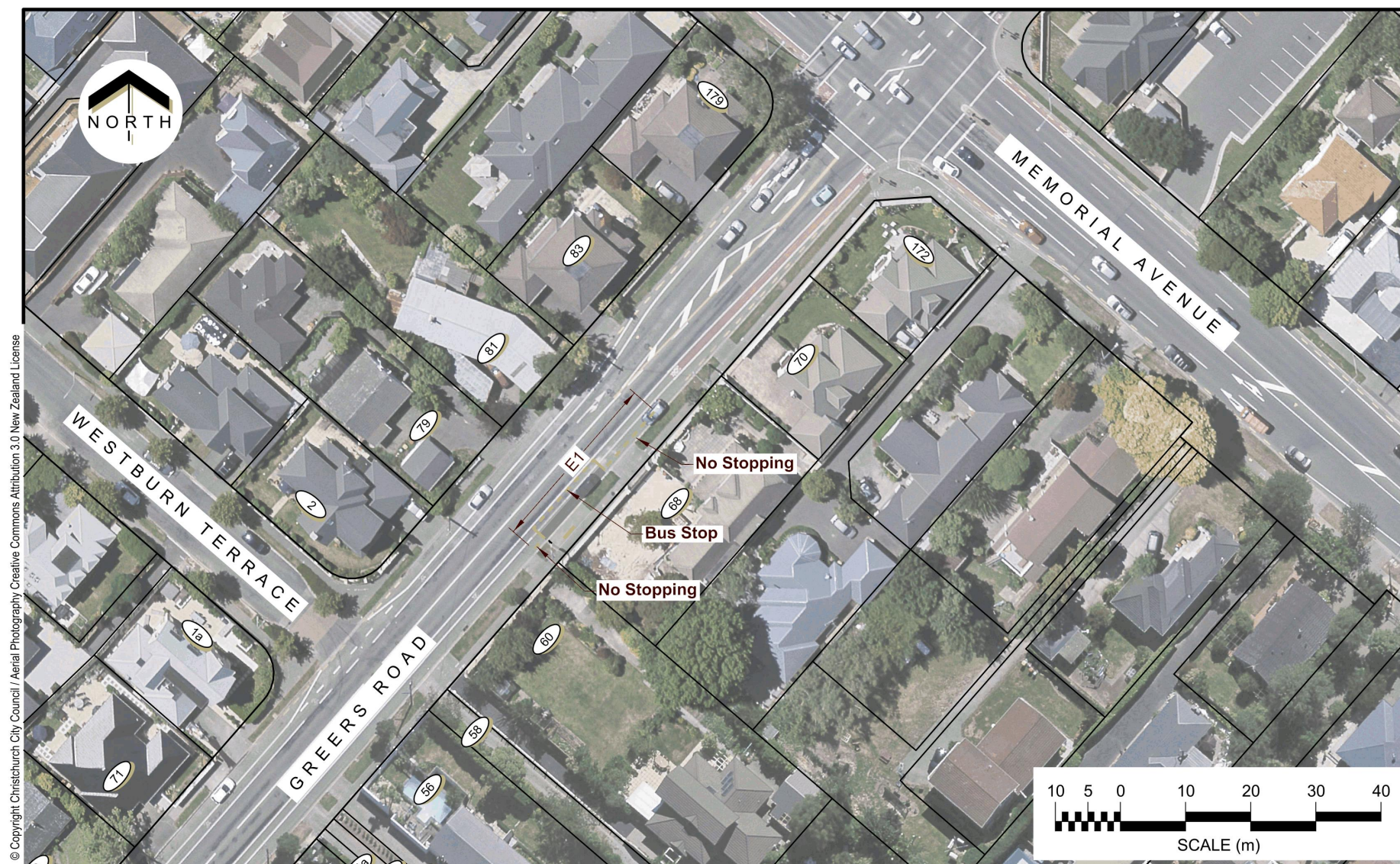
**Option 1 - Waimairi Road Proposed Bus Stops**  
Proposed bus stop locations near Dovedale Avenue  
For Board Approval

