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

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

Membership

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

24 April 2019
Matthew Pratt
Manager Community Governance Halswell-Hornby-Riccarton
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matthew.pratt@ccc.govt.nz
www.ccc.govt.nz
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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.

<table>
<thead>
<tr>
<th>Whiria ngā whenu o ngā papa</th>
<th>Overarching Principle</th>
<th>Supporting Principles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Honoa ki te maurua tāukiuki</td>
<td>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.</td>
<td>Accountability</td>
</tr>
<tr>
<td>Bind together the strands of each mat</td>
<td></td>
<td>Affordability</td>
</tr>
<tr>
<td>And join together with the seams of respect and reciprocity.</td>
<td></td>
<td>Agility</td>
</tr>
<tr>
<td>The partnership with Papatipu Rūnanga reflects mutual understanding and respect, and a goal of improving the economic, cultural, environmental and social wellbeing for all.</td>
<td></td>
<td>Equity</td>
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<td></td>
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<td>Innovation</td>
</tr>
</tbody>
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**Community Outcomes**
What we want to achieve together as our city evolves

<table>
<thead>
<tr>
<th>Strong communities</th>
<th>Liveable city</th>
<th>Healthy environment</th>
<th>Prosperous economy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strong sense of community</td>
<td>Vibrant and thriving central city, suburban and rural centres</td>
<td>Healthy waterways</td>
<td>Great place for people, business and investment</td>
</tr>
<tr>
<td>Active participation in civic life</td>
<td>A well connected and accessible city</td>
<td>High quality drinking water</td>
<td>An inclusive, equitable economy with broad-based prosperity for all</td>
</tr>
<tr>
<td>Safe and healthy communities</td>
<td>Sufficient supply of, and access to, a range of housing</td>
<td>Unique landscapes and indigenous biodiversity are valued</td>
<td>A productive, adaptive and resilient economic base</td>
</tr>
<tr>
<td>Celebration of our identity through arts, culture, heritage and sport</td>
<td>21st century garden city we are proud to live in</td>
<td>Sustainable use of resources</td>
<td>Modern and robust city infrastructure and community facilities</td>
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<tr>
<td>Valuing the voices of children and young people</td>
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</tbody>
</table>

**Strategic Priorities**
Our focus for improvement over the next three years and beyond

<table>
<thead>
<tr>
<th>Enabling active citizenship and connected communities</th>
<th>Maximising opportunities to develop a vibrant, prosperous and sustainable 21st century city</th>
</tr>
</thead>
<tbody>
<tr>
<td>Climate change leadership</td>
<td>Informed and proactive approaches to natural hazard risks</td>
</tr>
<tr>
<td>Increasing active, public and shared transport opportunities and use</td>
<td>Safe and sustainable water supply and improved waterways</td>
</tr>
</tbody>
</table>
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Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board 30 April 2019

Part A  Matters Requiring a Council Decision
Part B  Reports for Information
Part C  Decisions Under Delegation

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STAFF REPORTS
C  5.  Greers Road and Waimairi Road - Access to Public Transport - Provision of Bus Stops............................................................................................................. 5
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.
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
Item 5

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 shelter.
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.

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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.

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

<table>
<thead>
<tr>
<th>Interim bus stop locations</th>
<th>Daily weekday average passenger boardings</th>
<th>Daily weekend average passenger boardings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Clockwise</td>
<td>Anti-clockwise</td>
</tr>
<tr>
<td>Greers Road near Westburn Terrace</td>
<td>18</td>
<td>28</td>
</tr>
<tr>
<td>Waimairi Road near Wentworth Street</td>
<td>11</td>
<td>17</td>
</tr>
<tr>
<td>Waimairi Road near Dovedale Avenue</td>
<td>123</td>
<td>49</td>
</tr>
</tbody>
</table>

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](image-url)
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:

