

Bus Shelters Hearings Panel
Proposed Bus Passenger Shelter
131 Rose Street
AGENDA

Notice of Meeting:

A Bus Shelters Hearings Panel meeting will be held on:

Date: Friday 11 February 2022
Time: 9:00am
Venue: Committee Room 2, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Under the current provisions of the Covid-19 Protection Framework (the Traffic Alert system) people holding a current vaccine pass may attend the meeting in person. Attendance is also available by an audio-visual link, please request access details from simone.gordon@ccc.govt.nz. Attendance capacity may be limited.

Panel

Members	Councillor Melanie Coker Community Board Member Karolin Potter (Spreydon-Cashmere Board Chairperson) Community Board Member Lee Sampson (Spreydon-Cashmere Board Member)
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8 February 2022

Simone Gordon
Committee and Hearings Advisor
941 6527
simone.gordon@ccc.govt.nz
www.ccc.govt.nz

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Ōtautahi-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

Principles

Being open, transparent and democratically accountable	Promoting equity, valuing diversity and fostering inclusion	Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future	Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect	Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making	Actively collaborating and co-operating with other local, regional and national organisations
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Community Outcomes

Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	Prosperous economy Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities
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Strategic Priorities

Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
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Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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1. Apologies Ngā Whakapāha

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

2. Election of a Chairperson Te Whakatū Poumua

At the start of the meeting a Chairperson will be elected.

3. Declarations of Interest Ngā Whakapuaki Aronga

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. Proposed Bus Shelter at 131 Rose Street

Reference Te Tohutoro: 22/43311

Report of Te Pou Matua: Sarah Thorne, Passenger Transport Engineer,
sarah.thorne@ccc.govt.nz

General Manager Pouwhakarae: Jane Davis, GM Infrastructure, Planning & Regulatory Services,
jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Bus Shelters Hearings Panel to recommend that the Spreydon-Cashmere Community Board approve the installation of a bus passenger shelter at an existing bus stop at 131 Rose Street.
- 1.2 The origin of the report is staff generated. The Community Board has the delegated authority to approve the installation of the bus passenger shelter relevant to this report however, Section 339 of the Local Government Act 1974 requires that resolution of the proposed shelter will require a separate decision of a Council Hearings Panel that will hear the objections of the immediate owner (s) and occupier (s) of bordering properties.
- 1.3 The bus stop locations prioritised for the installation of shelters are typically the bus stops where the average weekday passenger boardings meet a demand threshold of more than 20 people boarding a bus per weekday. This means shelters are being installed at bus stops that are most used by people accessing public transport.
- 1.4 Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport help the Council achieve its:
 - Strategic framework of providing a well-connected and accessible city promoting active public transport, as well as meeting the challenge of climate change through every means available.
 - Long Term Plan outcome of improved user satisfaction of public transport facilities, through providing sheltered waiting areas for customers commuting by bus.
- 1.5 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 1.6 The level of significance was determined by consideration of the criteria set out in the Council's Significance and Engagement Policy and the requirements as set out in section 339 of the Local Government Act.

2. Proposed Officer Recommendations Ngā Tūtohu

That the Bus Shelters Hearings Panel resolve to:

1. Receive the information in the staff report.
2. Recommend to the Spreydon-Cashmere Community Board to approve the installation of a bus shelter at 131 Rose Street.

3. Background Te Horopaki

- 3.1 Each year, the Council installs bus passenger shelters to improve the waiting areas at bus stops. A bus passenger shelter is proposed for the bus stop location presented in this report,

due to the average weekday passenger boardings meeting the demand threshold of more than 20 daily passenger boardings per day. The bus stop beside 131 Rose Street has an average of 30 passenger boardings per day (Table 1).

- 3.2 The location of the bus stop and proposed improvements can be found in Figure 1.



Figure 1: Proposed bus stop beside 131 Rose Street.

- 3.3 A report will be taken to the Spreydon-Cashmere Community Board to resolve line marking the bus stop to council standard (figure 1) along with the hearing panel's recommendation pertaining to the installation of the bus shelter.
- 3.4 The existing bus stop can be seen in Figure 2.