Original Plan Size: A4  
ISSUE.1 03/04/2019  
TG134201c MJR





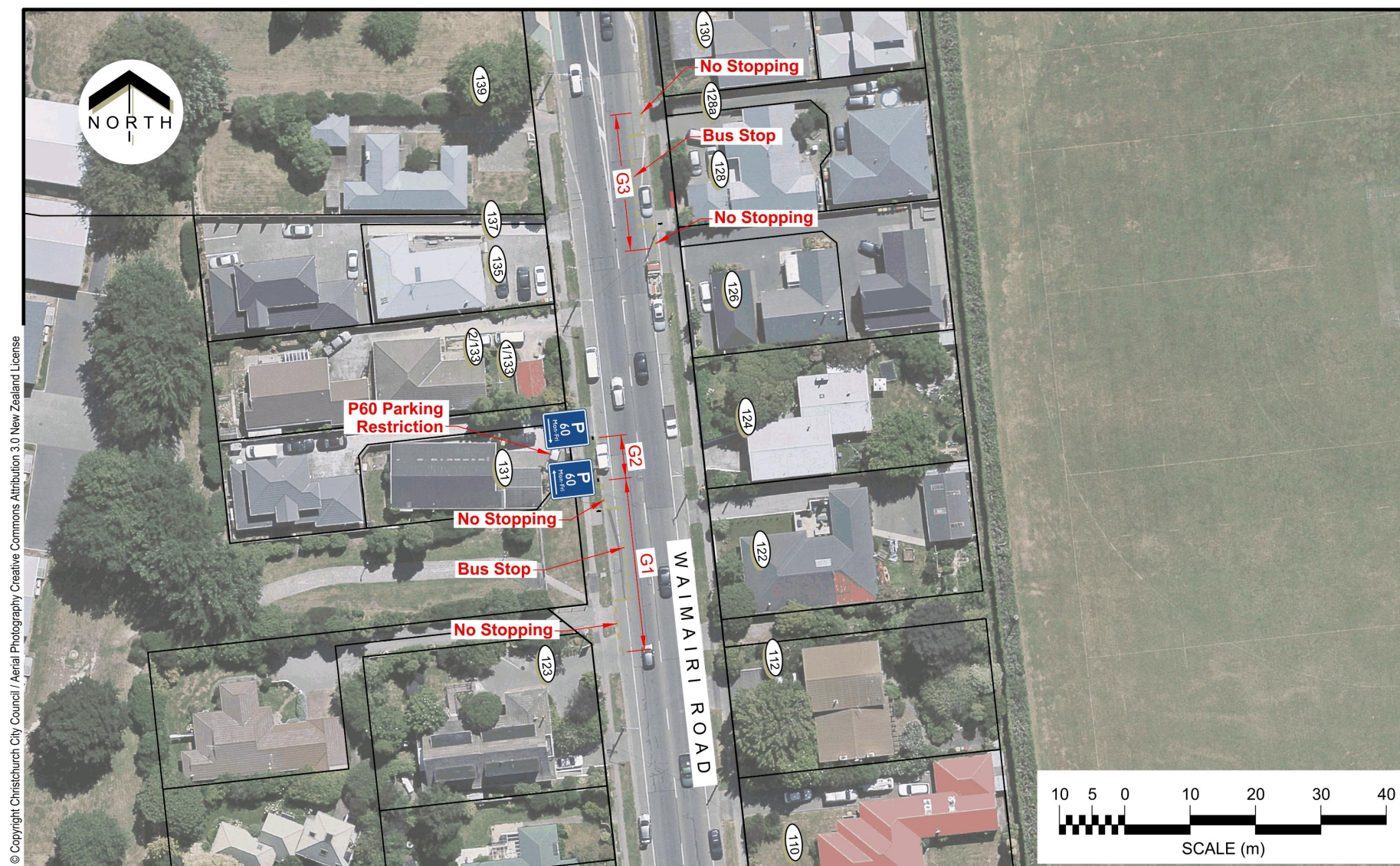












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Option 2 - Waimairi Road Proposed Bus Stops  
Proposed bus stop locations near Dovedale Avenue  
Plan for Consideration

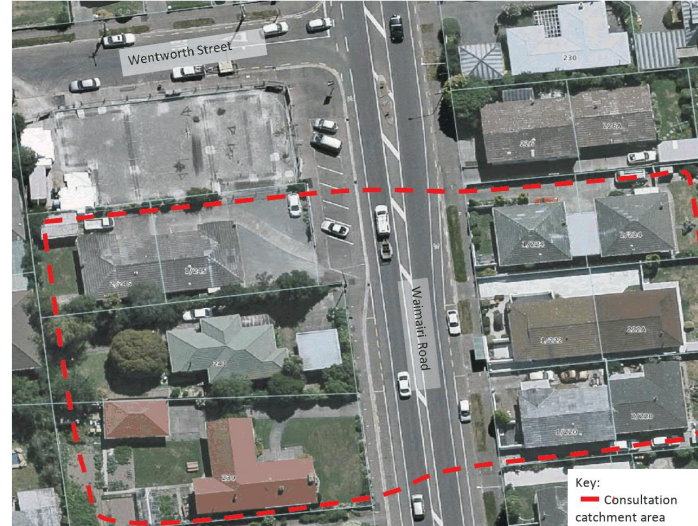
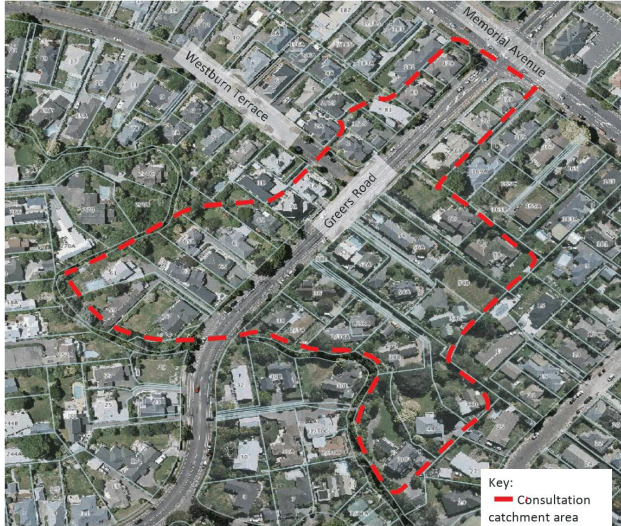
Original Plan Size: A4  
ISSUE.1 03/04/2019  
TG134201g MJR



