

Waimāero Fendalton-Waimairi-Harewood Community Board AGENDA

Notice of Meeting:

An ordinary meeting of the Waimāero/Fendalton-Waimairi-Harewood Community Board will be held on:

Date: Monday 13 May 2019
Time: 4.30pm
Venue: Ōrauwhata, Bishopdale Community Centre Hall
13P Bishopdale Court, Bishopdale

Membership

Chairperson	Sam MacDonald
Deputy Chairperson	David Cartwright
Members	Aaron Campbell
	Linda Chen
	James Gough
	Aaron Keown
	Raf Manji
	Shirish Paranjape
	Bridget Williams

7 May 2019

Maryanne Lomax
Manager Community Governance, Fendalton-Waimairi-Harewood
941 6730
maryanne.lomax@ccc.govt.nz
www.ccc.govt.nz

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.

To view copies of Agendas and Minutes, visit:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>

Strategic Framework

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

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

Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

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

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

Overarching Principle

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

Supporting Principles

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

Community Outcomes

What we want to achieve together as our city evolves

Strong communities

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

Liveable city

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

Healthy environment

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

Prosperous economy

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

Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected
communities

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

Climate change
leadership

Informed and proactive
approaches to natural
hazard risks

Increasing active, public
and shared transport
opportunities and use

Safe and sustainable
water supply and
improved waterways

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

TABLE OF CONTENTS

C	1.	Apologies.....	4
B	2.	Declarations of Interest	4
C	3.	Confirmation of Previous Minutes.....	4
B	4.	Public Forum.....	4
B	5.	Deputations by Appointment.....	4
B	6.	Presentation of Petitions	4
B	7.	Correspondence	19

STAFF REPORTS

A	8.	Roto Kohatu Reserve - New Toilets, Carparking and Access Road Improvements	21
C	9.	Nunweek Park: Car Park - Proposed P120 Parking Restriction	39
C	10.	Gardiners Road near Cullahill Street - Access to Public Transport - Provision of Bus Stops	47
C	11.	Harewood Road near Gardiners Road - Access to Public Transport - Bus Stop Relocations	107
C	12.	Fendalton-Waimairi-Harewood 2018-19 Youth Development Fund - Application - Korfball New Zealand	133
B	13.	Elected Members' Information Exchange.....	136

1. Apologies

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

2. Declarations of Interest

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

3. Confirmation of Previous Minutes

That the minutes of the Waimāero/Fendalton-Waimairi-Harewood Community Board meeting held on [Monday, 29 April 2019](#) be confirmed (refer page 5).

That the minutes of the Joint Extraordinary Meeting of the Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board held on [Tuesday 30 April 2019](#), be confirmed (refer page 10).

4. Public Forum

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.

5. Deputations by Appointment

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

5.1 Edward Wright – Gardiners Road near Cullahill Street Bus Stops

Edward Wright will address the Board on behalf of Environment Canterbury, in relation to the Gardiners Road near Cullahill Street – Access to Public Transport – Provision of Bus Stops report. (Item 10 refers.)

5.2 Clare Sylvester

Clare Sylvester, a local resident will address the Board, in relation to the Gardiners Road near Cullahill Street – Access to Public Transport – Provision of Bus Stops report. (Item 10 refers.)

5.3 Colin Fussell – Gardiners Road near Cullahill Street Bus Stops

Colin Fussell, a local resident, will address the Board in relation to the Gardiners Road near Cullahill Street – Access to Public Transport – Provision of Bus Stops report. (Item 10 refers.)

6. Presentation of Petitions

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

Waimāero Fendalton-Waimairi-Harewood Community Board OPEN MINUTES

Date: Monday 29 April 2019
Time: 4.30pm
Venue: Ōrauwhata, Bishopdale Community Centre Hall

Present

Chairperson	Sam MacDonald
Deputy Chairperson	David Cartwright
Members	Aaron Campbell
	Linda Chen
	James Gough
	Aaron Keown
	Raf Manji
	Bridget Williams

29 April 2019

Maryanne Lomax
Manager Community Governance, Fendalton-Waimairi-Harewood
941 6730
maryanne.lomax@ccc.govt.nz
www.ccc.govt.nz

Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

The agenda was dealt with in the following order.

1. Apologies

Part C

Community Board Resolved FWHB/2019/00029

That the apology for absence received from Shirish Paranjape, be accepted.

Sam MacDonald/David Cartwright

Carried

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Community Board Resolved FWHB/2019/00030

That the minutes of the Waimāero/Fendalton-Waimairi-Harewood Community Board meeting held on Monday 15 April 2019, be confirmed.