<table>
<thead>
<tr>
<th>Proposed bus stop locations</th>
<th>Number of submissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greers Road near Westburn Terrace</td>
<td>16</td>
</tr>
<tr>
<td>Waimairi Road near Wentworth Street</td>
<td>1</td>
</tr>
<tr>
<td>Waimairi Road near Dovedale Avenue</td>
<td>10</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>27</strong></td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Preferred bus stop locations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus stop locations - clockwise</strong></td>
</tr>
<tr>
<td>79 Greers Road</td>
</tr>
<tr>
<td>71 Greers Road</td>
</tr>
<tr>
<td>69 Greers Road</td>
</tr>
<tr>
<td><strong>Bus stop locations – anti clockwise</strong></td>
</tr>
<tr>
<td>68 Greers Road</td>
</tr>
<tr>
<td>60 Greers Road</td>
</tr>
<tr>
<td>52 Greers Road</td>
</tr>
<tr>
<td>36 Greers Road</td>
</tr>
<tr>
<td><strong>No location preference indicated</strong></td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Preferred bus stop locations</th>
<th>Bus stop locations - clockwise</th>
<th>Bus stops locations – anti clockwise</th>
</tr>
</thead>
<tbody>
<tr>
<td>135 - 139 Waimairi Road</td>
<td>4</td>
<td>128 - 130 Waimairi Road</td>
</tr>
<tr>
<td>131 Waimairi Road (opposite 122)</td>
<td>1</td>
<td>128 Waimairi Road</td>
</tr>
<tr>
<td>123 Waimairi Road (opposite 122)</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>No location preference indicated</td>
<td>2</td>
<td>No location preference indicated</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Common concerns raised</th>
<th>Staff response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hazard due to other aspects of the road operation (e.g. heavily trafficked, queue lengths from busy intersections)</td>
<td>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.</td>
</tr>
<tr>
<td>Proximity to intersection makes it unsafe and causes visibility issues</td>
<td>The proximity to nearby intersections and pedestrian crossings for all bus stops proposed has been assessed as suitable.</td>
</tr>
<tr>
<td>Will cause traffic problems</td>
<td>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.</td>
</tr>
<tr>
<td>Bus stop located over a driveway</td>
<td>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.</td>
</tr>
<tr>
<td>Hazard to motorists pulling out of their driveway</td>
<td>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...</td>
</tr>
<tr>
<td>Specific concerns raised</td>
<td>Staff response</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Greers Road not suitable for a bus service, recommend to locate Grahams Road</td>
<td>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.</td>
</tr>
<tr>
<td>Do not agree with proposed bus stop locations, recommend bus stops to be located elsewhere</td>
<td>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.</td>
</tr>
</tbody>
</table>
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 | To provide people with the choice to an alternative mode of travel. Frequency is a fundamental principle of making public transport an attractive and competitive travel choice. The Orbiter carries more passengers than any other bus service in Christchurch. Its shows the value of high frequency services that are available to people at the times they wish to travel. |
| 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 | The noise standards in in the Christchurch District Plan do not apply to noise that is generated by traffic within a transport zone, that is the legal road. Christchurch District Plan, general noise rules, exempt activities: 6.1.4.2 |
| Buses need to change to electric | The Regional Public Transport Plan 2018 - 2028, 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:

<table>
<thead>
<tr>
<th>Location</th>
<th>Environment Canterbury</th>
<th>Go Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greers Road near Westburn Terrace</td>
<td>71 and 36 Greers Road</td>
<td>71 and 52 Greers Road</td>
</tr>
<tr>
<td>Waimairi Road near Wentworth Street</td>
<td>Support the plan</td>
<td>Support the plan</td>
</tr>
<tr>
<td>Waimairi Road near Dovedale Avenue</td>
<td>135 - 139 and 128 - 130 Waimairi Road</td>
<td>135 - 139 and 128 Waimairi Road</td>
</tr>
</tbody>
</table>

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.
### Item 5

#### 11. Options Matrix

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3 - (Do Nothing)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Financial Implications</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cost to Implement</strong></td>
<td>$22,000 for the installation of traffic controls and seating, plus $7,500 for planning, consultation and the preparation of this report</td>
<td>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</td>
<td>$7,500 for planning, consultation and the preparation of this report.</td>
</tr>
<tr>
<td><strong>Maintenance/Ongoing</strong></td>
<td>Transport and City Streets, Operations Expenditure budget, includes maintenance of bus stop infrastructure, as and when it is needed.</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td><strong>Funding Source</strong></td>
<td>Traffic Operations, Capital Expenditure budget for bus stop installations, plus existing staff budgets</td>
<td>Existing staff budgets</td>
<td></td>
</tr>
<tr>
<td><strong>Impact on Rates</strong></td>
<td>No impact</td>
<td>No impact</td>
<td></td>
</tr>
<tr>
<td><strong>Environmental Impacts</strong></td>
<td>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 in turns helps the Council provide a healthy environment and a liveable city (Council’s strategic framework).</td>
<td>Not providing access to public transport, does not support mode shift and the associated benefits to the environment.</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Social &amp; Community Impacts</strong></td>
<td>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.</td>
<td>Dependant on what bus stop(s) are approved, Option 2 would result in a social and community impact similar to that of Option 1.</td>
<td></td>
</tr>
</tbody>
</table>
### 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 [strategic framework](#)).