Bus stop planning - multi criteria analysis

		Bus stop catchment						Bus stop operation					Surrounding Environment					
Ref	Address	Separation distances to the next or previous bus stop		Suitable for a shelter?	Pedestrian connectivity (proximity to nearby road and pedestrian laneways)	Is there a pedestrian crossing facility close by (less than 75 metres)?	Catchment and pedestrian connectivity rating (starts at 5 = best, 1 = poor)	Horizontal clearance: Obstacles located within 600mm of the kerb	Accessible step height (level of platform to level of bus floor)	Bus stop located across a driveway	Network Operation	Bus and Network Operation (1-5)	On-street parking reallocation	Privacy screening to the adjacent property	Proximity to street lighting (within the marked area of the bus stop?)	Surrounding environment operation rating (1-5)	Overall rating	Advance to consultation
(Greens Road near Westburn Terrace: clockwise)		Next bus stop: Tennis courts (Burnside High) by Greens Road	Previous bus stop: 241 Waimairi Road															
W.1	Greens Road by Burnside High (1)	320	740	Yes	Ok proximity to Westburn Terrace. Good proximity to Memorial Avenue	Yes	3	No, but an advance (school children warning sign would need to be relocated)	Yes	No	Located after the signalised intersection of Greens/Memorial. On site observations indicate the flush median is frequently being used by motorists, making this option unsafe and unrealistic	1	0 (currently no stopping with a cycle lane)	Good, large open area associated with Burnside School	Good (adjacent)	5	9	No
W.2	81 Greens Road	480	580	Yes	Good proximity to Westburn Terrace and Memorial Avenue	Yes	5	No, but an electronic advance school zone sign would be temporarily block when a bus is stopped. The sign would not be relocated as it is electronic and located beside and electricity post. Also there is a tree located in close proximity to the bus stop, which would require regular management so that it does not grow into clearance area.	Yes	Yes	During peak hours, a queue extends back from the Memorial Avenue intersection. This location could add delay to the orbiter. This location would also create a pinch point for cyclists when a bus is stopped, more so than 79 Greens Road, as the cycle lane tapers at this point to the kerb. Also when a bus is stopped, the school zone sign would be temporarily blocked	2	2	Good, a garage	Good (opposite)	3	10	No
W.3	79 Greens Road/2 Westburn Terrace	503	557	Yes	Good proximity to Westburn Terrace. Ok proximity to Memorial Avenue	No	4	Yes. A utility post would be located towards the rear of the bus stop.	Yes	yes	During peak hours, a queue extends back from the Memorial Avenue intersection. This location could add delay to the orbiter. This location would also create a pinch point for cyclists when a bus is stopped	3	1	Good, a garage	Good (opposite)	4	11	Yes
W.4	71 Greens Road	564	496	Yes	Good proximity to Westburn Terrace. Ok proximity to Memorial Avenue	No	4	No	No, a historic driveway has not been reinstated with a full height kerb	Yes	No, located at an appropriate distance back from Westburn Terrace	5	2	Good, a full height property boundary wall	Fair (opposite)	2	11	Yes
W.5	69 Greens Road	582	478	Yes	Good proximity to Westburn Terrace. Ok proximity to Memorial Avenue	No	4	No, but there is a tree located in close proximity to the bus stop, which would require regular management so that it does not grow into clearance area.	Yes	Yes	No, located at an appropriate distance back from Westburn Terrace	4	2	Good, mature shrubs	Good (opposite)	3	11	Yes
W.6	67 Greens Road	606	454	Yes	Good proximity to Westburn Terrace. Fair proximity to Memorial Avenue	No	3	Yes, there is a large tree, with branches extending well into the bus stopping area. The tree is also growing an angle that could further negatively impact passenger accessibility. This tree would need to be significantly trimmed back. There is also a utility post alongside the kerb	Yes	Yes	If branches are not trimmed back, it could impact network operation due to the location where a bus stops to avoid the conflict	2	2	Good, mature shrubs and trees	Fair (opposite)	2	7	No
W.7	65 Greens Road	628	432	Yes	Good proximity to Westburn Terrace. Poor proximity to Memorial Avenue	No	1	No	Yes	Yes	No	5	1	Good, mature shrubs and trees, a garage	Good (opposite)	4	10	No
W.8	63 Greens Road	647	413	Yes	Good proximity to Westburn Terrace. Poor proximity to Memorial Avenue	No	1	Yes. There is a tree and utility post located in the clearance area.	Yes	No	If branches are not trimmed back, it could impact network operation due to the location where a bus stops to avoid the conflict. As the bus stop is located to the bend, if it stops further towards the live lane due to the presence of tree branches this would be more of an issue	3	2	Good, a full height property boundary wall	Fair (opposite)	2	6	No
(Greens Road near Westburn Terrace: anti clockwise)		Next bus stop: 222 Waimairi Road	Previous bus stop: Jellie Park by Greens Road															
E.1	68 Greens Road	577	450	Yes	Good proximity to Westburn Terrace and Memorial Avenue	Yes	5	No	Yes	No	This location would create a pinch point for cyclists just downstream of the Memorial Avenue intersection. This could be an issue as motorists will be accelerating and may not expect a cyclist to enter the traffic lane at that point	2	2	Good, a full height property boundary wall	Good (adjacent and opposite)	5	12	No, this is due to the network operations issue
E.2	68 Greens Road	540	470	Yes	Good proximity to Westburn Terrace and Memorial Avenue	Yes	5	Yes (the school ends, which is attached to a utility post might be in the clearance area)	Yes	No	No	5	3	Good, a full height property boundary wall	Good (adjacent and opposite)	4	14	Yes
E.3	60 Greens Road	519	491	Yes	Good proximity to Westburn Terrace and Memorial Avenue	No	4	No, but an adjacent tree might need to be trimmed back occasionally	Yes	No	This location could be an issue at times when a bus is stopped and there are vehicles turning in or out of Westburn Terrace	4	4	Good, a full height property boundary wall and trees/shrubs	Fair (adjacent)	3	11	Yes
E.4	56 Greens Rpad	494	516	Yes	Good proximity to Westburn Terrace. Ok proximity to Memorial Avenue	No	3	No, but an adjacent tree might need to be trimmed back occasionally	Yes	No	This location could be an issue at times when a bus is stopped and there are vehicles turning in or out of Westburn Terrace. Drivers will have to be mindful of drivers approaching along Greens Road and drivers turning in or out of Westburn.	3	3	Good, a full height property boundary wall	Good (adjacent)	4	10	No
E.5	52 Greens Road	465	545		Good proximity to Westburn Terrace. Ok proximity to Memorial Avenue	No	2	No, but an adjacent tree might need to be trimmed back occasionally	Yes	No	No	5	3	Ok, there is a pedestrian gate along the otherwise full height property boundary wall	Fair (adjacent)	3	10	Yes
E.6	36 Greens Road	435	575	Yes	Good proximity to Westburn Terrace. Fair proximity to Memorial Avenue	No	3	No, but an adjacent tree might need to be trimmed back occasionally	Yes	No	This location is the closest the bus stop should be to the approaching bend	4	4	Good, mature shrubs and trees, and a full height property boundary wall	Fair (adjacent)	3	10	Yes
(Waimairi Road near Dovedale Avenue: clockwise)		Next bus stop: 191 Waimairi Road	Previous bus stop: 59 Waimairi Road															
W.1	149 Waimairi Road	310	538	Yes		Yes	4	Yes, a utility post with street lighting. This would result in the bus stopping slightly further away from the footpath	Yes	No	The location of the utility post would result in the bus stopping further away from the footpath, which could impact how vehicles move around it.	2	0 (currently no stopping)	Good, low height wall with mature shrubs growing behind it.	Good (adjacent)	5	11	No
W.2	135 Waimairi Road	400	685	Yes (but it will be made slightly more difficult due to limited privacy screening)		Yes	5	No	Yes	Yes	The location is prior to the cycleway kerb cut down, but would be located further outside the area which is already marked with no stopping.	4	2	Poor, low height fence	Ok	4	13	Yes
W.3	129A Waimairi Road	455	630	Yes	Good proximity to Dovedale Avenue. Good proximity to pedestrian linkage to Newbridge Place, UoC Dovedale and UoC main campus	No	4	No	Yes	No	Demand for parking is an issue here, ideally reallocation of the P60 spaces needs to be minimised	5	3	Good, open space leading to UoC campus	Ok	4	13	Yes
W.4	129A Waimairi Road	459	626	Yes		No	4	No	Yes	Yes	Demand for parking is an issue here, ideally reallocation of the P60 spaces needs to be minimised	4	2	Good, open space leading to UoC campus	Ok	4	12	Yes
(Waimairi Road near Dovedale Avenue: anti clockwise)		Next bus stop: opp. 52 Waimairi Road	Previous bus stop: 191 Waimairi Road															
E.1	138 Waimairi Road	605	255	Yes		Yes	3	No	Yes	No	Located before the signalised pedestrian/cycle crossing. This could add delay to the bus journey time and it is best practice to have the pedestrian crossing to the rear of the bus stop. It would also add complexity to the operation of the nearby bus stop on Dovedale Avenue	3	0 (currently no stopping)	Good, full height wall with mature shrubs	Ok (opposite)	5	11	No
E.2	128-130 Waimairi Road	510	350	Yes	Good proximity to Dovedale Avenue. Good proximity to pedestrian linkage to Newbridge Place, UoC Dovedale and UoC main campus	Yes	5	No	Yes	Yes	No	4	0 (currently no stopping/driveway)	Good, full height wall/fence, with mature shrubs and a garage	Ok (opposite)	5	14	Yes
E.3	128 Waimairi Road	500	360	Yes		Yes	5	No	Yes	A very tiny bit	No	5	1	Good, full height wall/fence, with mature shrubs and a garage	Ok (opposite)	4	14	Yes

