

**Te Pātaka o Rākaihautū
Banks Peninsula Community Board
AGENDA**

Notice of Meeting:

An ordinary meeting of Te Pātaka o Rākaihautū Banks Peninsula Community Board will be held on:

Date: Monday 25 July 2022
Time: 10am
Venue: Lyttelton Community Boardroom,
25 Canterbury Street, Lyttelton

Membership

Chairperson	Tori Peden
Deputy Chairperson	Tyrone Fields
Members	Reuben Davidson
	Nigel Harrison
	Howard Needham
	Jamie Stewart
	Andrew Turner
	Scott Winter

18 July 2022

Penelope Goldstone
Manager Community Governance, Banks Peninsula
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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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Developing Resilience in the 21st Century

Strategic Framework

Whiria ngā whenu o ngā papa,
honoa ki te maurua tāuiki

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

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

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

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

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

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

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Karakia Whakamutunga

Karakia Tīmatanga

1. Apologies Ngā Whakapāha

An apology for absence has been received from Andrew Turner.

2. 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.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

That the minutes of the Te Pātaka o Rākaihautū Banks Peninsula Community Board meeting held on [Monday, 11 July 2022](#) be confirmed (refer page 5).

4. Public Forum Te Huinga Whānui

A period of up to 30 minutes will be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

4.1 Joshua Merriam – Mountain Bike Track Progression and the Lyttelton Reserves Management Committee

Joshua Merriam wishes to speak to the Board on behalf of the Lyttelton Mountain Bike Club regarding the Lyttelton Reserves Management Committee and the apparent lack of any progress in Urumau Reserve.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

There were no deputations by appointment at the time the agenda was prepared.

6. Presentation of Petitions Ngā Pākikitanga

There were no petitions received at the time the agenda was prepared.

**Te Pātaka o Rākaihautū
Banks Peninsula Community Board
OPEN MINUTES**

Date: Monday 11 July 2022
Time: 10.02am
Venue: Akaroa Boardroom,
78 Rue Lavaud, Akaroa

Present
Chairperson
Members

Tori Peden
Reuben Davidson (by Zoom)
Nigel Harrison
Howard Needham
Scott Winter

Penelope Goldstone
Manager Community Governance, Banks Peninsula
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penelope.goldstone@ccc.govt.nz
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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

Karakia Tīmatanga: Reuben Davidson

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved BKCB/2022/00048

That the apologies received from Tyrone Fields (Deputy Chairperson), Andrew Turner, and Jamie Stewart for absence be accepted.

Nigel Harrison/Scott Winter

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Part C

Community Board Resolved BKCB/2022/00049

That the minutes of the Te Pātaka o Rākaihautū Banks Peninsula Community Board meeting held on Monday, 27 June 2022 be confirmed.

Reuben Davidson/Nigel Harrison

Carried

4. Public Forum Te Huinga Whānui

Part B

4.1 Paul Milligan

Paul Milligan, Chief Executive of Black Cat Cruises, spoke to the Board with a request for the company to be able to place a memorial seat on the new Akaroa Wharf to commemorate Julian Yates, a skipper from the company, who lost his life in a road accident last year.

Part B

That Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Refers the request for a memorial seat to be erected on the new Akaroa Wharf to staff for information and action as appropriate.
2. Thanks Paul for his presentation.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Reserve Management Committee Meeting Minutes

Community Board Resolved BKCB/2022/00050

(Original Officer Recommendation Accepted without Change)

Part B

That the Banks Peninsula Community Board:

1. Receive the minutes of the following Reserve Management Committees:
 - Pigeon Bay Reserve Management Committee – 21 May 2022
 - Diamond Harbour Reserve Management Committee – 13 June 2022

Scott Winter/Nigel Harrison

Carried

Item 8 – Garden Of Tāne Proposed Nature Playground - has been moved to another part of the document.

9. Ōnuku Closed Landfill Remediation Tree Removal

Community Board Resolved BKCB/2022/00051

(Original Officer Recommendation Accepted without Change)

Part C

That Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Approve the removal of approximately 91 trees from the Ōnuku Closed Landfill area to allow for remediation of the landfill cap.
2. Acknowledge that further arboricultural assessments will be required as works progress to confirm tree removal and minimise potential effects on the health and stability of any trees that may be able to be retained.

Scott Winter/Nigel Harrison

Carried

10. Ōkeina (Okains Bay) Management Plan Advisory Group Terms of Reference

Community Board Resolved BKCB/2022/00052

(Original Officer Recommendation Accepted without Change)

Part C

That Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Receive the update on progress with Ōkeina (Okains Bay) Management Plan Process.
2. Approve the Ōkeina (Okains Bay) Management Plan Advisory Group Terms of Reference (Attachment A, as attached to the Agenda for this meeting).

Tori Peden/Nigel Harrison

Carried

11. Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report - June 2022

Community Board Resolved BKCB/2022/00053

(Original Officer Recommendation Accepted without Change)

Part B

That Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Receive the Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report for June 2022.

Nigel Harrison/Scott Winter

Carried

8. Garden Of Tane Proposed Nature Playground

Board Comment

Suky Thompson, Chairperson Garden of Tāne Reserve Management Committee, presented the report and plans for the proposed nature playground.

Community Board Resolved BKCB/2022/00054

(Original Officer Recommendation Accepted without Change)

Part C

That Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Approve the landscape plan for the construction of the nature playground at Garden of Tāne as per Attachment A (as attached to the Agenda for this meeting) – L102
2. Approve the installation of the Pou and carving of Tāne located by the 'Grotto', Attachment B (as attached to the Agenda for this meeting).

12. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi

Part B

The Board exchanged the following information:

- Snap/Send/Solve – would be good to raise numbers instead of walk-ins and phone requests.
- Governors Bay Walkway – commendation for response to question on maintenance of the walkway.
- Lyttelton Arts Festival – very successful event, coordinated by some dedicated locals.
- Dyers Pass Road Works – drop in session.
- Coastal Hazards – Working Party is feeding into the Panel. Questioned funding for coastal hazards moving forward. Need for a focus on key projects.
- Working bee for planting in Little River.
- Duvauchelle Wastewater – panel recommendation to Council is Option One.

12.1 Electric Vehicle Charging Points

Board members questioned whether electric vehicle charging points were going to be installed in further settlements around Banks Peninsula, for example Diamond Harbour and Okains Bay, where people were looking for charging points when travelling around.

Part B

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Request an update from staff on any planned additions of electric vehicle charging points on Banks Peninsula, including information on whether communities can fundraise and install their own points.

Karakia Whakamutunga: Reuben Davidson

Meeting concluded at 10.49am

CONFIRMED THIS 25th DAY OF JULY 2022

TORI PEDEN
CHAIRPERSON

Unconfirmed

Item 3 - Minutes of Previous Meeting 11/07/2022

7. Banks Peninsula Board Projects Fund Report

Reference / Te Tohutoro: 22/878767

Report of / Te Pou	Philipa Hay, Community Development Adviser,
Matua:	Philipa.hay@ccc.govt.nz
General Manager /	Mary Richardson, General Manager Citizens and Community,
Pouwhakarae:	mary.richardson@ccc.govt.nz

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Te Pātaka o Rākaihautū Banks Peninsula Community Board to consider whether it wishes to submit any Board projects to the 2022/23 Banks Peninsula Discretionary Response Fund for consideration.

2. Officer Recommendations Ngā Tūtohu

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Nominate Summer with your Neighbours 2022-23 for \$3,000 as a Board project to be considered for funding from its 2022/23 Discretionary Response Fund.
2. Nominate ANZAC Day Wreaths, and ANZAC Day Diamond Harbour grant for \$1,000 as a Board project to be considered for funding from its 2022/23 Discretionary Response Fund.

3. Context/Background Te Horopaki

Issue or Opportunity / Ngā take, Ngā Whaihua rānei

3.1 Summer with your Neighbours

Summer with your Neighbours (formerly known as Neighbourhood Week) is celebrated annually from October through to March. Individuals and community groups hold a variety of small neighbourhood events in their local areas. This helps neighbours and communities to get to know each other and enhances community and neighbourhood safety as a result. A contribution towards approved events is provided on return of receipts.

3.2 ANZAC Day

Each year ANZAC Day citizens' ceremonies are organised and held on 25 April in Banks Peninsula - typically in Lyttelton, Diamond Harbour, Akaroa and Little River. These ceremonies include parades of local service groups, speeches and laying of wreaths. A wreath is laid at each ceremony by Board members on behalf of the Board. This is a long standing tradition and provides an opportunity for the Board to show its support, and recognise the sacrifices that have been made in these small communities. An annual grant is allocated towards commemorations in Diamond Harbour.

Strategic Alignment/ Te Rautaki Tīaroaro

- 3.3 For both projects, the recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of 'Enabling active and connected communities to own their future', and the Resilient Communities outcome through supporting a 'strong sense of community and a celebration of our identity'.