David Cartwright/Aaron Keown

Carried

4. Public Forum

There were no public forum presentations.

5. Deputations by Appointment

There were no deputations by appointment.

6. Presentation of Petitions

There was no presentation of petitions.

7. Correspondence

There was no correspondence presented to the meeting.

8. 196 Roydvale Avenue - Fendalton-Waimairi-Harewood Wards -Proposed Road Name

Community Board Resolved FWHB/2019/00031 (Original Staff Recommendation accepted without change)

Part C

The Waimāero/Fendalton-Waimairi-Harewood Community Board resolved to approve the following new road name:

1. 196 Roydvale Avenue (RMA/2016/202/B):
 - Lake Bryndwr Lane

James Gough/David Cartwright

Carried

9. Wairakei Road at Holt Place - Proposed No Stopping Restrictions
Community Board Resolved FWHB/2019/00032 (Original Staff Recommendation accepted without change)

Part C

The Waimāero/Fendalton-Waimairi-Harewood Community Board resolved to:

1. Approve that the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Holt Place and extending in a westerly direction for a distance of 22 metres.
2. Approve that the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Holt Place and extending in an easterly direction for a distance of 21 metres.
3. Approve 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 this report are revoked.
4. Approve that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the agenda staff report are in place.

Aaron Keown/James Gough

Carried

10. Fendalton-Waimairi-Harewood 2018-19 Discretionary Response Fund - Applications - Te Ora Hou Otautahi Incorporated and St Marys/The Merevale Corner

Community Board Resolved FWHB/2019/00033 (Original Staff Recommendation accepted without change)

Part C

The Waimāero/Fendalton-Waimairi-Harewood Community Board resolved to:

1. Approve a grant of \$1,370 from its 2018-19 Discretionary Response Fund to Te Ora Hou Otautahi Incorporated towards the printing costs of Polyphony 2019.
2. Approve a grant of \$1,025 from its 2018-19 Discretionary Response Fund to St Marys/The Merevale Corner towards the purchase of equipment for their new premises.

David Cartwright/Bridget Williams

Carried

**11. Fendalton-Waimairi-Harewood 2018-19 Youth Development Fund -
Application - Nicholas Del Rey**

**Community Board Resolved FWHB/2019/00034 (Original Staff Recommendation
accepted without change)**

Part C

The Waimāero/Fendalton-Waimairi-Harewood Community Board resolved to:

1. Approve a grant of \$500 from its 2018-19 Youth Development Fund to Nicholas Del Rey towards the costs to attend the Ohio State High Performance Gymnastics Camp in Ohio, United States of America from 8 to 11 July 2019.

Linda Chen/Aaron Keown

Carried

**12. Fendalton-Waimairi-Harewood 2018-19 Youth Development Fund –
Applications - Sujean In, Harriet Compton-Moen, William Wray, Sarah
Davey and E Wen Wong.**

**Community Board Resolved FWHB/2019/00035 (Original Staff Recommendation
accepted without change)**

Part C

The Waimāero/Fendalton-Waimairi-Harewood Community Board resolved to:

1. Approve a grant of \$250 from its 2018-19 Youth Development Fund to Sujean In towards attending the 2019 Future Problem Solving International to be held in Massachusetts, U.S.A, from 5 to 9 June 2019.
2. Approve a grant of \$250 from its 2018-19 Youth Development Fund to Harriet Compton-Moen towards attending the 2019 Future Problem Solving International to be held in Massachusetts, U.S.A, from 5 to 9 June 2019.
3. Approve a grant of \$250 from its 2018-19 Youth Development Fund to William Wray towards attending the 2019 Future Problem Solving International to be held in Massachusetts, U.S.A, from 5 to 9 June 2019.
4. Approve a grant of \$250 from its 2018-19 Youth Development Fund to Sarah Davey towards attending the 2019 Future Problem Solving International to be held in Massachusetts, U.S.A, from 5 to 9 June 2019.
5. Approve a grant of \$250 from its 2018-19 Youth Development Fund to E Wen Wong towards attending the 2019 Future Problem Solving International to be held in Massachusetts, U.S.A, from 5 to 9 June 2019.