Proposed bus stops on Greers Road and Waimairi Road: Consultation catchment areas















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Proposed Bus Stops on Greers Road and near Westburn Terrace

Consultation feedback

Submitter ID#	Submitters name	Bus stop locations - Greers Road near Westburn Terrace								Submitters comments	
		Clockwise				Anticlockwise					
		Location A	Location B	Location C	Not indicated	Location A	Location B	Location C	Location D		Not indicated
1	NC & TM Boustead			1					1	<p>Thank you for the opportunity for neighbours to respond to a public consultation about the potential Orbiter bus stop locations at the top of Greers Road.</p> <p>We would like to submit a preference for bus stops at Location C clockwise and Location D anticlockwise as these are a maximum distance from Memorial Ave/Greers Road controlled intersection. We offer two reasons linked to safety, traffic flow and impact on the surrounding environment.</p> <p>1 School Traffic Congestion</p> <p>Greers Road between Memorial Avenue and Westburn Terrace is subject to a lot of traffic movement from drivers dropping off, waiting for, and collecting children from nearby Burnside High School (&gt;2000 students) and Christ the King Primary School. This congestion is already so bad that parents frequently park vehicles across and inside private driveways, impede traffic flow and show little compression for traffic rules. Buses stopping in this portion of Greers Road will considerably increase congestion, impede traffic flow further and contribute to an additional safety hazard for children.</p> <p>2 Greers Road Traffic Turning Right into Westburn Tce</p> <p>South travelling traffic turning from Greers Road into Westburn Terrace have little choice but to stop in the middle of Greers Road until the way is clear to turn. We have witnessed an accident and numerous near misses as drivers, accelerating from Memorial Ave controlled intersection. Swerve into the cycle lane to narrowly avoid rear ending these stationary cars. Buses stopping at locations A &amp; B counterclockwise would aggravate an already dangerous intersection and significantly increase the risk of another accident.</p> <p>10 March 2019</p>	
2	Liz Collins	1				1				<p>I have just received some proposed changes that the council would like to make on our street, Greers rd, Burnside.</p> <p>I Thought I would email you directly as I would strongly like to oppose any bus stop being outside 36 greers rd. I already have difficulty when I pull out of what is a shared drive way with about 6 other properties.....It is very difficult as we go to turn out onto greers rd...to our left there is a sharp corner close by... this is already quite dangerous to get a clear view even when cars are parked outside. I believe a bus would really block a clear line of site, to ensure it is safe to pull out onto greers rd from 36 greers rd.</p> <p>Also I have had major problems with constant littering directly opposite our house where there is a current bus stop. I pick up rubbish weekly which is blatantly dropped as students usually wait for buses.</p> <p>I think bus stop A Clockwise would be the best position as it is closer to Memorial Ave, which is much safer for residents pulling in and out of driveways.</p> <p>I also think that Bus stop A or B Anti Clockwise would be the best location and again this is well away from 34,36,38, greers road who already having trouble seeing around the corner as we pull out of our driveways. So definitely NOT in favor of Proposed bus stop C and D. Would it not make more sense to have bus stops closer to Burnside high school end as from what I have observed its mainly students catching buses in this area?</p> <p>Also, once it has been decided where the bus stops go..would it be possible to consider putting council rubbish bins at each stop to prevent large amounts of littering around immediate bus stop areas??</p> <p>I think having bins there would help greatly. It seems to be particularly bad on greers road. Close to the high school.</p> <p>Look forward to hearing from you and getting any updates on where the placement of bus stops will be likely to be.</p>	
3	Ann & Lester Dickson			1					1	<p>Clockwise "A" and anticlockwise "A" or "B" are in the pickup/drop off area for 2 local schools.Clockwise "A" is not suitable because it would impede traffic turning from Westburn Terrace into Greers Rd, and also unsuitable as traffic backs up many times during the day due to traffic lights at Memorial Avenue.</p>	
4	Michael Liu				1					1	<p>I'm the householder of ■ Greers Road Burnside, I write this mail to you for the bus stops planning on my street.</p> <p>Sorry, I'm afraid that I can't agree with your proposal. I think the location of bus stop should be far away from the crossing (Memorial Ave and Greers Road), as you know, there are so many cars waiting for picking up students of Burside High School every morning and afternoon, if a bus stops near the crossing, it will definitely cause more traffic, so it will be a disaster to the local resident and waiting vehicles.</p> <p>I suggest to move the bus stop farer than current, at lease 500 m to the crossing, it's not a far way to walk there, and it can really reduce the traffic.</p>