Decision Making Authority / Te Mana Whakatau

- 3.4 Community Boards have delegated authority from the Council to determine allocations of the Discretionary Response Fund for their respective wards.

3.4.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council

3.4.2 The Fund does not cover:

- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
- Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

3.5 Community Boards are able to submit Board projects to their Discretionary Response Fund to deliver or support community initiatives in their local community, particularly those projects which help achieve outcomes identified in Community Board Plans. In this case, the Board priorities "Our communities are strong, connected and foster a sense of belonging" and "The cultural, environmental and built heritage of Banks Peninsula is valued and enhanced".

Assessment of Significance and Engagement / Te Aromatawai Whakahirahira

3.6 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

3.7 The level of significance was determined by the number of people affected and/or with an interest.

3.8 Due to the assessment of low significance, no further community engagement and consultation is required.


Discussion / Kōrerorero

3.9 The amount available for allocation in the 2022/23 Banks Peninsula Discretionary Response Fund is dependent on the Board approved allocations for its 2022/23 Strengthening Communities Fund. The decision meeting is scheduled for the Board's 15 August meeting.

3.10 The 2022/23 Banks Peninsula community grants budget is \$195,233. Please note that this amount does not include any carry-forward from the 2021-22 year as this figure is still being finalised.

3.11 Attached to this report is a table that outlines potential Board projects that the Board may wish to put forward for consideration for the 2022/23 Banks Peninsula Discretionary Response Fund (**Attachment A**). These projects were discussed with the Board at its workshop on 30 May 2022 and have been agreed as part of the Unit work programmes.

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Possible Board Projects	14

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

- sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- 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	Philipa Hay - Community Development Advisor
Approved By	Penelope Goldstone - Manager Community Governance, Banks Peninsula

Item 7

Attachment A – Possible Board Projects for 2022/23
Banks Peninsula Community Board

Council Unit	Project (Brief description)	Amount
Community Support, Governance and Partnerships Unit	<p>Summer with your Neighbours</p> <p>“Summer with your Neighbours” formerly known as Neighbourhood Week will be held from October/November 2022 to the end of March 2023 coinciding with Neighbours Day Aotearoa.</p> <p>Individuals and community groups hold a variety of small neighbourhood events in their local areas. This helps neighbours and communities to get to know each other and enhances community and neighbourhood safety as a result.</p>	\$3,000
Community Support, Governance and Partnerships Unit	<p>ANZAC Day Services – Wreaths (4) and Diamond Harbour contribution.</p> <p>Services typically take place in Lyttelton, Little River and Akaroa and Diamond Harbour. These ceremonies are attended by a large number of community members. It is an opportunity for people to gather to commemorate an important day in New Zealand's history, and recognise sacrifices made by community members. (Recent ANZAC commemorations have been modified due to COVID-19 requirements).</p> <p>Costs include: Wreaths - \$750 Diamond Harbour Grant - \$250</p>	\$1,000

8. Port to Port public transport infrastructure improvements along route 28

Reference Te Tohutoro: 22/210805

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

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

Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Banks Peninsula Community Board to approve bus stop infrastructure improvements along route 28.
- 1.2 This report has been written to meet the outcomes agreed through the Greater Christchurch Public Transport Combined Business Case (PT Futures) that recommends a programme of improvements to increase the uptake of public transport over the next decade.
- 1.3 The bus stop infrastructure upgrades supports changes to bus routes 17 and 28, recently approved by Environment Canterbury (ECan) and includes increasing bus frequencies to four buses per hour (or one bus every 15 minutes) during peak times.
- 1.4 The bus stops assessed for upgrades have been grouped into the following subsets:
 - Attachment A – Bus stops in Cass Bay
 - Attachment B – Bus stops in Corsair Bay along Park Terrace
 - Attachment C – Bus stops on Brittan Terrace
 - Attachment D – Bus stops on Norwich Quay, Dublin Street and Winchester Street
- 1.5 The upgrades include, but are not limited to; new bus stops, line marking, seats, shelters, footpaths and kerbs in accordance with attachment E and F.
- 1.6 The following new bus stops have been recommended:
 - 26 Bayview Place, Cass Bay
 - 13 Harbour View Terrace, Cass Bay
 - 104 Park Terrace, Lyttelton
- 1.7 The following bus shelter location has been recommended:
 - Bus stop 41812 - 7 Norwich Quay, Lyttelton
- 1.8 The following bus stops have been recommended for relocation;
 - Bus stop 40998 - 44 Park Terrace, Corsair Bay
 - Bus stop 41812 - 7 Norwich Quay, Lyttelton
- 1.9 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by consideration of the criteria set out in the Council's Significance and Engagement Policy.

2. Officer Recommendations Ngā Tūtohu

That the Te Pātaka o Rākaihautū Banks Peninsula Community Board, as per Attachments A, B, C and D attached to the agenda for this meeting, approve:

Bus stop 41136 – 92A Governors Bay Road (Attachment A)

1. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the north-east side of Governors Bay Road, commencing at a point 24 metres north-west of its intersection with Mariners Cove (measured from the prolongation of the northern kerb line of Mariners Cove) and extending in a north-westerly direction for a distance of 18 metres;
 - b. That a bus stop be installed on the north-east side of Governors Bay Road, commencing at a point 39 metres north-west of its intersection with Mariners Cove (measured from the prolongation of the northern kerb line of Mariners Cove) and extending in a north-westerly direction for a distance of 7 metres;
 - c. That the stopping of vehicles be prohibited at all times on the north side of Governors Bay Road, commencing at a point 59 metres north-west of its intersection with Mariners Cove (measured from the prolongation of the northern kerb line of Mariners Cove) and extending in a north-westerly direction for a distance of 28 metres;

Bus stop 60001 – 26 Bayview Place (Attachment A)

2. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a bus stop be installed on the north-west side of Bayview Place, commencing at a point 138 metres west of its intersection with Harbour View Terrace (measured from the prolongation of the western kerb line of Harbour View Terrace) and extending in a westerly direction for a distance of 15 metres;

Bus stop 60004 – 13 Harbour View Terrace (Attachment A)

3. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the east side of Harbour View Terrace, commencing at a point 6 metres south of its intersection with Cass Bay Place (measured from the prolongation of the southern kerb line of Cass Bay Place) and extending in a southerly direction for a distance of 5.5 metres;
 - b. That a bus stop be installed on the east side on the Harbour View Terrace, commencing at a point 11.5 metres south of its intersection with Cass Bay Place (measured from the prolongation of the southern kerb line of Cass Bay Place) and extending in a southerly direction for a distance of 15 metres;

Bus stop 60003 – 104 Park Terrace (Attachment B)

4. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That a bus stop be installed on the east side of Park Terrace, commencing at its intersection with Cressy Terrace (measured from the prolongation of the northern kerb line of Cressy Terrace) and extending in a northerly direction for a distance of 14 metres;
 - b. That the stopping of vehicles be prohibited at all times on the east side of Park Terrace, commencing at a point 14 metres north of its intersection with Cressy Terrace (measured from the prolongation of the northern kerb line of Cressy Terrace) and extending in a northerly direction for a distance of 12 metres;

Intersection of Cressy Terrace and Park Terrace markings resolution (Attachment B)

5. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- That the stopping of vehicles be prohibited at all times on the west side of Cressy Terrace, commencing at its intersection of Park Terrace (measured from the prolongation of the eastern kerb line of Park Terrace) and extending in a southerly direction for a distance of 14 metres;
 - That the stopping of vehicles be prohibited at all times on the north-east side of Cressy Terrace, commencing at its intersection with Park Terrace (measured from the prolongation of the eastern kerb line of Park Terrace) and extending in a southerly direction for a distance of 14 metres;

Bus stop 41143 – Opposite 32A Park Terrace (Attachment B)

6. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- That the stopping of vehicles be prohibited at all times on the west side of Park Terrace, commencing at a point 30 metres south of its intersection with Cressy Terrace (measured from the prolongation of the southern kerb line of Cressy Terrace) and extending in a southerly direction for a distance of 5 metres;
 - That a bus stop be installed on the west side of Park Terrace, commencing at a point 35 metres south of its intersection with Cressy Terrace (measured from the prolongation of the southern kerb line of Cressy Terrace) and extending in a southerly direction for a distance of 15 metres;
 - That the stopping of vehicles be prohibited at all times on the west side of Park Terrace, commencing at a point 50 metres south of its intersection with Cressy Terrace (measured from the prolongation of the southern kerb line of Cressy Terrace) and extending in a southerly direction for a distance of 12 metres;

Bus stop 40998 – 44 Park Terrace (Attachment B)

7. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- That a bus stop be installed on the north side of Park Terrace, commencing at a point 180 metres north of its intersection with Cressy Terrace (measured from the prolongation of the northern kerb line of Cressy Terrace) and extending in a westerly direction for a distance of 20 metres;

Bus stop 46736 - 16 Brittan Terrace (Attachment C)

8. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- That the stopping of vehicles be prohibited at all times on the west side of Brittan Terrace, commencing at a point 180 metres south of its intersection with Voelas Road (measured from the prolongation of the south western kerb line of Voelas Road) and extending in a southerly direction for a distance of 8 metres;
 - That a bus stop be installed on the west side of Brittan Terrace, commencing at a point 188 metres south of its intersection with Voelas Road (measured from the prolongation of the south western kerb line of Voelas Road) and extending in a southerly direction for a distance of 15 metres;
 - That the stopping of vehicles be prohibited at all times on the west side of Brittan Terrace, commencing at a point 203 metres south of its intersection with Voelas Road (measured from the prolongation of the south western kerb line of Voelas Road) and extending in a southerly direction for a distance of 35 metres;

Bus stop 41162 – 25 Brittan Terrace (Attachment C)

9. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- That the stopping of vehicles be prohibited at all times on the east side of Brittan Terrace, commencing at a point 127 metres south of its intersection with Voelas Road (measured from the prolongation of the south western kerb line of Voelas Road) and extending in a southerly direction for a distance of 14 metres;
 - That a bus stop be installed on the east side of Brittan Terrace, commencing at a point 141 metres south of its intersection with Voelas Road (measured from the prolongation of the south western kerb line of Voelas Road) and extending in a southerly direction for a distance of 15 metres;
 - That the stopping of vehicles be prohibited at all times on the east side of Brittan Terrace, commencing at a point 156 metres south of its intersection with Voelas Road (measured from the prolongation of the south western kerb line of Voelas Road) and extending in a southerly direction for a distance of 5 metres;

Bus stop 41831 – 7A Brittan Terrace (Attachment C)

10. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- That the stopping of vehicles be prohibited at all times on the south east side of Brittan Terrace, commencing at a point 47 metres south-west of its intersection with Simeon Quay (measured from the prolongation of the southern kerb line of Simeon Quay) and extending in a south-westerly direction for a distance of 12 metres;
 - That a bus stop be installed on the south east side of Brittan Terrace, commencing at a point 59 metres south-west of its intersection with Simeon Quay (measured from the prolongation of the southern kerb line of Simeon Quay) and extending in a south-westerly direction for a distance of 15 metres;
 - That the stopping of vehicles be prohibited at all times on the south east side of Brittan Terrace, commencing at a point 74 metres south-east of its intersection with Simeon Quay (measured from the prolongation of the southern kerb line of Simeon Quay) and extending in a south-westerly direction for a distance of 5 metres;

Bus stop 41018 – 2 Brittan Terrace (Attachment C)

11. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
- That the stopping of vehicles be prohibited at all times on the north west side of Brittan Terrace, commencing at a point 36 metres south-west of its intersection with Simeon Quay (measured from the prolongation of the southern kerb line of Simeon Quay) and extending in a south-westerly direction for a distance of 5 metres;
 - A bus stop be installed on the north west side of Brittan Terrace, commencing at a point 41 metres south-west of its intersection with Simeon Quay (measured from the prolongation of the southern kerb line of Simeon Quay) and extending in a south-westerly direction for a distance of 15 metres;
 - That the stopping of vehicles be prohibited at all times on the north west side of Brittan Terrace, commencing at a point 56 metres south-west of its intersection with Simeon Quay (measured from the prolongation of the southern kerb line of Simeon Quay) and extending in a south-westerly direction for a distance of 12 metres;

Bus stop 42218 – 3 Dublin Street (Attachment D)

12. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:

- a. That the stopping of vehicles be prohibited at all times on the west side of Dublin Street, commencing at its intersection with Norwich Quay (measured from the prolongation of the northern kerb line of Norwich Quay) and extending in a northerly direction for a distance of 17.5 metres;
- b. That a bus stop be installed on the west side of Dublin Street, commencing at a point 17.5 metres north of its intersection with Norwich Quay (measured from the prolongation of the northern kerb line of Norwich Quay) and extending in a northerly direction for a distance of 15 metres;
- c. That the stopping of vehicles be prohibited at all times on the west side of Dublin Street, commencing at a point 32.5 metres north of its intersection with Norwich Quay (measured from the prolongation of the northern kerb line of Norwich Quay) and extending in a northerly direction for a distance of 5 metres;

Bus stop 42239 – 42 Winchester Street (Attachment D)

13. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles be prohibited at all times on the north side of Winchester Street, commencing at a point 31 metres east of its intersection with Dublin Street (measured from the prolongation of the eastern kerb line of Dublin Street) and extending in an easterly direction for a distance of 12 metres;
 - b. A bus stop be installed on the north side of Winchester Street, commencing at a point 43 metres east of its intersection with Dublin Street (measured from the prolongation of the eastern kerb line of Dublin Street) and extending in an easterly direction for a distance of 16 metres;
 - c. That the stopping of vehicles be prohibited at all times on the north side of Winchester Street, commencing at a point 59 metres east of its intersection with Dublin Street (measured from the prolongation of the eastern kerb line of Dublin Street) and extending in an easterly direction for a distance of 11 metres;
14. 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 Clauses 1 – 13 above are revoked.
15. That these resolutions take effect when the traffic control devices that evidence the restrictions described in Clauses 1-13 above are in place.

FURTHER that the Te Pātaka o Rākaihautū Banks Peninsula Community Board supports the following:

Bus stop 41812, shelter and parking restrictions– 9 Norwich Quay (Attachment D)

16. Recommendations for State Highway 74, Norwich Quay, as per Attachment D attached to the agenda for this meeting, to be approved by Waka Kotahi New Zealand Transport Agency:
 - a. That the stopping of vehicles be prohibited at all times on the south side of Norwich Quay, commencing at its intersection with Oxford Street (measured from the prolongation of the western kerb line of Oxford Street) and extending in a westerly direction for a distance of 16 metres;
 - b. A bus stop be installed on the south side of Norwich Quay, commencing at a point 16 metres west of its intersection with Oxford Street (measured from the prolongation of the western kerb line of Oxford Street) and extending in a westerly direction for a distance of 15 metres;

- c. That the stopping of vehicles be prohibited at all times on the south side of Norwich Quay, commencing at a point 31 metres west of its intersection with Oxford Street (measured from the prolongation of the western kerb line of Oxford Street) and extending in a westerly direction for a distance of five metres;
- d. That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Norwich Quay, commencing at a point 36 metres west of its intersection with Oxford Street (measured from the prolongation of the western kerb line of Oxford Street) and extending in a westerly direction for a distance of 23.5 metres.
- e. That the parking of vehicles be restricted to vehicles which have a gross vehicle mass of 3,500kgs or more on the south side of Norwich Quay, commencing at a point 59.5 metres west of its intersection with Oxford Street (measured from the prolongation of the western kerb line of Oxford Street) and extending in a westerly direction for a distance of 36 metres.
- f. That a bus passenger shelter be installed on the south side of Norwich Quay (beside 7 Norwich Quay).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

Background

- 3.1 In December 2020 elected members formally endorsed the Greater Christchurch Public Transport combined business case (PT Futures) as a strategy for public transport in Greater Christchurch. This includes supporting increased bus frequency on routes 17 and 28 by providing bus stop, bus shelter and real time information (RTI) infrastructure.
- 1.1 The recommendations in this report, combined with increased bus frequencies, recently approved by ECan, meet the PT Futures Business Case objectives which are to:
 - Improve journey time and reliability of Public Transport services relative to private vehicles by 2028
 - Improve Public Transport services to and from highly populated/growth areas and key destinations across Greater Christchurch by 2028
 - Remove barriers to the uptake of Public Transport by 2028
- 1.2 Meeting these objectives are expected to deliver the following key benefits:
 - More people using the bus network
 - More households can access the city centre within 30 minutes by bus
 - More people living within a five minute walk of a high frequency bus route
 - Reduction in car travel, resulting in CO2 emissions reduction
- 3.2 Measures that promote the use of public transport help the Council achieve its community outcomes and strategic framework of providing a well-connected and accessible city promoting active and public transport, as well as meeting the challenge of climate change through every means available.
- 3.3 ECan has approved the network changes to bus routes 17 and 28 to create a new high frequency 'Port-to-Port' route and a 'Northwood to Huntsbury' route at its 542nd meeting of the Canterbury Regional Council held on Wednesday, 13 April 2022.