Figure 2: Existing bus stop at 131 Rose Street.

- 3.5 The advantages of installing this shelter include:
- Protection from the weather;
 - Seating and timetable information provided within the shelter; and
 - Increases the visibility and legibility of public transport.
- 3.6 The disadvantages of this recommended option include:
- Increase in the number of bus passenger shelters to be maintained by the Council.

Analysis Criteria

- 3.7 Staff assess each site based on the statutory requirement as set out in section 339 of the Local Government Act: *“The council may erect on the footpath of any road a shelter for use by intending public-transport passengers or small passenger service vehicle passengers, provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road”*.
- 3.8 Staff undertake geometric, road safety and bus stop best practice design assessments for each proposed shelter location. Examples of assessments include:
- The shelter will not restrict nearby driveway or intersection sightlines.
 - The shelter can be located at an appropriate location relative to the bus stop, which makes it a logical place for passengers to wait within the shelter.
 - That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
 - Does not adversely impact underground utilities.

- Determine if other existing bus stop infrastructure needs to be relocated to ensure the location is accessible to the people who use the bus stop as well as the people who walk past the bus stop.
 - Determine if other accessibility and operational improvements need to be made to optimise the usability of the bus stop, for example extending the footpath to the kerb to ensure there is a hardstand for customers boarding or exiting the bus, or marking the bus stop to the recommended bus stop length.
- 3.9 Staff confirm that this proposed shelter will not prevent vehicular or pedestrian access to any land having a frontage to the road.

4. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

- 4.1 Consultation has been carried out with the following;
- Affected property owners/occupiers,
 - Environment Canterbury,
 - GoBus and
 - Cashmere High School.
- 4.2 The consultation period for the proposed shelter occurred from 22 October to 5 November 2021.
- 4.3 A site meeting with the owner/occupier of 131 Rose Street was held on the 23rd November 2021.

Summary of Submissions Ngā Tāpaetanga

- 4.4 A submission was received from the owner/occupier of 131 Rose Street who strongly objected to the bus passenger shelter. The excerpts of the objection relating to the bus shelter is found in italics below followed by a response from Council staff. Comments relating to the bus stop line marking and overall location of the bus stop will be addressed during the community board meeting. A full copy of the objection can be found in attachment A.

Comments relating to access

- 4.5 *“As part of the renovation of our property, we intend to install an electric gate at our driveway and create a pedestrian gate in our boundary fence. The location of our intended pedestrian gate is located exactly where CCC intends to erect a bus shelter. We have already engaged an Architect to assist us with drawing up our plans for this part of our property renovation. The location of the proposed bus shelter would directly prevent access to our property as part of our future plans.”*
- 4.6 *“The proposed bus shelter will be located immediately in front of our boundary fence. This will directly affect our ability to paint, clean and maintain our boundary fence. Again, the bus shelter is preventing us from accessing an area of our property.”*
- 4.7 *“The proposed bus shelter will be located immediately in front of our boundary fence. This will directly affect our ability to cut and maintain our trees. Again, the bus shelter is preventing us from accessing an area of our property.”*
- 4.8 Council staff are happy to shift the shelter away from any proposed pedestrian gate. The size of the shelter will be 3.6m long and the available property frontage is around 13 metres so there should be enough room to accommodate a future pedestrian gate and shelter.

- 4.9 The shelters are typically installed 300mm away from the boundary fence so that property owners can maintain their fences and Council contractors can clean the shelter every month.
- 4.10 The trees are within the property of 131 Rose Street. Any overhanging branches should be trimmed to a minimum height of 2.5 meters above footpaths. Council staff do not see how the installation of the shelter will prevent any future tree trimming.