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.

### Statutory Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3 - (Do Nothing)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact on Mana Whenua</td>
<td>No impact</td>
<td></td>
<td>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.</td>
</tr>
<tr>
<td>Alignment to Council Plans &amp; Policies</td>
<td>This option is consistent with Council’s Plans and Policies.</td>
<td>This option is consistent with Council’s Plans and Policies.</td>
<td>This option is inconsistent with Council’s Plans and Policies.</td>
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Attachments

<table>
<thead>
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<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
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<td>A</td>
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</tr>
<tr>
<td>B</td>
<td>Option 1 - Proposed Bus Stops on Waimairi Road near Wentworth Street - TG134201b</td>
<td>31</td>
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<tr>
<td>C</td>
<td>Option 1 - Proposed Bus Stops on Waimairi Road near Dovedale Avenue - TG134201c</td>
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</tr>
<tr>
<td>D</td>
<td>Option 2 - Alternative Bus Stop Locations on Greers Road near Westburn Terrace - TG134201d</td>
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</tr>
<tr>
<td>E</td>
<td>Option 2 - Alternative Bus Stop Locations on Greers Road near Westburn Terrace - TG134201e</td>
<td>34</td>
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<td>F</td>
<td>Option 2 - Alternative Bus Stop Locations on Waimairi Road near Dovedale Avenue - TG134201f</td>
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<td>G</td>
<td>Option 2 - Alternative Bus Stop Locations on Waimairi Road near Dovedale Avenue - TG134201g</td>
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<td>H</td>
<td>Bus Stop Location Options Considered - Multi Criteria Analysis</td>
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<td>K</td>
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<td>42</td>
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</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Author</th>
<th>Brenda O'Donoghue - Passenger Transport Engineer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved By</td>
<td>Ryan Rolston - Team Leader Traffic Operations</td>
</tr>
<tr>
<td></td>
<td>Steffan Thomas - Manager Operations (Transport)</td>
</tr>
<tr>
<td></td>
<td>Richard Osborne - Head of Transport</td>
</tr>
</tbody>
</table>
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
Option 1 - Waimairi Road Proposed Bus Stops
Proposed bus stop locations near Wentworth Street For Board Approval

Original Plan Size: A4
ISSUE.1 03/04/2019
TG134201b MJR
Option 1 - Waimairi Road Proposed Bus Stops

Proposed bus stop locations near Dovedale Avenue
For Board Approval
Option 2 - Greers Road Proposed Bus Stops
Proposed bus stop locations near Westburn Terrace
For Board Consideration

Original Plan Size: A4
ISSUE.1 03/04/2019
TG134201d MJR
Option 2 - Greers Road Proposed Bus Stops
Proposed bus stop locations near Westburn Terrace
For Board Consideration
Option 2 - Waimairi Road Proposed Bus Stops
Proposed bus stop locations near Dovedale Avenue
For Board Consideration
Option 2 - Waimairi Road Proposed Bus Stops
Proposed bus stop locations near Dovedale Avenue
Plan for Consideration
## Bus stop planning - multi criteria analysis

<table>
<thead>
<tr>
<th>Location</th>
<th>Bus stop condition</th>
<th>Attachment H</th>
<th>Item 5</th>
<th>Relevance</th>
<th>Item No.: 5</th>
<th>Attachment H</th>
<th>Item 5</th>
<th>Relevance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waimāero/Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board</td>
<td>30 April 2019</td>
<td>Attachment H</td>
<td>Item 5</td>
<td>Relevance</td>
<td>Item No.: 5</td>
<td>Attachment H</td>
<td>Item 5</td>
<td>Relevance</td>
</tr>
</tbody>
</table>
Proposed bus stops on Greers Road and Waimairi Road: Consultation catchment areas
Item No.: 5

Waimairi Road Proposed Bus Stops
Proposed bus stop locations near Wentworth Street
Consultation Plan

Original Plan Size: A4
ISSUE.1 14/02/2019
TG134201 MJR
### Proposed Bus Stops on Greers Road and near Westburn Terrace