- 3.4 The new Port-to-Port route will start at Lyttelton Port, and will continue through Heathcote, Opawa and Waltham to the Bus Interchange. The northern end will travel up Wairakei Road with an extension to Orchard Road, finishing at Christchurch Airport.
- 3.5 ECan will also be increasing the bus frequency along the Port-to-Port route. Increasing bus frequency improves usability and accessibility because the waiting time between services is reduced. A fifteen-minute frequency has four buses passing each stop every hour, compared with two buses an hour at a 30-minute frequency. This improves the attractiveness of the service.
- 3.6 The existing 17 and 28 services predominantly operate to 30-minute frequency weekdays and up to hourly over the weekends which means customers currently need to pre-plan their journeys.
- 3.7 The new Port-to-Port service will have increased frequencies of 15 minutes during weekdays until 6 pm, 20 minutes on Saturdays and 30 minutes on Sundays. This increase will make this service a high frequency, core route. The service will be more direct and will connect major trip generators such as the Airport and Lyttelton Port (with its connection to the outer bays of Lyttelton Harbour). A two-year trial was also approved to changes to the Port-to-Port route providing improved access on weekdays to Ara Institute of Canterbury.
- 3.8 The existing Rapaki extension from Lyttelton will continue as part of the Port-to-Port route, retaining the current service levels (three trips inbound in the morning and outbound in the afternoon during the week), plus one additional service in the morning to support school children in the area.

Proposed infrastructure improvements in Cass Bay (Attachment A)

- 3.9 Currently there are two bus stops in Cass Bay, both in the inbound direction. One bus stop is located beside the Steadfast Reserve at 86 Governors Bay Road (bus stop 41189) and the other bus stop is located at 92A Governors Bay Road (bus stop 41136).
- 3.10 This means there are no places in Cass Bay for buses to stop to let off passengers.
- 3.11 It is proposed that the following bus stop infrastructure be installed in Cass Bay to support public transport in the area;
 - A new bus stop adjacent to 26 Bayview Place. This location was chosen due to its close proximity to the pedestrian access way that connects to Mariners Cove and Kaikomako Place.
 - A new bus stop adjacent to 13 Harbour View Terrace. This bus stop was chosen due to community feedback.
 - Upgrades to the existing bus stop 41136 at 92A Governors Bay Road.

Proposed infrastructure improvements in Corsair Bay (Attachment B)

- 3.12 There are currently two bus stops in Corsair Bay, one inbound bus stop 40998 beside 44 Park Terrace and one outbound bus stop 41143 opposite 32A Park Terrace.
- 3.13 Bus stop 40998 is proposed to be relocated away from the property frontages of 43A Park Terrace and line marked in the road shoulder of Park Terrace to reflect the current practice of bus movements. A seat, edge line and tactile pavers have been included to improve the level of service at this bus stop.
- 3.14 We are also proposing a new inbound bus stop on Park Terrace Road north of Cressy Terrace. This location has been chosen so that residents living along Cressy Terrace and beyond do not

have to cross Park Terrace, as there is no footpath on the east side of Park Terrace connecting to bus stop 40998. The following is proposed:

- No stopping restrictions at the intersection of Park Terrace and Cressy Terrace,
- New footpath and kerb to provide a safe waiting place for passengers and to improve the delineation of the intersection;
- Seat and tactile pavers; and
- Bus stop line marking.

- 3.15 The line marking for bus stop 41143 is proposed to be upgraded to the Christchurch City Council's Construction Standard Specifications.

Proposed infrastructure improvements on Brittan Terrace (Attachment C)

- 3.16 All bus stops on Brittan Terrace are proposed to be line marked to the Christchurch City Council's Construction Standard Specifications (Attachment C).

Proposed infrastructure improvements on Norwich Quay, Dublin Street and Winchester Street (Attachment D)

- 3.17 All bus stops on Dublin Street and Winchester Street are proposed to be line marked to the Christchurch City Council's Construction Standard Specifications (Attachment F).
- 3.18 The existing bus stop 41812 on Norwich Quay close to Oxford Street is oversized. Historically the bus stop was used for cruise ship buses. However a new cruise ship terminal has been constructed and the oversized bus box is no longer required.
- 3.19 It has been observed that cars and trucks frequently park in this bus stop due to high short term parking demand from local business. This parking behaviour compromises the operations of the bus service.
- 3.20 It is proposed that this bus stop be relocated 60 metres east so that it is closer to the intersection of Norwich Quay and Oxford Street. The bus stop is proposed to be line marked to the Christchurch City Council's Construction Standard Specifications. In addition, a new shelter is also proposed to be installed. No objections have been received on the new location of the shelter.
- 3.21 The advantages are:
- Parked cars and trucks are less likely to obstruct bus movements.
 - Bus passengers who walk down Oxford Street to catch the bus will have a reduced distance to walk.
 - The additional space gained by reducing the bus box length will be reallocated to short term truck parking to reflect the current parking demands in the area to access local businesses.
 - A new shelter is proposed to be installed with printed ceramic glass of a historical image of Lyttelton.
 - There is improved bus stop spacing. Bus stop 40750 on Norwich Quay near Sutton Quay is 180m away from bus stop 41812. The proposed relocation of bus stop 41812 will increase the bus stop spacing to 260m.

- 3.22 The disadvantages are:

- The four 10 minute parking spaces have been moved further away from the intersection. These parking spaces have been installed for customers of the shops opposite the bus stop. These customers may have to walk slightly further to the intersection.
- The financial cost of shifting the bus stop, removing the old shelter and installing a new shelter.

4. Alternative Options Considered Ētahi atu Kōwhiringa

Alternative options considered

- 4.1 A new bus stop was proposed for outside 37 Harbour View Terrace due to its close proximity to Cass Bay beach, toilets and playground. During the Port-to-Port consultation, it was noted that there is a high level of parking pressure in the area that would be exacerbated with the installation of the bus stop. Furthermore, due to the low frequency of the bus service, it is unlikely that the general public will be using the bus to go to the beach and playground.
- 4.2 Given the above, it was decided that this location be reconsidered when the frequency and patronage numbers increase in Cass Bay.
- 4.3 Staff also investigated a bus stop opposite 92A Governors Bay Road. However, there is a storm water inlet, where the bus stop would be located. This storm water inlet is important to prevent flooding of houses in the event of an overflow at either of the two larger inlets on the opposite side of Governors Bay Rd. Any work to install a bus stop here would come at a significant cost.
- 4.4 The existing bus stop 41189 adjacent to the Steadfast Reserve, at 64 Governors Bay Road, was considered for upgrades or relocation. However upgrades to this bus stop will be considered following the design process for the Steadfast Reserve.
- 4.5 There were no other bus stop locations that were considered in Corsair Bay, Brittan Terrace, Norwich Quay, Dublin Street and Winchester.
- 4.6 The option to do nothing was also considered. Currently, the Rapaki services operates informally where bus drivers often stop on demand and pick up passengers at unofficial bus stops. This behaviour has come about because the formal bus stop locations do not reflect where passengers want to get on and off and often have a very low level of service with only a bus stop sign on a power pole which can be hard to see. This creates a significant barrier to public transport, particularly for people new to the area or with a disability.

Proposed changes to the Rapaki bus stop

- 4.7 Changes to the Rapaki bus stop 41115 are currently under investigation which includes the proposal to relocate the bus stop to 209 Governors Bay Road to improve the safety of bus passengers. A report will be taken to the Community Board outlining the proposed actions later this year.

5. Detail Te Whakamahuki

Public Consultation Te Tukanga Kōrerorero

- 5.1 Consultation started on 22 March 2022 and ran until 12 April 2022. An email was sent to 67 key stakeholders, including residents groups, Christchurch Airport, Metro (ECan), Waka Kotahi and 31 schools. The consultation was posted on the CCC Facebook page, Governors Bay, Lyttelton information centre, Bishopdale, St Albans, Inner East Burbs – Linwood, Phillipstown & Woolston, Opawa, Heathcote Valley, Beckenham, Sydenham, inviting submissions on the

[Have Your Say webpage](#). We asked two specific questions relating to bus stops and pedestrian crossings and one asking for general comments.

- 5.2 Consultation documents were delivered to 1049 properties on 22 March.
- 5.3 We had the flyer and a copy of the plans at the Lyttelton Service Centre, Shirley Service Centre, Fendalton Service Centre, Rārākau Riccarton Community and Service Centre, Te Hapua, Halswell Service Centre, Papanui Service Centre and Beckenham Service Centre.
- 5.4 We also installed 110 A5 corflute signs at each of the bus stops along the route.
- 5.5 A further consultation for a bus stop outside 13 Harbour View Terrace was carried out between 20 June and 27 June with ECan, RedBus, and residents in the vicinity of the bus stop.

Summary of Submissions Ngā Tāpaetanga

- 5.6 We received 131 submissions from residents, businesses and organisations. Please see attachment G for the full consultation analysis.

Bus stops in Cass Bay

- 5.7 We received no objections for the proposed bus stop 60001 at 26 Bayview Terrace and changes to the existing bus stop 41136 at 92A Governors Bay Road.
- 5.8 For the proposed bus stop at 13 Harbour View Terrace, the resident at 13 Harbour View Terrace has requested that the driveway set down be reinstated and the bus stop be shifted at full cost to the Council should access to the driveway entrance at 15 Harbour View Terrace be restricted in the future. A note has been added to the property file of 13 Harbour View Terrace pertaining to the above.