Linda Chen/Aaron Campbell

Carried

13. Waimāero/Fendalton-Waimairi-Harewood Community Board Area Report - May 2019

Community Board Resolved FWHB/2019/00036 (Original Staff Recommendation
accepted without change)

Part B

The Waimāero/Fendalton-Waimairi-Harewood Community Board decided to:

1. Receive the Waimāero/Fendalton-Waimairi-Harewood Community Board Area Report
for May 2019.

Sam MacDonald/Bridget Williams

Carried

14. Elected Members' Information Exchange

Part B

Board members exchanged information on matters of interest including:

- 14.1 2019/2020 Draft Annual Plan
- 14.2 Bishopdale Mall Business Association - meeting with staff
- 14.3 Greers Road/Memorial Avenue intersection
- 14.4 Merivale Mall - expansion resource consent

Meeting concluded at 4.48pm

CONFIRMED THIS 13TH DAY OF MAY 2019

SAM MACDONALD
CHAIRPERSON



**Waimāero/Fendalton-Waimairi-Harewood Community
Board and Waipuna/Halswell-Hornby-Riccarton
Community Board
EXTRAORDINARY MINUTES**

Date: Tuesday 30 April 2019
Time: 6.06pm
Venue: Hao Room, Te Hāpua: Halswell Centre
341 Halswell Road

Present

Members

**Waimāero/Fendalton-Waimairi-Harewood
Community Board**

David Cartwright (Chairperson)
Sam MacDonald
Aaron Campbell
Aaron Keown
Bridget Williams

**Waipuna/Halswell-Hornby-Riccarton
Community Board**

Helen Broughton
Natalie Bryden
Catherine Chu
Anne Galloway
Ross McFarlane
Mike Mora

30 April 2019

Matthew Pratt
Manager Community Governance Halswell-Hornby-Riccarton
941 5428
matthew.pratt@ccc.govt.nz

Maryanne Lomax
Manager Community Governance Fendalton-Waimairi-Harewood
941 6730
maryanne.lomax@ccc.govt.nz

www.ccc.govt.nz

To view copies of Agendas and Minutes, visit:
www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/

Waimāero/Fendalton-Waimairi-Harewood Community Board and
Waipuna/Halswell-Hornby-Riccarton Community Board
30 April 2019



Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

The agenda was dealt with in the following order.

Matthew Pratt, Community Governance Manager, Halswell-Hornby-Riccarton, declared the meeting open and welcomed Board members and the public.

1. Apologies

Part C

Joint Community Boards Resolved JFWHH/2019/00008

That the apologies received for absence from Vicki Buck, Jimmy Chen, Debbie Mora, Linda Chen, James Gough, Raf Manji and Shirish Paranjape, and for early departure from Natalie Bryden, be accepted.

David Cartwright/Sam MacDonald

Carried

2. Election of Chairperson

Part C

David Cartwright was nominated by Mike Mora, seconded by Sam MacDonald.

There were no further nominations received.

Joint Community Boards Resolved JFWHH/2019/00009

That David Cartwright be elected Chairperson of this Joint Extraordinary Meeting of the Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board.

Mike Mora/Sam MacDonald

Carried

3. Declarations of Interest

Part B

There were no declarations of interest recorded.

4. Deputations by Appointment

Part B

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

The following addressed the meeting regarding the proposed bus stops in Greers Road and Waimairi Road:

1. Environment Canterbury, represented by Cr David Caygill, Edward Wright, and Stewart Gibbon
2. Tony Taylor, resident of 71 Greers Road

Waimāero/Fendalton-Waimairi-Harewood Community Board and
Waipuna/Halswell-Hornby-Riccarton Community Board
30 April 2019



3. Caroline and Gordon Johnson, residents of 52 Greers Road

After questions from members, the Chairperson thanked Environment Canterbury, Tony Taylor and Caroline and Gordon Johnson for their presentations.

Item 5 of these minutes records the decisions made by the Boards on this matter.

Natalie Bryden left the meeting at 6.38pm.

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

Staff in attendance spoke to the accompanying report.

In their deliberations, the Boards also took into consideration the deputations from Environment Canterbury, Tony Taylor and Caroline and Gordon Johnson (Item 4.1 of these minutes refers).

Staff Recommendations

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

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

**Waimāero/Fendalton-Waimairi-Harewood Community Board and
Waipuna/Halswell-Hornby-Riccarton Community Board**
30 April 2019

TG134201b Issue 1, dated 03/04/2019 (refer to Attachment B of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

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

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

9. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as C1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201c Issue 1, dated 03/04/2019 (refer to Attachment C of the report from the agenda).
10. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as C1, identified as 'bus stop' on the attached drawing TG134201c Issue 1, dated 03/04/2019 (refer to Attachment C of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
11. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as C2 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201c Issue 1, dated 03/04/2019 (refer to Attachment C of the report from the agenda).
12. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as C2, identified as 'bus stop' on the attached drawing TG134201c Issue 1, dated 03/04/2019 (refer to Attachment C of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

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

13. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as D1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda).
14. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as D1, identified as 'bus stop' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the