#### Submitters' Name and Comments

<table>
<thead>
<tr>
<th>Submitter</th>
<th>Location</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Location A</td>
<td>Thank you for the opportunity for neighbours to respond to a public consultation about the potential Octolite bus stop locations at the top of Greers Road. 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.</td>
</tr>
<tr>
<td>2</td>
<td>Location A</td>
<td>I have just received some proposed changes that the council would like to make on our street, Greers Rd, Burwood.</td>
</tr>
<tr>
<td>3</td>
<td>Location A</td>
<td>Clockwise “A” and anticlockwise “A” on the pick-up/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.</td>
</tr>
<tr>
<td>4</td>
<td>Location A</td>
<td>I'm the householder of Greers Road Burmide, I write this mail to you for the bus stops planning on my street. 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 Burmide 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. I suggest to move the bus stop later than current, at least 500 m to the crossing, it's not a far way to walk there, and it can really reduce the traffic.</td>
</tr>
</tbody>
</table>

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**Item No.: 5**
<table>
<thead>
<tr>
<th>Submitter's Name</th>
<th>Location A</th>
<th>Location B</th>
<th>Location C</th>
<th>Anticlockwise</th>
<th>Notes</th>
</tr>
</thead>
</table>
| Robin and Anthony Taylor | 1          | 1          | 1          | 1             | Re: Permanent siting of Greens Rd Orbiter Clockwise route bus stops. As you will see by the above address, the Orbiter temporary stop on the clockwise route is on the boundary of 69 and 71 Greens Rd, directly outside our property. We feel that proposed Locations B and C (71 and 69 Greens Road) are not as favourable as Location A: 79 Greens Rd for a number of reasons. 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. 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. 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. 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. In reviewing your proposals for a permanent site, moving the stop to the boundary of 71 and 3A Westburn Tce would have the same outcomes as we currently experience because of the similar driveway arrangement and proximity to the current site. While we accept that this is the new Orbiter route, we consider that siting the stop outside Location A: 79 Greens Rd would be more appropriate. 79 Greens 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, (some 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. 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. In considering the Bus Stop Planning Factors, Location A provides the following; 
1. A similar catchment area for bus users to the current temporary stop.
2. Pedestrian accessibility (as noted above).
3. Adequate 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.
4. Sufficient property access can be maintained in comparison to the other locations.
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. Would you please advise us of when the Community Board joint meeting is to take place, so we can attend. Please contact us if you would like to discuss any of the above points further. |
| Giselda Evans | 1          | 1          | 1          | 1             | 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 Greens Rd incorporating Location A, B or C. If one has to go in, then closer to the school would seem more practical as well as for those wanting a bus interchange. |
| Alayn Austin | 1          | 1          | 1          | 1             | Thank you for the opportunity to express our opinions. 
1. This area congested at peak times with limited parking with Burnside High and Christ the King school. It is a high traffic area corner trade vehicles and now buses. 
2. As suggested stops 68 and 79 Greens are close to the corner and Westburn Tce which is chosen would certainly affect traffic flows and more congestion. 
3. I have studied these proposed alternatives and propose anticlockwise 69 Greens Rd and Clockwise 36 Greens Rd. This positioning would place both central between Memorial Ave and Waimairi Rd. 
4. Again this would alleviate congestion as proposed changes to intersection lines clockwise has 1 lane right turning and this only allows 1 to 2 at most turn in light sequence. Clockwise left hand straight and 1 lane.
Thanks again. |
<p>| W &amp; H Brownlie | 1          | 1          | 1          | 1             | Bus stop should be further away from the bend of Greens Road road as possible. This corner is already dangerous when traffic is built up. |
| Murray McRae | 1          | 1          | 1          | 1             | I think the ones that I have chosen are the existing bus stops. They seem to work ok. I can’t see a compelling reason to change from the existing ‘stops’. Thanks for the opportunity to comment. |</p>
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Submitters name</th>
<th>Box stop locations - Greens Road near Westburn Terrace</th>
<th>Submitters comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>G L Farrard</td>
<td>1 Non-rejected</td>
<td>Further to our email 10/11/18 and subsequent reply, we now set out our thoughts on relocating the interim bus stops in Greens Road. If possible, blocking of driveways best avoided, particularly for traffic turning into driveways. 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 everything, particularly with buses stopping. It would appear that there is ample clear space further along Greens Road (Location B) or even further along, or around the bend which could be used for both sides of the road. Buses are sometimes parked there waiting their travel time. If it can be avoided, placing stops on opposite sides of the road might be helpful. Concerning the North Wth side of the road, somewhere between Westburn Terrace and Memorial Avenue might be worth considering. Your suggestion (Location A) or similar could be workable.</td>
</tr>
<tr>
<td>11</td>
<td>Susan Cox</td>
<td>1 Rejected</td>
<td>The bus stops should be as far from the intersection of Westburn Terrace as possible &amp; preferably not across driveways. We comment as follows: 1. We believe the 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. Nevertheless 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 S2 Greens Road, looking south. (See Attachment K)</td>
</tr>
<tr>
<td>12</td>
<td>Gilbert Sia</td>
<td>1 Rejected</td>
<td>Please have the bus stop as far away from the intersection as possible! It is already very busy and unique is 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 bus hours.</td>
</tr>
<tr>
<td>13</td>
<td>Hui Li Chen</td>
<td>1 Rejected</td>
<td>The traffic at the Memoria Ave / Greens Road intersection gets very congested as it is. It makes sense to have the bus stop as far away from the intersection as possible.</td>
</tr>
</tbody>
</table>
Dear [Name],