Comments relating to safety

- 4.11 *"In Appendix A of this letter, I have included a diagram of the vehicle movements immediately outside Cashmere High School entrance and my property, 131 Rose Street. During school drop off and pick up times, this junction is extremely busy. Cars are coming in and out of the school, there are many vehicles driving up and down Rose Street, parents are parked in every possible space around this junction dropping off or picking up their children and there are hundreds of school children walking on the pavement and crossing the roads. It is already very difficult to exit my property and turn left or right onto Rose Street, especially at these busy times."*
- *"To erect a bus shelter would further restrict my visibility along Rose Street."*
 - *"A bus shelter would also restrict visibility for neighbours at 129 and 133 exiting their properties."*
 - *"Restricted visibility will increase the risk of an accident occurring which could involve a school child, another road user, cyclist or my own family, including my young children."*
- 4.12 *"As mentioned above, the junction outside Cashmere High School entrance is extremely busy at certain times of the day. The introduction of a bus shelter into this area has the potential to:"*
- *"Restrict a motorists view of pedestrians & cyclists"*
 - *"Restrict a pedestrians view of a vehicle or cyclists"*
 - *"Another distraction to all users in an already hazardous junction"*
- 4.13 The shelter will be set back along the property boundary and should not restrict any visibility along Rose Street. The shelter will have clear side panels; either glass or Perspex.
- 4.14 Council staff have reviewed the site lines for 129 and 133 Rose Street properties and can confirm that they will not have their view restricted. These properties have not objected to the installation of a shelter.
- 4.15 Council staff are recommending that this bus stop is marked to Council standard to improve the safety of this bus stop (Figure 2).

Comments relating to justification for a shelter

- 4.16 *"Why is a bus shelter required at this bus stop? This bus stop has been located in this position for many years and there has never been a bus shelter required previously? There are no other shelters positioned at any of the other bus stops along Rose Street for the same bus route, why is a shelter required at only one of the stops on this route?"*
- 4.17 *"You mentioned in your email dated 1st Nov 2021 that the Council puts in shelters when passenger numbers exceed 20 passengers per day. Only a year ago, the bus service that runs outside my house was going to be axed due to lack of users."*
- 4.18 *"I can also confirm that the only time that there are passengers getting on a bus at this bus stop is the school children immediately after school finishes. Once school finishes, there are between approx. 30 children who wait at the bus stop, get on the first bus that arrives and there are no further passengers who use the bus stop for the rest of the day."*

- 4.19 *“In addition, due to the volume of school kids all waiting at the same time, the bus shelter would be completely useless. You would only be able to fit maybe 4 to 5 people in a bus shelter that would leave the remaining 25 not sheltered.”*
- 4.20 *“Again, I’d like to reiterate the point that this bus stop is very rarely, if ever, used by anyone else other than the school children who access x1 bus, immediately after school. Is it justifiable to spend money on a bus shelter that is only used for 1 bus service per day?”*
- 4.21 Council installs shelters when there are 20 or more bus stop passengers using the bus stop per day. Shelters provide protection from the weather, seating and increases the visibility and legibility of public transport.
- 4.22 On a typical week day there are around 37 children boarding the bus at the same time after school and around 3 adults boarding the bus stop though-out the day, some of which are gold card users. Below is a table summarising the bus stop boarding’s for March 2021 as an example.

Date	Adult	Child	Gold card	Total
Monday, 1 March 2021	2	36	0	38
Tuesday, 2 March 2021	2	40	1	43
Wednesday, 3 March 2021	1	36	0	37
Thursday, 4 March 2021	3	24	0	27
Friday, 5 March 2021	1	36	1	38
Saturday, 6 March 2021	1	0	0	1
Sunday, 7 March 2021	2	1	0	3
Monday, 8 March 2021	1	34	0	35
Tuesday, 9 March 2021	3	40	1	44
Wednesday, 10 March 2021	3	49	0	52
Thursday, 11 March 2021	0	29	0	29
Friday, 12 March 2021	1	39	0	40
Saturday, 13 March 2021	0	0	0	0
Sunday, 14 March 2021	0	1	0	1
Monday, 15 March 2021	4	33	0	37
Tuesday, 16 March 2021	0	35	1	36
Wednesday, 17 March 2021	4	32	0	36
Thursday, 18 March 2021	1	37	0	38
Friday, 19 March 2021	3	39	1	43
Saturday, 20 March 2021	0	0	0	0
Sunday, 21 March 2021	0	0	0	0
Monday, 22 March 2021	4	38	0	42
Tuesday, 23 March 2021	3	31	0	34
Wednesday, 24 March 2021	1	40	0	41
Thursday, 25 March 2021	1	39	0	40
Friday, 26 March 2021	3	44	0	47
Saturday, 27 March 2021	0	0	0	0
Sunday, 28 March 2021	0	0	0	0
Monday, 29 March 2021	1	47	1	49
Tuesday, 30 March 2021	5	43	0	48
Wednesday, 31 March 2021	5	31	0	36
Average weekday	2.37	37.31	0.27	39.95
Average weekend	0.38	0.25	0.00	0.63
Total average	1.77	27.55	0.19	29.52