**Waimāero/Fendalton-Waimairi-Harewood Community Board and
Waipuna/Halswell-Hornby-Riccarton Community Board**
30 April 2019

- agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
15. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as D2 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda).
 16. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as D2, identified as 'bus stop' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
 17. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as D3 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda).
 18. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as D3, identified as 'bus stop' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
 19. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as D4 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda).
 20. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as D4, identified as 'bus stop' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
 21. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as E1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201e Issue 1, dated 03/04/2019 (refer to Attachment E of the report from the agenda).
 22. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as E1, identified as 'bus stop' on the attached drawing TG134201e Issue 1, dated 03/04/2019 (refer to Attachment E of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
- That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to approve Option 2:
23. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as F1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing

Waimāero/Fendalton-Waimairi-Harewood Community Board and
Waipuna/Halswell-Hornby-Riccarton Community Board
30 April 2019

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

Joint Community Boards Resolved JFWHH/2019/00010

Part C

**Waimāero/Fendalton-Waimairi-Harewood Community Board and
Waipuna/Halswell-Hornby-Riccarton Community Board**
30 April 2019

That the Waimāero/Fendalton-Waimairi-Harewood Community Board resolved to approve an amended option taken from Options 1 and 2, as follows:

3. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as A2 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201a Issue 1, dated 03/04/2019 (refer to Attachment A of the report from the agenda).
4. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as A2, identified as 'bus stop' on the attached drawing TG134201a Issue 1, dated 03/04/2019 (refer to Attachment A of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
5. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as B1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201b Issue 1, dated 03/04/2019 (refer to Attachment B of the report from the agenda).
6. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as B1, identified as 'bus stop' on the attached drawing TG134201b Issue 1, dated 03/04/2019 (refer to Attachment B of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
7. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as B2 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201b Issue 1, dated 03/04/2019 (refer to Attachment B of the report from the agenda).
8. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as B2, identified as 'bus stop' on the attached drawing TG134201b Issue 1, dated 03/04/2019 (refer to Attachment B of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
15. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Greers Road referred to as D2 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda).
16. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Greers Road referred to as D2, identified as 'bus stop' on the attached drawing TG134201d Issue 1, dated 03/04/2019 (refer to Attachment D of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
31. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in the agenda report are revoked.

Waimāero/Fendalton-Waimairi-Harewood Community Board and
Waipuna/Halswell-Hornby-Riccarton Community Board
30 April 2019

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

Sam MacDonald/Aaron Keown

Carried

Joint Community Boards Resolved JFWHH/2019/00011

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolved to approve Option 1 as follows:

9. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as C1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201c Issue 1, dated 03/04/2019 (refer to Attachment C of the report from the agenda).
10. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as C1, identified as 'bus stop' on the attached drawing TG134201c Issue 1, dated 03/04/2019 (refer to Attachment C of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
11. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Waimairi Road referred to as C2 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG134201c Issue 1, dated 03/04/2019 (refer to Attachment C of the report from the agenda).
12. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Waimairi Road referred to as C2, identified as 'bus stop' on the attached drawing TG134201c Issue 1, dated 03/04/2019 (refer to Attachment C of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
31. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in the agenda report are revoked.
32. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the agenda report are in place.

Mike Mora/Ross McFarlane

Carried

Joint Community Boards Resolved JFWHH/2019/00012

On being put to the meeting by the Chairperson, the above resolutions were declared carried as the substantive motions of each Board.

David Cartwright /Mike Mora

Carried

Meeting concluded at 7.10pm

CONFIRMED THIS 14TH DAY OF MAY 2019

**SAM MACDONALD
CHAIRPERSON**

MIKE MORA
CHAIRPERSON

Unconfirmed

7. Correspondence

Reference: 19/476369

Presenter(s): Margaret Henderson, Community Board Advisor

1. Purpose of Report

Correspondence has been received from:

Name	Subject
Craig Watson	Reinstatement of Bus Stops on Gardiners Road (near Cullahill Street)

2. Staff Recommendations

That the Fendalton-Waimairi-Harewood Community Board:

1. Receive the information in the correspondence report dated 13 May 2019.

Attachments

No.	Title	Page
A ↓	Craig Watson - Reinstatement of Bus Stops on Gardiners Road near Cullahill Street	20

6 May 2019

To the Community Board

Reinstatement of Bus Stops on Gardiners Road (near Cullahill Street).

With the re-introduction of the #28 Bus Route along Gardiners Road stops 16651 (St Ives St) and 16963 (Fairford St) were erected near Harewood Road giving residents of the surrounding area including southern end of Crofton Road access to public transport and an important direct link to the City and other key transfer points.