Thank you for your letter opposing the proposed bus stop changes on Westburn Terrace. We appreciate your concern about the impact of these changes on the peaceful environment of your residential area.

We understand your concerns about the bus stop locations and the potential for noise and vibration. However, as per the planning process, these changes are intended to improve the efficiency of bus services and to reduce congestion along the route.

We would like to address your specific concerns:

1. **Noise and Vibration**: We acknowledge the impact of noise and vibration from buses on residential areas. As such, we have introduced measures to reduce noise levels, such as installing acoustic barriers and noise-reducing technologies on buses.

2. **Pedestrian Safety**: We have reviewed the pedestrian safety at each bus stop location and ensured that there are sufficient walking distances and crossings for safe and comfortable pedestrian use.

3. **Shared Use of Spaces**: We understand the importance of maximizing the usage of public spaces. Our plans include the integration of bus stops with other public amenities, such as parks and recreational areas, to ensure a balanced use of the space.

We are committed to ensuring that these changes enhance the quality of life in your community. We welcome any further feedback you may have on how we can improve the plans.

Thank you for your understanding and cooperation.

Sincerely,
[Your Name]

P.S. For a detailed overview of the proposed changes and the reasons behind each decision, please refer to the attached report. We encourage you to provide your feedback on any of the points raised in the report.
Proposed Bus Stops on Greers Road and near Westburn Terrace

<table>
<thead>
<tr>
<th>Submitter/Dw</th>
<th>Submitter name</th>
<th>Location A</th>
<th>Location B</th>
<th>Location C</th>
<th>Not indicated</th>
<th>Submission</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>15</td>
<td>Lucy Gould</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

1. Have the following questions I would appreciate responses to:

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.
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.
3. Please outline the decision making process that the Community Board adopt for this decision.
4. Please confirm what DB rating and range the bus acceleration and braking noises typically are as assessed by your traffic engineering advisers 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.

1. Have reviewed the letter and would like to provide the following feedback as requested:

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 routed along Graham's Rd which is better designed for additional traffic and would connect the relevant stop destinations.
2. We are residents at Greers Rd, immediately adjacent to the residential Greers Rd where there has been an interim bus stop located since 7 January, related to the temporary Ottobre rerouting down Greens Rd between Waimairi Road and Memorial Avenue. The interim stop location is inadequate and our access in and out of our driveway is frequently 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 Waimairi 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 have regulated 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.
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.
4. Bus stops across driveways I think is utterly ridiculous and impractical for a number of reasons, some of which are mentioned above;
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 times should be stopped. The earliest time should be no earlier than 6am and the latest no later than 6pm.
6. If locations had to be considered then Clockwise bus stop location, Preferred to be position A or even further along outside 64 Greers Rd.
7. Similarly Anti clockwise bus stop location, Preferred to be position D or even further along outside 34 Greens Rd.
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 or disruption of traffic 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.
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.
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 Ottobre route be changed to a safer more appropriate section of road elsewhere.

I look forward to receiving your responses to my queries outlined above.
### Proposed Bus Stops on Greers Road and near Westburn Terrace

#### Submitters comments

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?