Table 1: Passenger boarding data from March 2021

4.23 The following vulnerable user groups are in the vicinity of the bus stop would benefit from seating and shelter at this bus stop;

- Ultimate Care Rose Court at 115 Rose Street located 95 metres from the bus stop. This is an aged care facility which also has studios and apartments in a separate wing to the main care facility for residents that don't need a high level of care.
- Hohepa Canterbury at 23 Barrington Street, located 600 metres from the bus stop. This is a disability support service provider, offering diverse living options, learning & activity programmes, community participation. The bus stop at 131 Rose Street is the closest city bound bus stop to their facility.

4.24 The following stakeholders have supported the installation of the bus shelter.

- **Environment Canterbury** - *"We strongly support improving this stop. Adding a shelter will protect the travelling public from the elements and will make catching a bus more appealing in a greater variety of weather conditions."*
- **Cashmere High School** - *"Cashmere High School is in support of this proposal for a bus stop shelter and line marking at Bus Stop 22380 outside 131 Rose St."*
- **GoBus** - *"We do not see any issues from an operations perspective and support these improvements in infrastructure."*
- **Owner/occupier of 133/A (2/133) Rose Street** - *"We have no issues with the bus shelter itself"*
- **Owner/occupier of 129 Rose Street** - *"129 Rose Street are in favour of the changes."*

Comments relating to mental health and well-being

4.25 *"A bus shelter has the potential for an increase in the following antisocial behaviours: graffiti, vandalism, littering, loitering and noise."*

4.26 *"I do not want to have to live with the results of these anti-social behaviours on a daily basis and I certainly don't want my young children to be subjected to this either."*

4.27 *"A bus shelter is not aesthetically pleasing to look at. Every single time I leave or enter my property, I will need to look at this bus shelter. A bus shelter that is not needed in the first place! Every time I look out my bedroom window or my child's bedroom window, I will see the bus shelter. It will entirely spoil my view and any enjoyment at looking out of my own windows."*

4.28 *"It will be a constant ugly reminder that I am forced to live with a bus shelter outside my home without my consent or approval. It will have a negative impact on all of my family's mental health and well-being."*

4.29 *"Please take a moment to consider how you would feel if, without your consent, a bus shelter was erected immediately outside your own home!"*

4.30 The bus shelters are cleaned monthly. The shelter is located along a high solid fence so only the roof line will be visible from the south facing windows of 131 Rose Street. A typical shelter can be found in figure 3.



Figure 3: Example of bus shelter

Comments relating to property value

- 4.31 *“Erecting a bus shelter outside my property will affect the value of my home. I have contacted Real Estate agents in the area and they have confirmed to me that a bus shelter will definitely affect my property value and the ability to sell my home. If the bus shelter goes ahead, will CCC reimburse me and my family with our lost property earnings?”*
- 4.32 Council staff do not have any evidence of bus stop shelters impacting property values.

5. Details Te Whakamahuki

Decision Making Authority Te Mana Whakatau

- 5.1 Under Section 339 of the Local Government Act 1974, the Council may erect on the footpath of any road, a shelter for use by intending public transport passengers or small passenger service vehicle passengers provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road. The Council is required to give notice in writing to the occupier and owner of property likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined.
- 5.2 Staff confirm the shelters will not prevent vehicular or pedestrian access to any land having a frontage to the road.
- 5.3 The relevant 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 bus passenger shelters under Section 339 (1) of the Local Government Act 1974.