This is an area that was historically covered by several bus routes but with the changes following the Earthquakes many of these routes were either altered or removed completely.

With a number of housing developments in the Bishopdale/Harewood area along with households relocating there is a mixture of residents that would benefit greatly to stops being added to the northern end of Gardiners Road, near Cullahill Street. These people currently face a significant walk to access the bus service either to stops 16651/16963 or to those on Sawyers Arms (16786/16679).

I would like to propose that the Community Board approve the introduction of additional bus stops. This would cater to school pupils that live in the Sawyers/Crofton area along with those in the new developments around the Gardiners and Claridges Road area, parents/students wishing to access local schools/day-care but also an important direct link to the City for everyone nearby.

This would also benefit those wishing to travel to and from the airport allowing easy connection to the #125 route without needing to go into the city centre first.

In addition, a number of my work colleagues also live in the area, and our employer is due to move back into the city near the end of this year. Prior to February 2011 we took the bus to work and would be looking to do the same following our move back to the city.

I have spoken to a few households in the immediate area and they are in support of these stops. Whilst I understand there have been some objections from nearby residents, it is worth noting that not every bus travelling this route will need to pick up or drop off passengers at these stops but will help create options and choice for us and for some, the bus is their only means of transport.

Introduction of the stops will help promote the use of sustainable methods of transport, help reduce traffic pollution and congestion etc.

Finally, I would also like to show support for the relocation of stop 42857 on Harewood Road (near Breens Rd) as the previous location was dangerous for the right turning #28 meaning only the #125 served that stop. This resulted in the users of #28 having to cross a very busy dual carriage to access the service. The new position has definitely helped increase patronage and is well supported by those close by.

Thank you for taking the time to consider these matters.

Regards

Craig Watson

8. Roto Kohatu Reserve - New Toilets, Carparking and Access Road Improvements

Reference: 19/248247
Steven Gray, Project Manager
Presenter(s): Robbie Hewson, Area Head Ranger
Aliesha Esker, Engagement Advisor

1. Purpose of Report

- 1.1 The purpose of this report is to seek the Waimāero/Fendalton-Waimairi-Harewood Community Board to recommend to the Council to approve:
 - 1.1.1 Landscape Plan – Roto Kohatu Reserve Car Parking and Toilet LP377501, dated 18/04/2019 (**Attachment A**) which includes the following key items,
 - Proposed two toilet blocks, path connections and associated landscape works
 - Proposed upgrade of the existing gravel car park by Lake Rua to a formalised asphalt car park
 - Proposed upgrade of the existing gravel access road including traffic safety improvements. (Note that this upgrade will be undertaken in stages as funding becomes available)

2. Executive Summary

- 2.1 Roto Kohatu Reserve is a metropolitan facility located in Harewood.
- 2.2 There have been a number of issues over the last few years in regards to poor toilet behaviour (using existing gardens) and traffic safety in the informal car park and along the road access.
- 2.3 Community engagement was recently undertaken for the construction of two toilet blocks, each containing two fully accessible cubicles and cold water outside showers, and for the upgrade of the existing informal car park to an asphalted car park and access road improvements.
- 2.4 The conceptual design of the toilet blocks and car park layout was presented to the Community Board via a seminar on the 11 February 2019, prior to the commencement of consultation.
- 2.5 The Community Board were informed that due to the distance to lay services (power, water and sewer) to these locations, a high portion of the cost to build toilets in this reserve is on services.
- 2.6 Results of the consultation are included in this report, item 6, with 88 percent of submissions clearly supporting this project.
- 2.7 Following public consultation the following items have been amended on the proposed landscape plan:
 - 2.7.1 The toilet block by Lake Rua (Northern Lake) will have a third fully accessible toilet added on.
 - 2.7.2 Lake Rua toilet location to move approximately 45 metres north to provide safer access for users without having to cross the access road.

2.7.3 A drinking fountain will be included with each toilet block.

2.8 Once the landscape plan is approved, the project will proceed to detailed design and construction with the aim to have the toilets open for summer 2019/20

3. Staff Recommendations

That the Waimāero/Fendalton-Waimairi-Harewood Community Board recommend to the Council to:

1. Approve Landscape Plan Roto Kohatu Reserve LP377501 which includes the following:
 - a. Two permanent toilet blocks
 - i. One near the southern shore of Lake Tahi with two accessible toilets.
 - ii. One near the northern shore of Lake Rua with three accessible toilets.
 - iii. Provide drinking fountains.
 - b. Upgrade of the Lake Rua car park.
 - c. Upgrade the existing access road including traffic safety improvements.