Bus stop in Corsair Bay along Park Terrace and Brittan Terrace

- 5.9 We received no objections for the proposed bus stop improvements in Corsair Bay.
- 5.10 We received no objections for bus stops on Brittan Terrace.

Bus stop in Corsair Bay along Park Terrace and Brittan Terrace

- 5.11 Staff received one verbal objection to the relocation of bus stop 41812 from one of the businesses on the north side of Norwich Quay. Staff met with the business owner on 5 May who expressed concerns that shifting the short term parking away from the intersection of Oxford Street may result in less customers.
- 5.12 Staff had a meeting on 5 May with the owner of 9 Norwich Quay to discuss the shelter location and line marking changes. The owner of 9 Norwich Quay expressed his support of the changes.
- 5.13 Staff also had a meeting with Lyttelton Port Company who expressed their strong support on improving facilities to support their staff biking to work.

Proposed bike lockers at the Gondola

- 5.14 The Port to Port consultation also included a proposal to install overnight bike storage lockers near the Gondola building for people who want to bus through Lyttelton Tunnel and cycle to and from the city. This received strong positive support from the community and the Lyttelton Port Company. A report recommending the installation of these bike lockers will be taken to the Waikura Linwood-Central-Heathcote Community Board later this year.

6. Policy Framework Implications Ngā Hiraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 Council's Strategic Framework is a key consideration in guiding the recommendations in this report. The recommendations in this report help achieve the:

- Community outcome of a well-connected and accessible city promoting active and public transport, and
- Strategic priorities of meeting the challenge of climate change through every means available.

6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.2.1 Activity: Transport

- Level of Service: 10.4.4 Improve user satisfaction of public transport facilities (number and quality of shelters and quality of bus stop) - ≥71% resident satisfaction
- Level of Service: 10.4.1 More people are choosing to travel by bus
- Level of Service: 10.0.41 Reduce emissions and greenhouse gases related to transport

Policy Consistency Te Whai Kaupapa here

6.3 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.5 Greater investment in public transport provides a more attractive mode choice that reduces reliance on high-emission, single occupant vehicles.

6.6 Enhancing our bus service to become more reliable, with more frequent and efficient trips, will encourage more people to shift modes.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

6.7 Improvements to the overall length of the bus stop, including the no stopping restrictions leading into and out of the bus box will provide buses the necessary space to pull into the stop, stopping parallel and close to the kerb, and to safely pull out of the stop to merge into the traffic lane. Buses stopping parallel to the kerb provides inclusive access as it decreases the step height or ramp gradient for people boarding or alighting the bus. This is particularly important for people with limited mobility or with prams/strollers.

6.8 Tactile ground surface indicators provide visual and sensory information about the road environment. They assist people with vision impairment to access the bus from the adjoining footpath by directing people to where the front door of the bus will be and warning people of the kerb and potential hazard beyond.

6.9 The kerb forms a critical interface between the bus and the passenger. Many bus stops have been shifted to ensure that the front or back door of the bus aligns with a kerb as opposed to a driveway, providing a clear and safe delineation between the road surface and the waiting area for bus passengers. Kerbs also reduce the step height which facilitates quicker, safer and more comfortable boarding and alighting times. Kerbs also reduce the gradient of a deployed ramp.

6.10 To allow for both the safe and convenient movement of pedestrians along the footpath and for an adequate waiting area for bus passengers, a minimum 9 metres of hardstand area

where possible (measured from the front of the bus box which is also free of fixed obstacles) is proposed to be provided at the bus stop.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

7.1 The table below provides the cost estimates for various bus stop upgrades:

Bus stop upgrades	Construction estimate
Bus stops with shelters	\$25,000 to \$35,000
Bus stops with seats	\$6,000 to \$10,000
Bus stops with line marking	\$2,000 to \$6,000

7.2 The cost estimates includes construction cost and all associated design, consultation and supervision costs. The cost estimates allow for a 10% contingency.

7.3 The total cost estimate of bus stop improvements is \$115,500.

7.4 For each subset of bus stops, the following construction estimates are:

- **Appendix A** – Bus stops in Cass Bay – \$25,500
- **Appendix B** – Bus stop in Corsair Bay along Park Terrace - \$45,000
- **Appendix C** – Bus stop on Brittan Terrace - \$7,000
- **Appendix D** – Bus stops on Norwich Quay, Dublin Street and Winchester Street - \$35,000

7.5 If approved, all recommendations will be constructed within 12 months, dependent on the contractor's availability. The works will be funded out of the Traffic Operations, Capital Expenditure budgets for bus stops; seating and shelter installations as well as the bus stop renewals budget.

7.6 Maintenance/Ongoing costs - Transport Unit Operational Expenditure budget, includes maintenance of bus stop infrastructure, which may cost on average approximately \$200 annually per bus stop.

8. Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install stopping, standing and parking restrictions by resolution.
- 8.2 The Community Board 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, standing and parking restrictions.
- 8.3 The legal consideration is that the installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 8.4 Bus stop line marking and associated parking restrictions along state highway will be resolved by Waka Kotahi, NZ Transport Authority.

Legal implications relating to bus passenger shelters

- 8.5 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.
- 8.6 Staff confirm the shelters will not prevent vehicular or pedestrian access to any land having a frontage to the road.
- 8.7 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.
- 8.8 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.
- 8.9 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.
- 8.10 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.















Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.11 There is no legal context, issue or implication relevant to this decision.
- 8.12 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 8.1 – 8.3.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Should the Community Board proceed with the 'Do Nothing' option, there will be no investment in improving the public transport facilities. This may result in low bus patronage levels between Rapaki and Lyttelton.

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Attachment A - Bus stops in Cass Bay	29
B  	Attachment B - Bus stops in Corsair Bay along Park Terrace	32
C  	Attachment C - Bus stops on Brittan Terrace	34
D  	Attachment D - Bus stops on Norwich Quay, Dublin Street and Winchester Street	36
E  	Attachment E - Public Transport Infrastructure Explained	39
F  	Attachment F - Bus stop standard detailed design	42
G  	Attachment G - Consultation analysis	43

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

(a) This report contains:

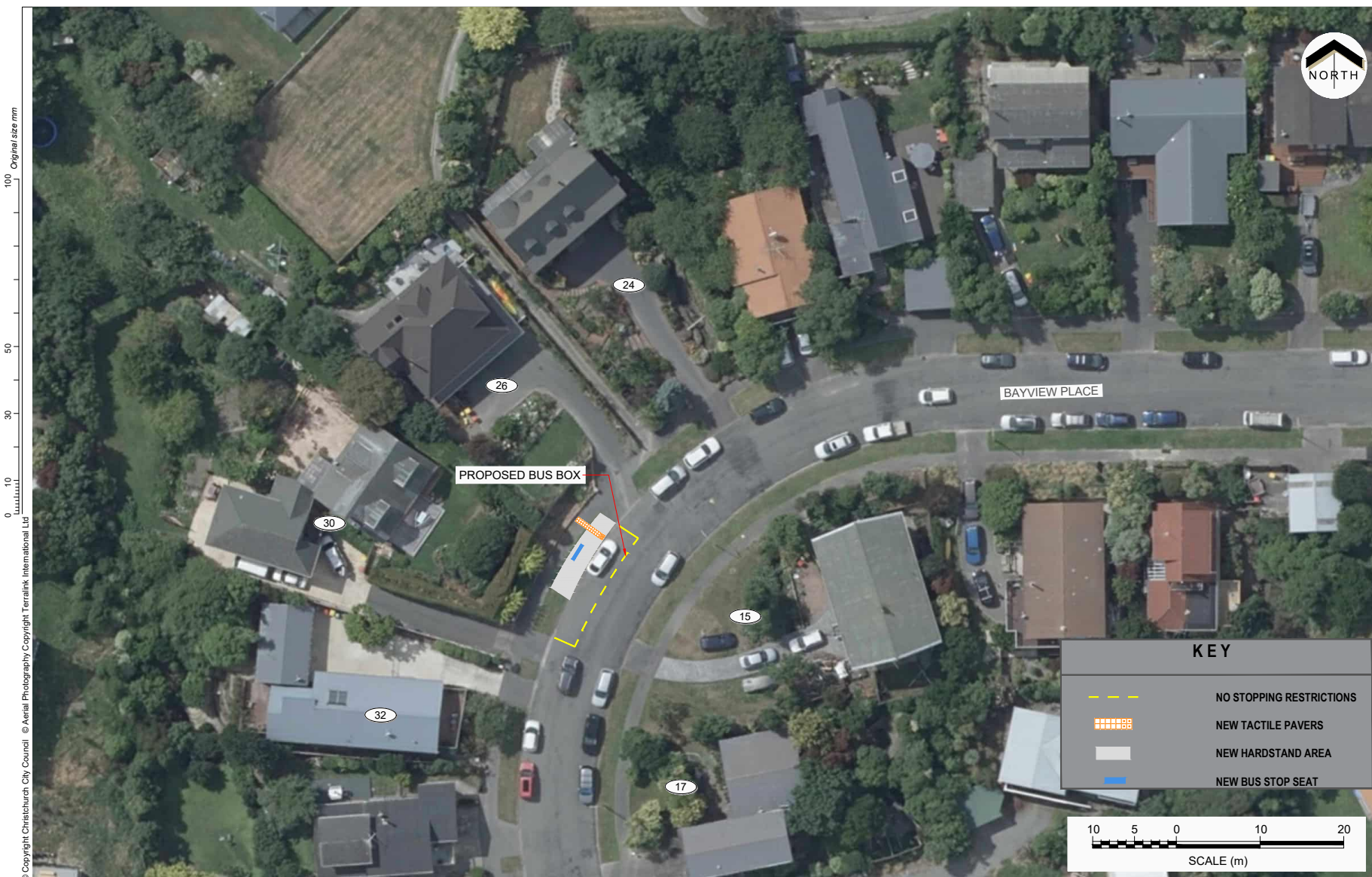
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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