Proposed Bus Stops on Greers Road and near Westburn Terrace

Consultation feedback

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		Clockwise				Anticlockwise					
		Location A	Location B	Location C	Not indicated	Location A	Location B	Location C	Location D		Not indicated
5	Robin and Anthony Taylor	1								1	<p>Re: Permanent siting of Greers Rd Orbiter Clockwise route bus stops</p> <p>As you will see by the above address, the Orbiter temporary stop on the clockwise route is on the boundary of 69 and 71 Greers Rd, directly outside our property. We feel that proposed Locations B and C (71 and 69 Greers Road) are not as favourable as Location A: 79 Greers Rd for a number of reasons.</p> <p>The first issue is the number of commuters gathering at the bus stop. What may not have been anticipated on this new route, is that numbers of Burnside High pupils gather to catch the bus here, before it reaches the school stop, so they can get a seat.</p> <p>Our residence is only 4.5 metres from the footpath boundary and our home is not designed to have a demarcation between footpath and driveway / entry path.</p> <p>This has meant that when groups of pupils are standing around, they often encroach on our property while they wait, as the footpath area is too narrow (as per photos below). As we have no solid boundary fence (and it would not be possible to erect one) this has become a convenient place to stand, shout, fight, swear, tear bits off the plants and drop rubbish in front of our front door area.</p> <p>As we are retired, we are home during the day and this has proven disruptive. The disruption is currently further exacerbated by the presence of the anti-clockwise stop immediately across the road.</p> <p>In reviewing your proposals for a permanent site, moving the stop to the boundary of 71 and 1A Westburn Tce would have the same outcomes as we currently experience because of the similar driveway arrangement and proximity to the current site.</p> <p>While we accept that this is the new Orbiter route, we consider that siting the stop outside Location A: 79 Greers Rd would be more appropriate.</p> <p>79 Greers Rd has a low wooden fence separating it from the road and a 3 metres setback to a double garage. The residence is approximately 18 metres from the footpath boundary. The rear property, (same shared driveway) is down a long drive so if pupils gather on the footpath they are less likely to cause disruption to the homeowners while waiting for the bus at that stop.</p> <p>In addition, Location A would ensure school students would not have to cross an uncontrolled intersection (Westburn Tce) to catch the bus. The Westburn Tce intersection is very busy – especially in inclement weather as this is where many cars park, waiting to pick up students after school due to limited parking elsewhere.</p> <p>In considering the Bus Stop Planning Factors, Location A provides the following:</p> <ul style="list-style-type: none"><li>• A similar catchment area for bus users to the current temporary stop.</li><li>• Pedestrian accessibility (as noted above)</li><li>• Sufficient space for the bus to stop safely and a better sight line for the bus driver and other traffic than the other locations, which are very close to Westburn Tce.</li><li>• Sufficient property privacy can be maintained in comparison to the other locations.</li></ul> <p>As a final note, we would point out that the space outside 71 immediately adjacent to 1A Westburn Tce is listed as a private driveway, although not currently in use.</p> <p>Would you please advise us of when the Community Boards joint meeting is to take place, so we can attend.</p> <p>Please contact us if you would like to discuss any of the above points further.</p>
6	Glenda Evans	1				1					<p>For 13 years we have used bus stops on Memorial Ave or up beside Burnside High. We don't see any reason to have bus stops on the proposed part of Greers Rd incorporating Location A, B or C.</p> <p>If one has to go in, then closer to the school would seem more practical as well as for those wanting a bus interchange.</p>
7	Alwyn Austin			1						1	<p>Thank you for the opportunity to express our opinions.</p> <p>1) This area congested at peak times with limited parking with Burnside High and Christ the King schools. It is a high traffic area corner trade vehicles and now buses.</p> <p>2) As suggested stops 68 and 79 Greers are close to the corner and Westburn Tce which is chosen would certainly affect traffic flows and more congestion.</p> <p>3) I have studied these proposed alternatives and propose anticlockwise 69 Greers Rd and Clockwise 36 Greers Rd. This positioning would place both central between Memorial Ave and Waimairi Rd.</p> <p>4) Again this would alleviate congestion as proposed changes to intersection lanes clockwise has 1 lane right turning and this only allows 1 or 2 at most turn in light sequence. Clockwise left hand straight share 1 lane.</p> <p>Thanks again.</p>
8	W & H Brownlee	1				1					<p>Bus stop should be further away from the bend of Greers Road road as possible.</p> <p>This corner is already dangerous when traffic is built up</p>
9	Murray McRae		1					1			<p>I think the ones that I have chosen are the existing bus stops</p> <p>They seem to work ok</p> <p>I can't see a compelling reason to change from the existing 'stops'</p> <p>Thanks for the opportunity to comment</p>

Proposed Bus Stops on Greers Road and near Westburn Terrace

Consultation feedback

Submitter ID#	Submitters name	Bus stop locations - Greers Road near Westburn Terrace										Submitters comments
		Clockwise				Anticlockwise						
		Location A	Location B	Location C	Not indicated	Location A	Location B	Location C	Location D	Not indicated		
10	G L Farrant	1							1		Further to our email 11/1/18 and subsequent reply, we now set out our thoughts on relocating the interim bus stops in Greers Road If possible, blocking of driveways best avoided, particularly for traffic turning into the drives The Westburn Terrace proximity needs careful thought to avoid extra congestion for turning traffic. We note that this is one of your prime considerations and needs attention As you will have observed, there is a bottleneck problem at school time with buses, cars and trucks and bicycles. The road is quite narrow to accommodate every thing, particularly with buses stopping. It would appear that there is ample clear space further along Greers Road (Location D) or even further along, or around the bend which could be used for both sides of the road. Buses are sometimes parked there awaiting their travel time If it can be avoided, placing stops on opposite sides of the road might be helpful Concerning the North Wst side of the road, somewhere between Westburn Terrace and Memorial Avenue might be worth considering. Your suggestion (Location A) or similar could be workable.	
11	Robin Cox			1					1		The bus stops should be as far from the intersection of Westburn Terrace as possible & preferably not across driveways. We comment as follows: 1. We believe this catchment area was already well serviced with bus stops close by on Waimairi Road and Memorial Avenue. If it had not been for the University road not being available, we suggest this routing would never have been considered. 2. We do not believe that adequate attention has been given to the congestion issues in the vicinity of all of the suggested options. With 3 schools in the proximity, together with the junction with Westburn Terrace there is significant conflict with vehicular traffic, cyclist and pedestrian movements. This is especially so around school starting and finishing times. This is a serious safety issue particularly as drivers are frequently distracted trying to find 'drop-off' areas. 3. We do not consider that any of the proposed options are satisfactory. 4. Notwithstanding that, should the decision be made to proceed with bus stops in this section (with which we fundamentally disagree for traffic safety reasons) we suggest that they be situated as far south from Memorial Avenue as possible, as at peak times the traffic backs up well south of the Westburn Terrace intersection. We attach two photos for you to consider. These were taken near the bus stop at 52 Greers Road, looking south. (See [REDACTED])	
12	Gilbert Sia			1					1		Please have the bus stop as far away from the intersection as possible! It is already very busy and unsafe as it is. The traffic lights need to be upgraded for those needing to turn right. A lot of cars going straight run the red light during busy hours	
13	Huili Chen			1					1		The traffic at the Memorial Ave / Greers Road intersection gets very congested as it is. It makes sense to have the bus stop as far away from the intersection as possible	