- 5.4 Where no objection to the shelter has been presented by the owner or occupier of an affected property, staff present a decision making report directly to the relevant Community Board.
- 5.5 Where an objection has been presented by the owner or occupier of an affected property, staff present a decision making report to a Hearings Panel. The Hearings Panel then assess the objection against the criterion as outlined in Section 339 of the Act and make recommendations to the relevant Community Board. The Community Board will then determine the outcome of the objections in accordance with criterion outlined in Section 339 of the Local Government Act 1974.

Legal Implications / Ngā Hīraunga ā-Ture

- 5.6 Section 339 of the Local Government Act requires that resolution of the proposed shelter will require a separate decision of a Council Hearings Panel that will hear the objections of the immediate owner (s) and occupier (s) of bordering properties.


Risks / Ngā Tūraru

- 5.7 Should the shelter not be installed, the existing passenger waiting facilities remain as they are, leading to no improvement to the level of service for passengers waiting for a bus.

Next Steps Ngā Mahinga ā-muri

- 5.8 A report will be taken to the Spreydon-Cashmere Community Board to resolve bus stop line marking as shown in figure 1 along with the hearing panel's recommendation pertaining to the installation of the bus shelter.

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Attachment A - Consultation response from 131 Rose Street pertaining to the objection to a bus stop shelter	14

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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 Ngā Kaiwaitohu

Author	Sarah Thorne - Passenger Transport Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



Dear Sarah

I am writing in response to your letter dated 19th October 2021, which advises that CCC propose to erect a bus shelter and road markings at bus stop 22380 outside 131 Rose Street.

Bus passenger shelter

I am writing to advise that I ***strongly object to this bus shelter*** being erected at the bus stop outside my property. I have outlined my objections below:

Preventing access to my property

- 1) As part of the renovation of our property, we intend to install an electric gate at our driveway and create a pedestrian gate in our boundary fence. The location of our intended pedestrian gate is located exactly where CCC intends to erect a bus shelter. We have already engaged an Architect to assist us with drawing up our plans for this part of our property renovation.
The location of the proposed bus shelter would directly prevent access to our property as part of our future plans.
- 2) The proposed bus shelter will be located immediately in front of our boundary fence. This will directly affect our ability to paint, clean and maintain our boundary fence. Again, the bus shelter is preventing us from accessing an area of our property.
- 3) The proposed bus shelter will be located immediately in front of our boundary fence. This will directly affect our ability to cut and maintain our trees. Again, the bus shelter is preventing us from accessing an area of our property.

Safety Concerns

- 4) In Appendix A of this letter, I have included a diagram of the vehicle movements immediately outside Cashmere High School entrance and my property, 131 Rose Street. During school drop off and pick up times, this junction is extremely busy. Cars are coming in and out of the school, there are many vehicles driving up and down Rose Street, parents are parked in every possible space around this junction dropping off or picking up their children and there are hundreds of school children walking on the pavement and crossing the roads. It is already very difficult to exit my property and turn left or right onto Rose Street, especially at these busy times.
 - To erect a bus shelter would further restrict my visibility along Rose Street.
 - A bus shelter would also restrict visibility for neighbours at 129 and 133 exiting their properties.

- Restricted visibility will increase the risk of an accident occurring which could involve a school child, another road user, cyclist or my own family, including my young children
- 5) As mentioned above, the junction outside Cashmere High School entrance is extremely busy at certain times of the day. The introduction of a bus shelter into this area has the potential to:
- Restrict a motorists view of pedestrians & cyclists
 - Restrict a pedestrians view of a vehicle or cyclists
 - Another distraction to all users in an already hazardous junction

Justification for Shelter

- 6) Why is a bus shelter required at this bus stop? This bus stop has been located in this position for many years and there has never been a bus shelter required previously? There are no other shelters positioned at any of the other bus stops along Rose Street for the same bus route, why is a shelter required at only one of the stops on this route?

You mentioned in your email dated 1st Nov 2021 that the Council puts in shelters when passenger numbers exceed 20 passengers per day. Only a year ago, the bus service that runs outside my house was going to be axed due to lack of users.