Authors	Sarah Thorne - Passenger Transport Engineer John Dore - Principal Advisor Public Transport Andrew Hensley - Traffic Engineer Patricia Su - Passenger Transport Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management

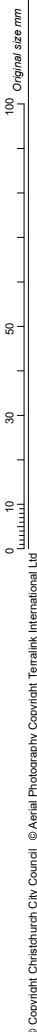


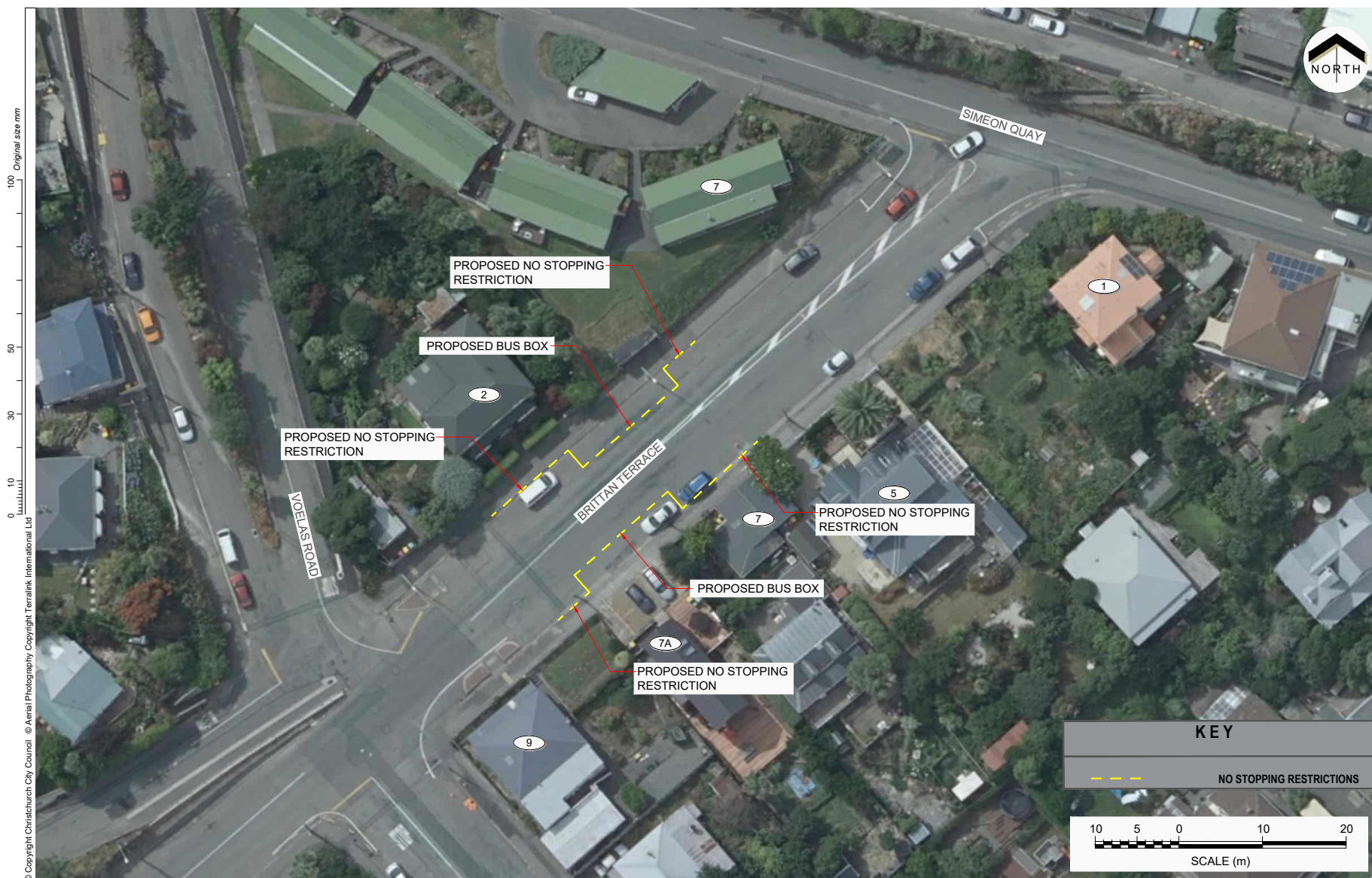




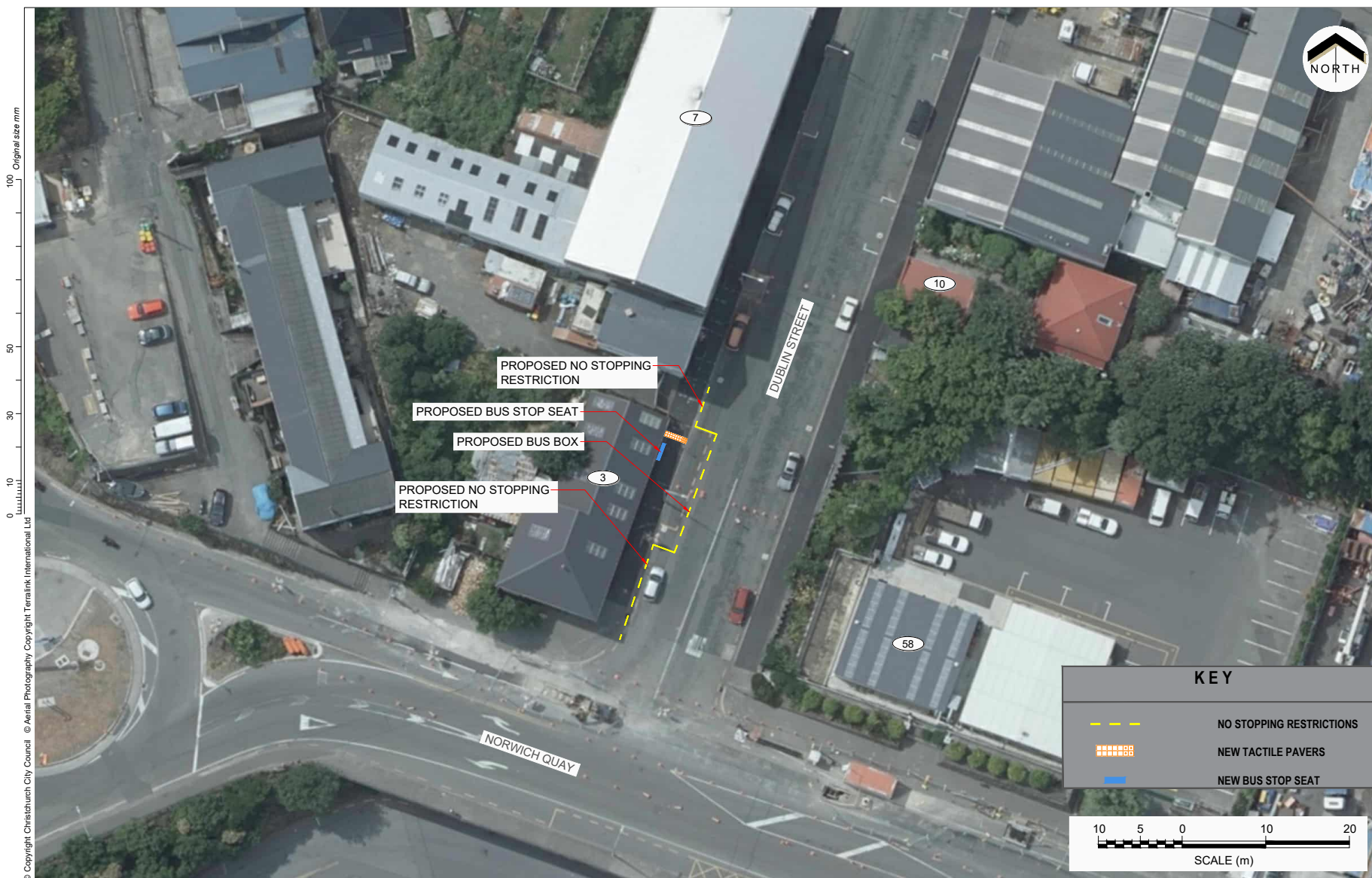














Public Transport Infrastructure Overview

Line marking

- 1.1 This helps to create a consistent environment at the bus stop. Bus drivers will know to stop their vehicle at the head of the box, which is where key infrastructure components are provided (clear stand areas, tactile ground surface indicators, information and shelters). This is particularly important for disabled or vision-impaired passengers. The standard bus box length is 15 meters (14 meters minimum), which accommodates a 12.5 meter bus plus a 1 metre bike rack installed on the front of every bus.
- 1.2 The no stopping lines before and after the bus box are a mechanism to legally prohibit vehicles from obstruction the lead-in and lead-out of the bus stop so that the bus can approach and depart from the bus stop correctly. This is particularly important as it allows a bus to pull up close and parallel to the kerb, which reduces the step distance between the footpath kerb and the bus.
- 1.3 If there is no bus box or line marking cars are able to park 6 metres from a bus stop. This means that legally parked cars can prevent a bus from pulling up close and parallel to the kerb. Buses will only be able to partially pull into the kerb which disadvantages disabled or vision-impaired passengers and has the potential to block traffic. This issue is exasperated in a high frequency service.

Kerbs

- 1.4 The kerb forms a critical interface between the bus and the passenger. Many bus stops have been shifted away from driveways to ensure the front door of the bus aligns with a kerb, providing a clear and safe delineation between the road surface and the waiting area for bus passengers. Kerbs also reduce the step height which facilitates quicker, safer and more comfortable boarding and alighting times. Kerbs also reduce the gradient of a deployed ramp.
- 1.5 When a new kerb is required a 150mm kerb height is provided along the length of the passenger waiting area to minimise the step up to the bus from the kerb.

Tactile ground surface indicators

- 1.6 Tactile ground surface indicators provide visual and sensory information about the road environment. They assist people with vision impairment to access the bus from the adjoining footpath by warning people of the kerb and potential hazard beyond and directing people from the footpath to the kerb where the bus front door will be.
- 1.7 We are intending to install tactile pavers on all bus stops which have 5 or more passenger boardings per day or in areas with lots of pedestrian activity.

Seating

- 1.8 People need to feel comfortable waiting for the bus and providing comfortable seating at or near bus stops dramatically improves the passenger experience. Many people, particularly some older people, cannot comfortably wait for a bus without sitting down.
- 1.9 We are intending to install seats when there are 5 or more passengers boarding the bus stop each day or on a case-by-case basis. The following considerations were made on a case-by-case basis.
 - Bus stops that serve customers connecting between services
 - Bus stops where a seat or shelter has been requested by the community
 - Bus stops near retirement villages or nursing housing that serve the elderly
 - Bus stops serving infrequent bus services, where passengers tend to arrive earlier and in turn wait longer