2. Go Bus Transport Feedback
   1. Clockwise - Location B - 71 Greers Rd
   2. Anti-Clockwise - Location C - 52 Greers Rd
   3. 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 Orbitre service that we operate.
   4. Safe entry and exit of vehicles into the stops
   5. Allowing passengers to board and alight safely
   6. Allow for the continuation of a reliable bus service in the area
   7. Reduce the possibility of vehicle damage and conflict with shared driveways
   8. Proximity to pedestrian facilities and intersections are safe and want impact on the service, safety of passengers or fellow road users
   9. 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)

1. Thank you for the opportunity to provide feedback on proposed bus stops on Greers Road and Waimairi Road for the Orbitre route. This submission is from the Public Transport team at Environment Canterbury

   Our preferred stop locations:
   - Greers Rd near Westburn Terrace. We support stop option B for the Orbitre travelling clockwise (eastbound). It could be difficult for buses to merge back into traffic using stop option A (westbound), as vehicles have already green 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 Orbitre 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 Orbitre route.
<table>
<thead>
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<th>Item No.: 5</th>
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</table>

### Proposed bus stops on Waimairi Road near Wentworth Street

#### Consultation feedback

<table>
<thead>
<tr>
<th>Submitters name</th>
<th>Bus stop locations - Waimairi Road near Wentworth Street</th>
<th>Yes, generally support the plan</th>
<th>No, generally do not support the plan</th>
<th>Submitters comments</th>
</tr>
</thead>
</table>
| 1 | Adele Smith | 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 Wentworth St  
*Go Bus Transport is supportive of the proposed works  
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). |
| 2 | Ben Barlow (Go Bus) | 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 Environment Canterbury.  
Our preferred stop locations:  
- 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.  
We appreciate Christchurch City Council planning these stops, which are vital for access to the high-frequency Orbiter route. |
| 3 | Lisa Torrington (Environment Canterbury) | 1 | 1 | |

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**Attachment K** Item 5
| Item No.: 5 | Attachment K |

### Proposed bus stops on Waimairi Road near Dovedale Avenue

#### Submitter Details

<table>
<thead>
<tr>
<th>Submitter</th>
<th>Name</th>
<th>Location A</th>
<th>Location B</th>
<th>Location C</th>
<th>Location D</th>
<th>Anticlockwise</th>
<th>Clockwise</th>
<th>Submitter Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Samuel Tay</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>- I feel the location C is more convenient access to the surrounding residential area. - Work well for the bus network and passengers.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Rob Outshoorn (University of Canterbury)</td>
<td>1</td>
<td>1</td>
<td>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 Waimai road crossing currently experienced by the 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 retain 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.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>3</td>
<td>Steven Marshal</td>
<td>1</td>
<td>1</td>
<td>Temporary use of driveway shouldn’t be an issue and keeps a much needed on-street park in.</td>
<td></td>
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</tr>
<tr>
<td>4</td>
<td>Tenants</td>
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</tr>
<tr>
<td>5</td>
<td>John Malcolm</td>
<td>1</td>
<td>1</td>
<td>1 We would appreciate two Pilgrim car parks remaining available. (Ilam Dental Centre)</td>
<td></td>
<td></td>
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<tr>
<td>6</td>
<td>Grahm Prayg</td>
<td>1</td>
<td>1</td>
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<td>7</td>
<td>Andrew &amp; Gillian Souten</td>
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<td>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 bus to be aware of one area to be extra vigilant instead of 2 separate areas close together. - Pedestrians will be more inclined to use the pedestrian crossing, rather than trying to cross the road dodging traffic. - Bus stop A, being a Dovedale &amp; the crossing is further away from residential property</td>
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<td>8</td>
<td>Brenda Bradley</td>
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<td>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) as there is an increased amount of rubbish left on the ground and in neighbours gardens since the bus stop has been installed</td>
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<td>9</td>
<td>Sam Brosnahan (UCUSA)</td>
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<td>Flex clockewise/blocked. 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.</td>
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<td>10</td>
<td>Chris &amp; Kate Jones</td>
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<td>3 We have a small driveway 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 is this 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 criteria of avoiding driveways! Option B is the obvious one.</td>
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<td>Ben Barlow (Go Bus)</td>
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<td>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 Waimai Rd - Anti-Clockwise - Location B - near 129 Waimairi Rd. Our preferred options noted 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. Safety 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. Possibility to pedestrian facilities and intersections are safe and and impact on the service, safety of passengers or fellow road users. Go Bus is fully supportive of all remedial work and now stops meeting the minimum specifications as outlined in the Christchurch Bus Stop Guidelines (2009).</td>
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<td>Lulu Tarrington (Environment Canterbury)</td>
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<td>Thank you for the opportunity to provide feedback on proposed bus stops on Greens Road and Waimairi Road for the Orbiter route. This submission is from the Public Transport team at Environment Canterbury. Our preferred bus stops are: - Waimari Rd near Dovedale Avenue. We support stop option A in both directions. Waimari Rd is a busy road so this location is the most suitable due to the proximity to the pedestrian link which connects Waimari 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.</td>
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