Proposed Bus Stops on Greers Road and near Westburn Terrace

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		Clockwise				Anticlockwise				
		Location A	Location B	Location C	Not indicated	Location A	Location B	Location C	Location D	
14	Gordon & Caroline Johnson	1							1	<p>Thank you for this opportunity to contribute feedback on the Bus stops on Greers Road near the junction of Westburn Terrace. The effect on us has been nothing short of dramatic, even though we are not against having a stop nearby- we are however overwhelmed by having two stops in close proximity to our home resulting in a level of noise and vibration that actually impedes conversation -not, we think a result anyone would have planned.</p> <p>We at [REDACTED] Greers Rd - along with [REDACTED] opposite - have the Bus stop directly outside each of our properties. Our two houses are also the two nearest the roadside boundary. Adjacent properties are all set further back. Therefore whenever a bus stops at either stop, our two houses are the ones that are most affected by the noise and vibration of buses stopping, idling and pulling away and this continues from around 6 am in the morning until 1am the following morning. Our [REDACTED] with double glazing is upstairs, roadside and directly above the bus stop. In neighbouring properties this is not the case. Our sleep is interrupted with only a 6Hr gap through the night, we are woken up by the buses.</p> <p>We are not talking about one bus every half an hour. The problem is the amount of buses using the clockwise and anti-clockwise route bus stops outside our house. What appears on the timetable as a 10 minute occurrence is often a lesser interval halved to 5min duration because of the clockwise and anti-clockwise routes of the service.</p> <p>If the stops that we propose, clockwise 79 Greers Rd and anti-clock wise 36 Greers Road are used at least the noise disruption is spread as far apart from each other and the house at 79 is set well back and has a garage in front of it. [REDACTED] Greers Rd is tenanted, has a solid brick wall and sleeping accommodation is to the rear.</p> <p>We mentioned in previous correspondence our concerns about safety and visibility of placing the bus stop outside 52 with regard to both entering and leaving Westburn Terrace. Further to this we especially advocate moving the stop outside 52 Greers Rd because in spite of edging our car out carefully from our driveway our visibility is greatly impeded by any obstacle directly to the right of our drive. With three schools in very close proximity, school rush hour is especially stressful trying to drive out safely and slowly across the busy foot path, then carefully pay attention to the cycle lane before trying to access the very busy road. Sometimes we simply end up blocking the busy footpath because we cannot see our way clear. For this same reason we ardently recommend that no further permanent structures be erected outside 52 as these would further ensure an accident will occur and the most likely victims will be pedestrians, scooters, these closely followed by bikes in the bike lane. We mention that visibility exiting Westburn Terrace in the lead up to our entrance can also be a nightmare when large vehicles are parked along the road and a clearway should be considered. There are times of the day when this whole proposed bus stop area is incredibly busy and careful consideration must be made for all users visibility and safety.</p> <p>Further comments relating to your bus stop planning notes.</p> <p>The present location of the clockwise bus stop goes against at least three of your bus stop planning codes. These are:</p> <ul style="list-style-type: none"><li>• The large power pole that is the bus stop outside 71 is very close to the road. The Bus stop sign and time table attached to it is a contradiction in itself. The post now looks like as staging post for Kiwiana with some black wire hanging from it that just looks a mess. Please see photos</li><li>• The second point is that the bus top outside 71 Greers Rd is a privacy issue for our property at [REDACTED] Greers Rd. It is not right for both the waiting passengers and us for it to be positioned directly looking down our driveway to the rear of our house and the front of [REDACTED]. It is also on a perfect viewing angle to look straight through our patterned gate to the living area at the front of our property. We feel permanently on view. Please see Photos</li><li>• When the bus stops at the 52 Greers Rd stop it blocks two driveways. Incidentally, the Anti clockwise bus stop outside No. 52 has had all the grass around worn away to soil, soon to be mud. Please see Photos</li></ul>
<p>Taking into account the type of noise pollution (It is the low frequency not the volume that makes us vibrate and distresses us) we recommend the Orbiter bus fleet be transformed to electric as soon as possible. I am sure we will not be the only ones to have had their life affected – no one should be living with this. It is essential the two bus stops be further apart.</p> <p>Is this frequency of service really necessary? Every 10 minutes seems excessive - what justifies this level of service? Potentially could this amount of service be restricted to peak times only?</p> <p>Surface damage to the new road surface at the intersection of Memorial and Greers Road is apparent. I suspect that the reason for the damage mainly on the clockwise route is due to the buses braking for the lights.</p> <p>With this amount of heavy traffic maybe a more robust surface is required. Please see photos</p>										