 - Existing bus stops are being consolidated.

Shelters

- 1.10 People need to feel comfortable waiting for the bus and providing comfortable shelters at or near bus stops dramatically improves the passenger experience.
- 1.11 We are intending to install shelters when there are 20 or more passengers boarding the bus stop each day or on a case-by-case basis. The following considerations were made on a case-by-case basis.
- Bus stops that serve customers connecting between services
 - Bus stops where a seat or shelter has been requested by the community
 - Bus stops near retirement villages or nursing housing that serve the elderly
 - Bus stops serving infrequent bus services, where passengers tend to arrive earlier and in turn wait longer
 - Existing bus stops are being consolidated

Footpaths

- 1.12 To allow for both the safe and easy movement of pedestrians along the footpath and for an adequate waiting area for bus passengers, a minimum of 9 metres is proposed to be paved at the bus stop which is free of fixed obstacles.

Pedestrian refuges

- 1.13 There should ideally always be a crossing facility close to the bus stop which is essential to support safer access to the stop. Discomfort experienced when crossing the road may reduce the proportion of the population within the catchment who would be willing to use public transport from this stop.
- 1.14 Pedestrian refuges were considered when the walking distance from a bus stop to a crossing facility was greater than 65 metres.

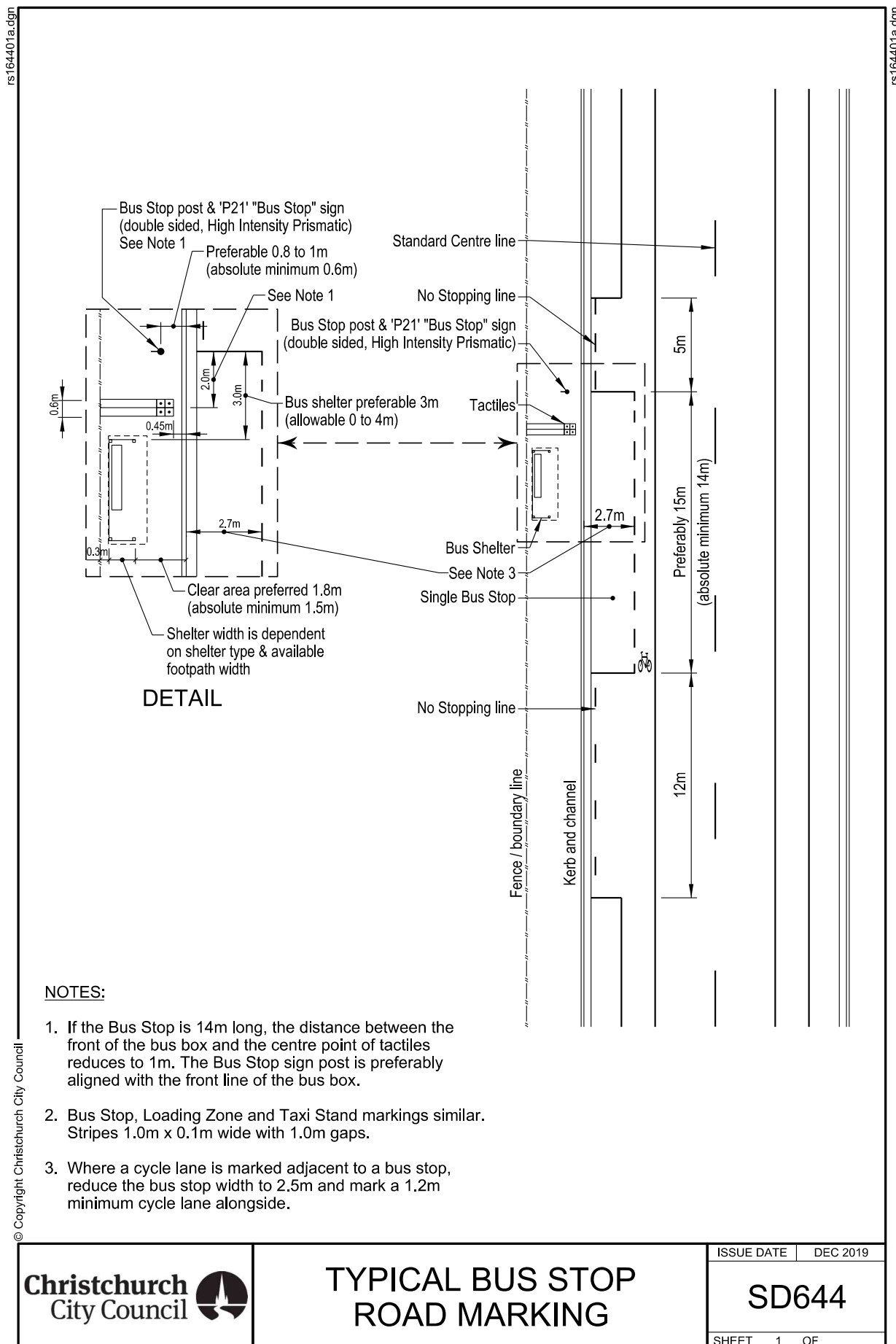
One Street Network - Place Function and Public Transport Infrastructure

Revision 3 11/04/2022

		Activity	Shelter > 20 passenger s per day	Seat >5 passengers per day	Line marking	Kerbs (150mm)	Bins	Tactile pavers	Seat renewal	Shelter renewal
P1	City Centre	Places where the highest activity occurs. Large number of people live, work and visit.	Standard Shelter *	Yes	Yes	When renewing kerbs or specific need	When there is a specific need. New bin to match in with existing bins in the area.	Yes	High priority	High priority
P2	Town/sub -centre	Centres where people work, shop and visit. In growing urban areas, where more and more people live. Town main streets and places with significant meaning	Standard Shelter *	Yes	Yes	When renewing kerbs or specific need	When there is a specific need. New bin to match in with existing bins in the area.	Yes	High priority	High priority
P3	Neighbour hood centre/St opping Place	Locations where people shop and visit and live nearby. Community facilities and points of interests in rural settings that generate human activity on the road and street.	Standard Shelter *	Yes	Yes	When renewing kerbs or specific need	When there is a specific need. New bin to match in with existing bins in the area. If there are no bins a standard bus stop bin can be used.	Yes	High priority	High priority
P4	Local	Places where people live and play. Primarily residential or peri-urban in nature.	Standard Shelter *	Yes	Yes	When renewing kerbs or specific need	When there is a specific need. Standard bin to be used.	>5 passengers per day or specific need	Medium priority	Medium priority
P5	Limited	Little discernible on-street activity.	Standard shelter *	Yes	When operational performance is compromised	When renewing kerbs or specific need	When there is a specific need. Standard bin to be used	> 5 passengers per day or specific need	Medium priority	Medium priority

* Bespoke shelter designs are recommended for the following bus stops;

Manchester Super Stop, Hospital Super Stop, Northlands, Interchange, The Palms, Eastgate Mall, Church Corner, University Ilam Road, The hub (Hornsby) and Riccarton (interchange).