4. Context/Background

Issue or Opportunity

- 4.1 Roto Kohatu Recreation Reserve is located north-east from Sawyers Arms Road. It contains Lake Rua and Lake Tahi. The access road from Sawyers Arms Road is 1.4 kilometres to the car park at Lake Rua. The Reserve is Council owned.
- 4.2 Each of the lakes are spring fed. Regular water quality tests show this spring fed lake water is of high quality.
- 4.3 The Reserve is popular with a wide range of recreationalists, both land and water based.
- 4.4 Lake Rua attracts a significant number of people over the summer period. Over warm periods these numbers can over-crowd the lake shore picnicking and swimming area.



Lake Rua on a busy summer day. Photo Arthur Adcock

- 4.5 The water based recreation is split between lakes. On Lake Tahī, the Canterbury Jet Ski Club operates from its southern shore. On the water polo lake (adjacent to where Canterbury Jet Ski operate on Lake Tahī), Canoe Polo and many school teams train and compete.
- 4.6 Land based recreation includes: walking, cycling, picnicking, remote control car activities, dog walking and cross country running (both training and events).
- 4.7 On Lake Rua, many users utilise the lake, most from the northern shore. This includes informal swimmers, kayakers and anglers. User groups include: kayaking, Sailing, Model Yachts, Waka Ama, Fishing Club, Dragon Boating, Dive training, and club swim.
- 4.8 In recent years two Porta-loo units have been sited all year around, one at the northern end of Lake Rua, and one at the southern end of Lake Tahī. In addition, two additional Port-a-loo's are provided for the busier summer months. Staff report that visitor numbers in the summer of 2017/2018 were so high, that the capacity of the Port-a-loo's were inadequate, quickly filling before servicing could be arranged, and the public were using the areas behind the bushes and containers as toilets.

Strategic Alignment

- 4.9 This project contributes to achieving the community outcome of providing a safe, clean, and functional community by providing safe access and clean facilities.
- 4.10 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 4.10.1 Activity: Parks & Foreshore
 - Level of Service: 6.8.1.2 Parks are provided managed and maintained in a clean, tidy, safe, functional and equitable manner- (Provision) - Regional Parks: 20 ha/1000 people

Decision Making Authority

- 4.11 As per the Christchurch City Council's Delegation Register, this is a metropolitan facility that requires Council's approval.

Previous Decisions

- 4.12 There have been no previous decisions in relation to this report.
- 4.13 Staff attended a Community Board Seminar on 11 February 2019 to discuss the proposed landscape plan prior to community engagement.

Assessment of Significance and Engagement

- 4.14 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.15 The level of significance was determined by the suggested thresholds for assessing criteria, which has a low level of possible risk to the Council on carrying out the decision and whether the impact of a decision can be easily reserved, a medium-low level of community interest and possible benefits/opportunities to the Council and wider community and a medium assessment on level of impact on those people affected due to areas of the park being closed during construction.
- 4.16 The community engagement and consultation outlined in this report reflects the assessment.

5. Options Analysis

Options Considered

- 5.1 The following reasonably practicable options were considered and are assessed in this report:

- Provide new toilets facilities (five cubicles) in two locations that will service the highest use areas and upgrade the car park and access road. Preferred Option
- Provide new toilets facilities (four cubicles) in two locations that will service the highest use areas and upgrade the car park and access road
- Continue using Port-a-loo style toilets and upgrade the car park and access road

5.2 The following options were considered but ruled out:

- Provide toilet facilities and services using a septic tank or a composting system.
 - These options were ruled out due to the nature of the reserve and location to large fresh water lakes, the ongoing high operational cost to service septic tanks, and the unlikelihood of gaining resource consent approvals with these system types when we have the ability to connect to the city mains
- Provide one toilet facility at the park entranceway and upgrade the car park and access road
 - This option was ruled out as the toilet at the park entrance would not be in a location that services the greatest needs. The only advantage of this option is the lower cost to provide services (sewer, water, power) to this site

Options Descriptions

5.3 **Preferred Option:** Provide new toilets facilities (five cubicles) in two locations that will service the highest use areas and upgrade the car park and access road.

5.3.1 **Option Description:** To construct two new toilet blocks, one with two fully accessible toilets at Lake Tahi and one with three fully accessible toilets at Lake Rua. To upgrade the car park (in 2019) and sections of the access road as funding becomes available.

Attachment B shows the artist impression of the proposed triple accessible toilet.