Proposed Bus Stops on Greers Road and near Westburn Terrace

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		Clockwise				Anticlockwise					
		Location A	Location B	Location C	Not indicated	Location A	Location B	Location C	Location D		Not indicated
15	Lucy Gould				1					1	<p>I have the following questions I would appreciate responses to;</p> <p>1. Please advise me on this email address when the submissions go online and when the decision meeting agenda and meeting details (including time and place) are available;</p> <p>2. Please confirm if affected residents are able to attend the decision meeting and if the report is issued to us in readiness for the meeting;</p> <p>3. Please outline the decision making process that the Community Board adopt for this decision;</p> <p>4. Please confirm what Db rating and range the bus acceleration and braking noises typically are as assessed by your traffic engineering advisors and what Assessment of Effects have been done and provide copy of same. I would like to see the traffic engineering reports which have lead to this suggested change to bus routes and stops.</p> <p>I have reviewed the letter and would like to provide the following feedback as requested;</p> <p>1. Greers Rd is already an extremely busy road with a lot of trucks and heavy vehicle traffic, and with the speed of traffic on this section of road we suggest it is clearly a safety issue to have the bus routed along this section of Greers Rd. We therefore strongly suggest the bus is instead re-routed along Grahams Rd which is better designed for additional traffic and would connect the relevant stop destinations;</p> <p>2. We are residents at ■ Greers Rd, immediately adjacent to the residence ■ Greers Rd where there has been an interim bus stop located since 7 January, related to the temporary Orbiter rerouting down Greers Rd between Waimari Road and Memorial Avenue. The interim stop location is unsafe and our access in and out of our driveway is frequently being blocked by the bus when it is stopped. If we had to get out of our driveway in an emergency this would create a health and safety issue. The location is not safe with traffic coming around the corner at speed from Waimari Rd, traffic turning in and out of Western Terrace, traffic backing up to Memorial avenue, road width unable to permit traffic to pass when buses are stopping and starting etc. Our visibility of the traffic when pulling in and out of our drive is affected. We narrowly avoided a number of accidents recently when we were pulling out and the bus was coming in to stop, and when pulling out we cannot see traffic coming from Memorial Ave and could not turn right at all, affecting our access. We have lodged a complaint about this previously to which no material or effective response was received;</p> <p>3. The interim bus stop we have recently had to endure has brought about the following issues from bus stop patrons: littering, they have been sitting on peoples letterbox structures, noisy and disruptive behaviour;</p> <p>4. Bus stops across driveways I think is utterly ridiculous and impractical for a number of reasons, some of which are mentioned above;</p> <p>5. The interim bus stop has services from 6am to 12 midnight which is again ridiculous and far too early and late. These hours are significantly outside the hours normally considered to be acceptable for noise disruption under the Resource Management Act. The noise and disruption of buses at these early and late times is significant. I imagine the number of passengers at these times are minimal therefore service at these time should be stopped. The earliest time should be no earlier than 8am and the latest no later than 8pm;</p> <p>6. If locations had to be considered then Clockwise bus stop location; Preferred to be position A or even further along outside 81 Greers Rd;</p> <p>7. Similarly Anti clockwise bus stop location; Preferred to be position D or even further along outside 34 Greers Rd</p> <p>8. It is important that the Anti and Clockwise stops are located as far away from each other as possible, to minimise the number of residents in one area that have to endure the bus stopping disruption of braking and acceleration noise. If the stops are opposite each other the poor residents nearby have to endure two sets of buses, almost constant traffic, stopping and starting going both ways which is totally unacceptable;</p> <p>9. The bus stops outside Burnside High School are acceptable and conducive to use in an area with few residents, and offers proximity for the school students who are the predominant users of the service in this area;</p> <p>10. We look forward to confirmation of when the interim bus stop at 52 Greers Rd, and the one opposite, will be removed, and the Orbiter route be changed to a safer more appropriate section of road elsewhere.</p> <p>I look forward to receiving your responses to my queries outlined above</p>



Proposed Bus Stops on Greers Road and near Westburn Terrace

Consultation feedback

Submitter ID#	Submitters name	Bus stop locations - Greers Road near Westburn Terrace									Submitters comments
		Clockwise				Anticlockwise					
		Location A	Location B	Location C	Not indicated	Location A	Location B	Location C	Location D	Not indicated	
16	Gary Willetts	1				1					There is a bus stop around the corner on Waimairi Rd and another one outside the High School with Shelters. Why hell do you need another on a stretch of road that is already congested?
17	Ben Barlow (Go Bus)		1					1			Go Bus Transport Feedback * Clockwise- Location B - 71 Greers Rd * Anti-Clockwish - Location C - 52 Greers Rd Our preferred options selected above have been based on ensuring that the below principles are adhered to as best as possible. We have also sought staff feedback to ensure that we are making sensible suggestions based on experience and our good understanding of the Orbiter service that we operate. 1. Safe entry and exit of vehicles into the stops 2. Allowing passengers to board and alight safely 3. Allow for the continuation of a reliable bus service in the area 4. Reduce the possibility of vehicle damage and conflict with shared driveways 5. Proximity to pedestrian facilities and intersections are safe and wont impact on the service, safety of passengers or fellow road users. Go Bus is fully supportive of all remedial work and new stops meeting the minimum specifications as outlined in the Christchurch Bus Stop Guidelines (2009).
18	Leila Torrington (Environment Canterbury)		1						1		Thank you for the opportunity to provide feedback on proposed bus stops on Greers Road and Waimariri Road for the Orbiter route. This submission is from the Public Transport team at Envrionment Canterbury Our preferred stop locations: • Greers Rd near Westburn Terrace. We support stop option B for the Orbiter travelling clockwise (eastbound). It could be difficult for buses to merge back into traffic using stop option A (eastbound), as vehicles have already given way for exiting Westburn Terrace traffic. Option B (eastbound) also provides customers clear sight-lines for approaching buses while waiting at the stop. We support option D (westbound) for the Orbiter travelling anti-clockwise. We do not recommend Options A and B (westbound) as the area closer to Westburn Terrace is commonly busy with school pick-up traffic. Stop D also provides customers clear sight-lines for approaching buses while waiting at the stop and there is more space between the bus and the driveway, enabling an easier lead-in and out for the bus. We appreciate Christchurch City Council planning these stops, which are vital for access to the high-frequency Orbiter route