New Port to Port bus stop improvements

Analysis of feedback

Overview

Consultation was open between 22 March 2022 and 12 April 2022.

We emailed an information leaflet detailing the project to 67 key stakeholders, including Resident Associations, Christchurch International Airport, Metro Bus, Waka Kotahi, Lyttelton Port Company and 31 schools.

We also emailed submitters from Environment Canterbury's (ECan) initial consultation on the route review who indicated they would like to be contacted when we opened our consultation.

We hand delivered an information leaflet to 1049 affected properties along the new route. We also installed 110 A5 corflute signs at each of the bus stops along the route.

The flyer and a copy of the plans were available at the libraries below;

- Lyttelton Service Centre
- Shirley Service Centre
- Fendalton Service Centre
- Rārākau Riccarton Community and Service Centre
- Te Hapua Halswell Service Centre
- Papanui Service Centre
- Beckenham Service Centre

We posted a Newsline article on 22 March 2022 and shared the consultation through social media on Council and local Facebook pages.

Social media pages where the consultation was shared

- Christchurch City Council
- Governors Bay
- Lyttelton
- Lyttelton information centre
- Bishopdale
- St Albans
- Inner East Burbs – Linwood, Phillipstown & Woolston
- Opawa
- Heathcote Valley
- Beckenham
- Sydenham

We had an interactive map on our Have Your Say page where people could zoom in to see what changes were being made at specific bus stops.

Submitter profile

Area	Number of responses	Age					% by area
		Under 18	18-24	25-49	50-64	65+	
Banks Peninsula	56	3	0	27	12	14	43%
Linwood-Central-Heathcote	26	2	1	14	4	5	20%
Papanui-Innes	20	0	2	8	5	5	15%
Fendalton-Waimairi-Harewood	15	0	3	3	5	4	11%
Spreydon-Cashmere	7	1	1	3	1	1	5%
Did not say/other	7	0	0	4	1	1	5%
Overall	131	6	7	59	28	30	100%

How submitters use the bus service

Area	Bus Passenger	Resident	Bus passenger and resident	Parent of bus passenger	Bus passenger, cyclist, resident	Would like to be a bus passenger
Banks Peninsula	15	35	2	1	2	1
Linwood-Central-Heathcote	11	10	4	0	0	0
Papanui-Innes	7	5	8	0	0	0
Fendalton-Waimairi-Harewood	11	2	5	0	1	0
Spreydon-Cashmere	3	2	2	0	0	0
Did not say /other	4	1	1	0	0	0
Overall	51	55	22	1	3	1

Feedback received

We received 131 submissions from residents, businesses and organisations. We asked for submitters if they had any feedback on specific bus stops and the proposed pedestrian safety improvements. We also asked for any general feedback they had.

Note: not all submitters commented on each question

Pedestrian safety improvements

Key themes

Main comments:

- Supportive of new crossings (33)
- Install more pedestrian crossings (2)
- Do not install any (2)
- They make it difficult to access property driveways (2)
- They create pinch points for cyclists (1)

Other comments included:

- Slower speeds (particularly in Opawa)
- More bins at bus stops
- Better/more signage close to the pedestrian islands

Specific bus stops

Submission ID	Comments on specific bus stops	Staff response
45742	I would suggest moving the new bus stop proposed at 37 Harbour View Place in Cass Bay to the corner of Cass Bay Place and Harbour View, as (i) there is existing infrastructure there (a bench) and (ii) it is more evenly spaced out from the other new stop in Cass Bay.	Bus stop 60002 - In consideration of this comment we will consult on a bus stop at 13 Harbour View Terrace
45767	I support additional stops being added in Cass Bay (#60001 & #60002)	No response required
45767	Are the bus stops not shown on the interactive map (e.g. stop #54531 outside Lyttelton Primary School) remaining with no change?	There are no proposed changes for bus stop 54531

Submission ID	Comments on specific bus stops	Staff response
45533	The proposed bus stop outside 22 Bayview Pl in Cass Bay is an excellent place as it is so central to the Bay and everyone I have talked to has agreed. The proposed bus stop outside 39 Harbour view Terrace is close to the beach, for those travelling there however it is quite close to the next stop in Bayview Pl. People have caught the bus from the corner of Cass Bay Pl and Harbour view Terrace, where a bench was installed in the past for passengers. One of the only people I have observed catching the 7.00 am bus does so from that point. I think it is great that you are taking safety into consideration with the new placement of the bus stops in Rapaki and at the start of Cass Bay Heights on Governors Bay Road.	Bus stop 60002 - In consideration of this comment we will consult on a bus stop at 13 Harbour View Terrace
45363	Bus 28 no real bus stop in Cass Bay	We are proposing two new bus stops in Cass Bay
45323	It's great to see that you are planning to put in a shelter for stop 42218. Will you still retain the current shelter on Norwich Quay as well?	We are installing a seat and tactile pavers at this location. The shelter on Norwich Quay near Oxford Street will be upgraded.
45280	I strongly support the proposed 60002 and 60001 bus stops in cass bay. We're currently underserved by bus stops (and busses) so it would be great addition :) As well as this, many people from the bays cycle onto lyttelton to catch the bus - it would be great if some bike racks were added to the Norwich quay bus stop.	No response required
45624	Always good to see more sheltered stops! Although, I'm not certain the Dublin Street stop is used for catching the bus very often.... Usually, it is a stop to get off at because of the bus driver break at Port. From my experience, people catch the bus from Norwich Quay to go to the city.	Bus stop 42218 - We will be installing a new seat and tactile pavers at this bus stop.
45369	It might be worth putting a toilet in at Rapaki, as this is often a lay over spot for drivers. Many times I've seen the poor fellows (and they are usually male) ducking into the bushes to relieve themselves. Alternatively you could extend the service to Governors Bay where we have public toilets at: the Community Centre, Cholmondeley Reserve and Allandale Reserve	Bus stop 41115 - The installation of toilets is currently out of scope and will be considered in the future upon the request of Environment Canterbury. The extension of the service to Governors Bay is determined by Environment Canterbury. Your comments have been passed on to them for consideration.
45292	60001 - Very pleased with proposal though interested in frequency of buses	No response required

General comments

- Supportive of the new Gondola bike lockers (24)
- Free rides/reduced fare from Lyttelton to Gondola (11)
- Support all the changes (9)
- Reducing speed (4)
- Bikes on the Gondola (3)
- Don't use glass shelters (3)

Staff responses

Theme	Staff response
Don't use glass shelters	We are looking at trialling toughened glass shelters. The glass will be laminated and will hold together if smashed so that there is no glass on the footpath.
Slower speeds (particularly in Opawa)	Council staff are working on reducing the speeds in Opawa. For more information please go to our website for more information .
More bins at bus stops	We will look at appropriate bin locations during the detail design of each bus stop.
Better/more signage close to the pedestrian islands	Signage will be considered during the detailed design of the pedestrian islands.
Bikes on the Gondola	Unfortunately, the cabins are not large enough to take bikes inside theme. Historically they have attached bikes to the outside of each cabin however this ceased for several reasons including damage to bikes when they moved in the wind and the ongoing maintenance of the bike hanger arms

Environment Canterbury (Ecan)

We sent ECan 117 comments relating to bus routes, frequencies and fares.

Theme	Staff response
Governors Bay	There is no money to extend the service to Governors Bay at present.
Free buses through the tunnel	ECan recently consulted on fares through their annual plan consultation. See their website for updates and more information
Improving the bus service in Cass Bay	ECan have added an additional morning trip to the Rapaki Service
Dogs	Service dogs and disability assist dogs are allowed to travel on buses under the supervision of their handler.
Sydenham shops/Brougham St	Due the feedback, ECan considered several different route options, and a recommendation was made to ECan's Council. For the two-year trial, ECan have decided to service both routes by alternating this part of the route on weekdays. For more information go to the ECan's Bus Route Review 17 and 28 webpage

9. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.

Karakia Whakamutunga