- This option is a change from the consultation plan with adding in one extra fully accessible toilet at Lake Rua toilet block, changing the location of the toilet by moving it further north by 45 metres so uses don't need to cross the access road, and providing drinking fountains at each toilet block
- The proposed toilets are an Exeloo pre-fabricated building that is a factory assembled unit which provides a high quality finish
- The building exterior has been designed to use similar materials already used in other landscape features in the reserve
- Two cold water outside showers will be attached on the side of the buildings to allow people to wash down after using the lakes
- Both buildings will be connected to the city mains supply – sewer, water and power which will provide the best solution for managing waste water and to have a potable drinking supply on site. Currently there is no services in this reserve
- There is a total distance of 770 metres to lay services to both toilet blocks
- Each toilet block will be fully accessible and have accessible parking close by
- Each cubicle will have a seat / changing bench. The space in each cubicle will be big enough to use as a changing area
- The toilets will be locked outside of the Parks open hours

- Landscaping will be provided to soften the effects of the buildings on the landscape but will be designed to meet CPTED (Crime Prevention through environmental design) principles
- The car park will be upgraded to have an asphalt surface providing longevity to this asset. The car parks will have line marking to provide a more useable space along with directional markings
- The final car park layout may vary from the conceptual layout once the technical design is completed to allow the best traffic flow into and through the car park
- Separate trailer parking bays were requested as part of the consultation. These have not been included as it was not considered a feasible option to include them with no way to control non-trailer users parking in these spaces. It was also noted by the Regional Park Rangers that users with trailers tend to occur outside high use times and associated with club activity. Clubs can arrange access through the Park Rangers for drops if required
- A separate entry and exit road into the car park will help reduce speeding and manage traffic flow
- Overflow parking area has been allowed for on part of the grass area. This will be managed by the Regional Park Ranger Team, as required
- Traffic calming measures will be used to help reduce speed in the car park and on the access road. This will be in the way of speed humps, changes to road width and bollard adjustments
- The access road will be upgraded to either an asphalt surface or chip seal surface depending on location and use. High wear areas will be Asphalt
- The full length of the access road will take a number of years to complete. Additional funding to complete this will be applied for in future Annual Plan / Long Term Plan (LTP) but will be subject to Council approval. Note: that if tender prices are favourable for the car park then some sections of the road improvements will be implemented from the FY19 and FY20 budget allocation.
- The section of road by the canoe polo will be left as a gravel surface in the short term as this section of road may change and will be addressed as part of the Master Plan for the reserve. It may however still require some form of traffic calming to help reduce speed in the short term

5.3.2 Option Advantages

- Having toilets in high use areas to service the greatest needs
- Will resolve unsanitary issues with people currently using planted areas as a toilet
- Provide five toilets which will be fully accessible and provide space for changing
- Drinking fountains will be provided at each toilet block
- Toilets will be connected to the city mains, providing the best and healthiest options for managing waste water and drinking water.
- Services connected to the city mains provides the lowest risk to the environment with no need for septic tanks and the risk of overflows, especially being close to fresh water lakes

- This option reduces the operational cost (currently \$25,000 to service five port-a-loos per year) to \$10,000 per year
- Car parking and access road improvements to provide a safer environment. Sealing of the car park and access road will provide a longer life to these assets
- Overflow parking has been allowed for and will be managed by the Regional Parks Rangers
- Additional landscaping to enhance the reserve.

5.3.3 Option Disadvantages

- Due to the distance from city mains, there is a high cost to run these service to each toilet site with an estimated total cost for both toilets of \$440,000
- The cost to add one extra cubicle will be approximately \$95,000
- Amount of road upgrades will be reduced to cover the extra toilet cubicle.

- 5.4 Provide new toilets facilities (four cubicles) in two locations that will service the highest use areas and upgrade the car park and access road.

5.4.1 **Option Description:** This is the option that was consulted on with the public but was to provide only four cubicles in two toilet blocks. The proposal for the car park and access road will remain the same as the preferred option above

5.4.2 Option Advantages

- All advantages as listed for the preferred option but with one less toilet cubicle

5.4.3 Option Disadvantages

- There was a lot of comments about future proofing the services to allow for growth. One less toilet cubicle in this option may not meet that need and could be required in the future. To add an extra single toilet in later would cost more than building it now with construction set up costs, modifications to the existing building, plus the cost of the single building of \$95,000, not including inflation for future years

- 5.5 Continue using Port-a-loo style toilets and upgrade the car park and access road

5.5.1 **Option Description:** The reserve currently has five Port-a-loo's which cost \$25,000 per year to service. Through the Community Engagement, feedback received from on-site canvassing it identified that people don't use these loos but prefer to toilet in the shrub gardens. This is creating health issues for the public, council staff and contractors who maintain these gardens.