Proposed bus stops on Waimairi Road near Wentworth Street

Consultation feedback

Submitter ID#	Submitters name	Bus stop locations - Waimairi Road near Wentworth Street				Submitters comments
		Clockwise		Anticlockwise		
		Yes - generally support the plan	No - generally do not support the plan	Yes - generally support the plan	No - generally do not support the plan	
1	Adele Stroud	1		1		
2	Ben Barlow (Go Bus)	1		1		<p>Thank you for the opportunity to submit on the proposed locations of the bus stops/ works that are now required due to recent changes with the Orbiter route. Based on the information provided and our understanding of the current situation we are supportive of the following:</p> <p>Waimairi Road near Wentworth St</p> <p>* Go Bus Transport is supportive of the proposed works</p> <p>Our preferred options selected above have been based on ensuring that the below principles are adhered to as best as possible. We have also sought staff feedback to ensure that we are making sensible suggestions based on experience and our good understanding of the Orbiter service that we operate.</p> <p>1. Safe entry and exit of vehicles into the stops</p> <p>2. Allowing passengers to board and alight safely</p> <p>3. Allow for the continuation of a reliable bus service in the area</p> <p>4. Reduce the possibility of vehicle damage and conflict with shared driveways</p> <p>5. Proximity to pedestrian facilities and intersections are safe and wont impact on the service, safety of passengers or fellow road users.</p> <p>Go Bus is fully supportive of all remedial work and new stops meeting the minimum specifications as outlined in the Christchurch Bus Stop Guidelines (2009).</p>
3	Leila Torrington (Environment Canterbury)	1		1		<p>Thank you for the opportunity to provide feedback on proposed bus stops on Greers Road and Waimairi Road for the Orbiter route. This submission is from the Public Transport team at Envrionment Canterbury</p> <p>Our preferred stop locations:</p> <ul style="list-style-type: none"><li>• Waimairi Rd near Wentworth St. We support formalising the stops in the existing (temporary) locations which have worked well for customer since January 2019. We note these locations were used for bus stops until 2014, and were designed for this purpose.</li></ul> <p>We appreciate Christchurch City Council planning these stops, which are vital for access to the high-frequency Orbiter route</p>

Proposed bus stops on Waimairi Road near Dovedale Avenue

Consultation feedback

Submitter ID#	Submitters name	Bus stop locations - Waimairi Road near Dovedale Avenue							Submitters comments
		Clockwise				Anticlockwise			
		Location A	Location B	Location C	Not indicated	Location A	Location B	Not indicated	
1	Samuel Tay			1			1		- I feel the location C is more convenient access to the surrounding residential area. - work well for the bus network and passengers
2	Rob Oudshoorn (University of Canterbury)	1				1			UC prefers option A in both directions as these are positioned close to the controlled pedestrian crossing and there for more likely to be used . This will reduce the adhoc uncontrolled Waimari road crossing currently experienced in this area .Once people use the pedestrian crossing they are also on a recognised UC safe route which provides users with a populated, well lit option with good hard surface . This will become increasingly important as we enter the darker winter months. With the relocation of the College of Education to the Ilam campus now completed for the start of this year the bulk of the student passenger load will now come from the main Ilam campus.For this reason we are still very keen to engage with all parties to return the Orbiter bus service to the Ilam road University bus hub so as to be able to offer the best public transport experience for UC'S staff and students.
3	Steven Marshal				1	1			Temporary use of driveway shouldn't be an issue and keeps a much needed on-street park.15
4	Tenants	1				1			
5	John Malcolm			1				1	We would appreciate two P60min car parks remaining available. (Ilam Dental Centre)
6	Girish Prayag	1				1			
7	Andrew & Gillian Southen	1				1			We have enjoyed having the Orbiter stopping close to our house. We see it as a benefit We agree with your first choice of bus stop - It makes sense to have a bus stop close to a designated walk/cycle way - Traffic only has to be aware of one area to be extra vigilant instead of 2 seperate areas close together - pedestrians will be more inclined to use the pedestrian crossing, rather than trying cross the road dodging traffic - bus stop A, being by Dovedale & the crossing is further away from residential property
8	Brenda Bradley		1				1		Having the bus stops located further away from the pedestrian link traffic lights makes visibility and safety better when coming out our drive way at 132 Waimairi Rd It is difficult to turn out of our drive way when the bus is stopped at Location A (Anti clockwise) I have noticed an increased amount of rubbish left on the ground and in neighbours gardens since the bus stop has been installed
9	Sam Brosnahan (UCSA)			1			1		For clockwise bustroute, location A is too close to the traffic lights, with the potential to cause congestion around peak hours, with consideration towards pedestrians and cyclists. Preference is Option C as it would retain one more carpark than B. For anticlockwise route, preferences is option B as it is the option furthestest away from the traffic lights, and therefore the option lease likley to interfere with congestion around the traffic lights.
10	Chris & Kate Jones				1			1	We live at [REDACTED] Waimairi Rd and the bus stop at the moment is right across our (shared) driveway. As there is plenty of space for the bus to park without restricting people's access we are at a loss as to how this could have even been contemplated. How this is affecting us now: we frequently have to wait for the bus to move so that we can get out of the driveway but, much more dangerously, if we wish to enter the driveway we are stuck in the middle of the road while impatient drivers try to make their way around us and the bus. Option C does not fit your own criteria of avoiding driveways! Option B is the obvious one
11	Ben Barlow (Go Bus)	1					1		Thank you for the opportunity to submit on the proposed locations of the bus stops/ works that are now required due to recent changes with the Orbiter route. Based on the information provided and our understanding of the current situation we are supportive of the following: Waimairi Road near Dovedale Avenue * Clockwise - Location A - near 139 Waimairi Rd * Anti-Clockwise - Location B - near 128 Waimairi Rd Our preferred options selected above have been based on ensuring that the below principles are adhered to as best as possible. We have also sought staff feedback to ensure that we are making sensible suggestions based on experience and our good understanding of the Orbiter service that we operate. 1. Safe entry and exit of vehicles into the stops 2. Allowing passengers to board and alight safely 3. Allow for the continuation of a reliable bus service in the area 4. Reduce the possibility of vehicle damage and conflict with shared driveways 5. Proximity to pedestrian facilities and intersections are safe and wont impact on the service, safety of passengers or fellow road users. Go Bus is fully supportive of all remedial work and new stops meeting the minimum specifications as outlined in the Christchurch Bus Stop Guidelines (2009).
12	Leila Torrington (Environment Canterbury)	1				1			Thank you for the opportunity to provide feedback on proposed bus stops on Greers Road and Waimairi Road for the Orbiter route. This submission is from the Public Transport team at Envrionment Canterbury Our preferred stop locations: • Waimairi Rd near Dovedale Avenue. We support stop option A in both directions. Waimairi Rd is a busy road so this location is the most suitable due to the proximity to the pedestrian link which connects Waimairi Rd to Ilam Rd and the University. We appreciate Christchurch City Council planning these stops, which are vital for access to the high-frequency Orbiter route