I can also confirm that the only time that there are passengers getting on a bus at this bus stop is the school children immediately after school finishes. Once school finishes, there are between approx. 30 children who wait at the bus stop, get on the first bus that arrives and there are no further passengers who use the bus stop for the rest of the day.

In addition, due to the volume of school kids all waiting at the same time, the bus shelter would be completely useless. You would only be able to fit maybe 4 to 5 people in a bus shelter that would leave the remaining 25 not sheltered.

Again, I'd like to reiterate the point that this bus stop is very rarely, if ever, used by anyone else other than the school children who access x1 bus, immediately after school. Is it justifiable to spend money on a bus shelter that is only used for 1 bus service per day?

Mental Health and Well-Being

- 7) A bus shelter has the potential for an increase in the following antisocial behaviours:
- Graffiti
 - Vandalism
 - Littering
 - Loitering
 - Noise

I do not want to have to live with the results of these anti-social behaviours on a daily basis and I certainly don't want my young children to be subjected to this either.

- 8) A bus shelter is not aesthetically pleasing to look at. Every single time I leave or enter my property, I will need to look at this bus shelter. A bus shelter that is not needed in the first

place! Every time I look out my bedroom window or my child's bedroom window, I will see the bus shelter. It will entirely spoil my view and any enjoyment at looking out of my own windows.

It will be a constant ugly reminder that I am forced to live with a bus shelter outside my home without my consent or approval. It will have a negative impact on all of my family's mental health and well-being.

Please take a moment to consider how you would feel if, without your consent, a bus shelter was erected immediately outside your own home!

Property Value

- 9) Erecting a bus shelter outside my property will affect the value of my home. I have contacted Real Estate agents in the area and they have confirmed to me that a bus shelter will definitely affect my property value and the ability to sell my home. If the bus shelter goes ahead, will CCC reimburse me and my family with our lost property earnings?

Bus stop markings

As I have outlined above, the road junction outside Cashmere High School is extremely busy with vehicle movements, pedestrians and cyclists, especially at school drop off and pick up times. As there are currently no bus stop markings on the road and the bus stop sign is not very clear, cars often park in the bus stop area. This forces the bus driver to either park across a driveway or stop on Rose Street, blocking traffic whilst passengers get on or off.

I would welcome the bus stop markings on the road. I think this will improve safety for school children, cyclists and motorists. It will make access for bus drivers much easier and it will stop vehicles and buses from blocking my driveway.

However, I would like to request that the end of the bus stop is a reasonable distance away from the edge of my driveway. In your diagram – TG135649, it appears that the end of the markings are directly in line with the edge of my driveway. Could the bus stop markings be reduced from 15 metres to 14 metres?

Overall location of bus stop

Whilst bus stop 22380 is under review, I would like to take the opportunity to raise my concerns about the overall location of this bus stop. I have previously raised these concerns with CCC.

As mentioned several times above, the junction outside Cashmere High School is extremely busy with a lot of vehicle movements in many directions and a lot of cyclists and pedestrians, the majority of which are school children, using the area on a daily basis as they enter or leave school.

Having a bus stop located immediately across the road from the school, in this high traffic area, raises many safety concerns for me.

School children are forced to cross the road, in this extremely busy area, to access the bus stop – see Appendix A. Surely, it would be much safer to relocate the bus stop further along Rose Street, away

from the entrance to the school, where the vehicle movements are significantly reduced and it would be much safer for children to cross the road.

Buses stopping in this high volume area, adds increased risk on a daily basis. Buses restrict visibility for all users of the area and increase the risk of an accident. Again, if the bus stop was located further along Rose Street, buses stopping in this high risk area would stop and the risk of an accident would be significantly reduced.

Given the proximity of my house to this junction, I would describe it as chaotic and dangerous and I witness near misses on a daily basis.

If you have budget to erect a proposed bus shelter, I would urge you to consider re-purposing this budget and relocating the bus stop further along Rose Street to a safer location for school children. I would also ask that you use your budget to install a pedestrian crossing or central island to make a safer crossing area for school children.

Conclusion

To address the main points in your letter dated 19th Oct:

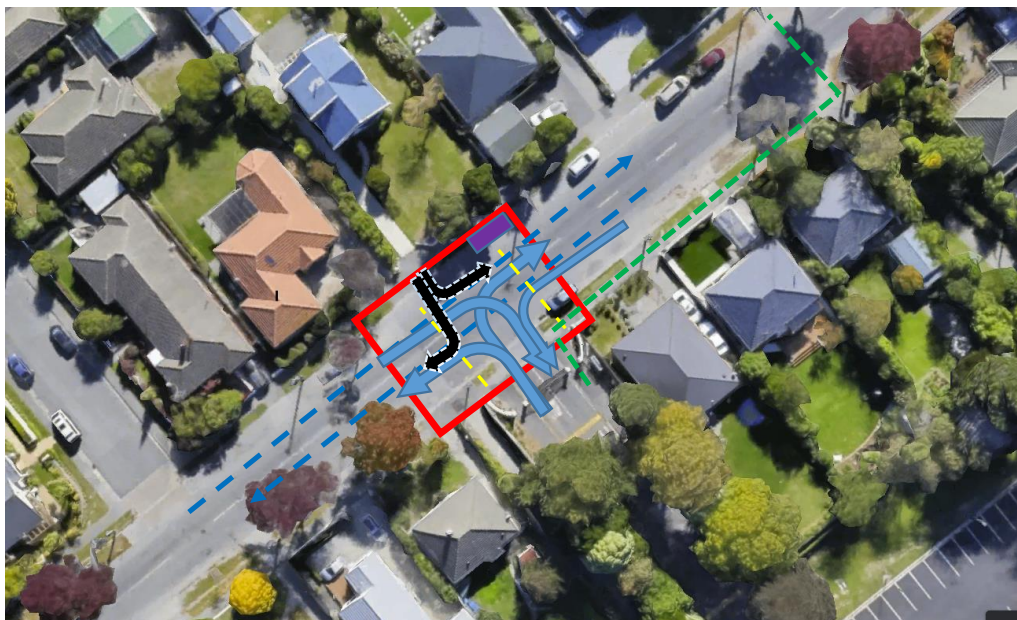
- **I strongly object to the proposed bus shelter:**
 - It directly impacts my ability to access my property
 - It is a safety concern for school children, other pedestrians, motorists and cyclists
 - It is unnecessary
 - It will have a significant impact on my families daily life
- **I would welcome and encourage the bus stop markings,** if the bus stop is to remain in its current location
- I would like to **request that you review the overall location** of the bus stop and consider that relocating it away from the school entrance will improve safety for school children and all other users of this junction

I can confirm that I do want to know when the hearing panel is being held, I would like to understand how to request speaking rights and I do want to be kept up to date with all discussions/decisions on this matter.

Yours sincerely



Appendix A



Key



Direction of traffic on Rose Street



Vehicles turning into and from Cashmere High School



Traffic coming out of 131 Rose Street



Routes that school children currently walk across road to access bus stop



Area with most vehicle movements and greatest risk to school children



Suggested path that school children would walk if bus stop was relocated further away from the school entrance. Removing school children from area with increased traffic movements.

To further improve safety for school children, a pedestrian crossing or central island could be installed to assist children in crossing the road safely to the relocated bus stop.



Current bus stop location and proposed shelter location

5. Hearing of Submissions Ngā Tāpaetanga

The owner of the property at 131 Rose Street will present to the Hearings Panel. The submission can be found in Attachment A to the staff report.

6. Consideration and Deliberations Ngā Whaiwhakaaro me Ngā Taukume o Ngā Kōrero

At the conclusion of the submitter being heard, the Hearings Panel will consider all submissions received on the proposal, and any additional information provided by submitters and Council Officers. The Hearings Panel will then deliberate on the proposal.

7. Hearings Panel Recommendations Ngā Tūtohu o Te Tira Tauaki

At the conclusion of deliberations the Hearings Panel will make a recommendation on the proposed bus passenger shelter at 131 Rose Street to the Spreydon-Cashmere Community Board.