5.5.2 Undertake the access road and car park improvements and noted in the preferred option

5.5.3 Option Advantages

- No cost to build new toilet facilities
- Undertake car park and access road improvements as noted in the preferred option

5.5.4 Option Disadvantages

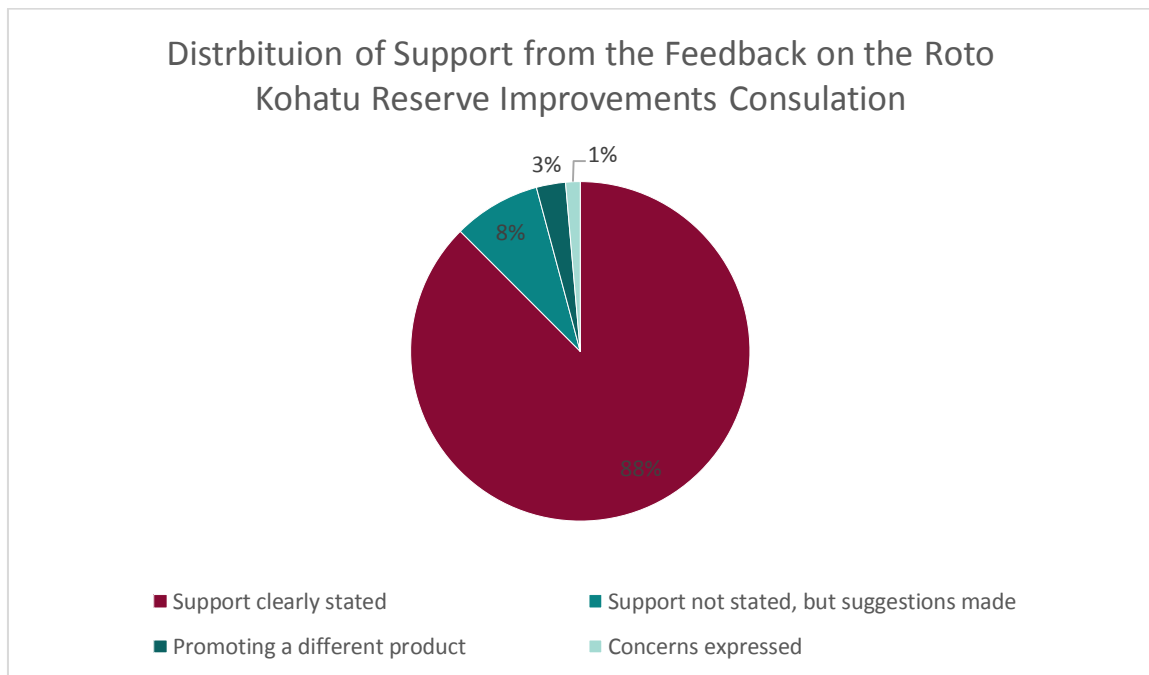
- High operational costs to continue to service Port-a-loo's
- Doesn't resolve the poor toilet behaviour and has a high health risks to the public

Analysis Criteria

- 5.6 The options were analysed on their cost and community feedback and preferences.

6. Community Views and Preferences

- 6.1 Consultation on the project was open from Friday 15 March 2019 to Monday 8 April 2019.
- 6.2 Prior to consultation starting, a pre-engagement meeting was held with the key user groups of the Reserve on Thursday 14 March 2019. This meeting was an opportunity for the groups to ask any questions and provide initial feedback.
- 6.3 There were some unique considerations with Roto Kohatu Reserve which shaped our engagement approach. As the largest body of fresh water suitable for swimming in Christchurch, the Reserve is a recreation asset for the whole city. It is also located within an industrial area, so our 'affected residents' are therefore not the immediate neighbours, but people who travel from across the city to use the reserve.
- 6.4 Printing and distributing hard copy flyers would not have been an effective way of reaching people, so instead we sent out emails to a database of 166 stakeholders (groups and individuals) letting them know about the consultation. We also promoted the consultation via a Newsline story and put up five information signs on site with an address to the 'Have your Say' web page
- 6.5 In total we received 72 pieces of feedback with a clear majority showing strong support for the proposal.



- 6.6 We received 49 submissions via the 'Have Your Say' webpage:
 - 6.6.1 40 submissions clearly stated their support for the proposed improvements.
 - 6.6.2 Six submissions did not state their support, but made suggestions for alterations or other considerations to be factored into the proposed improvements.
 - 6.6.3 Two submissions based on the submitter promoting their product.
 - 6.6.4 Only one submission voiced any apprehensions around the proposed improvements and that was around new toilets and showers potentially encouraging freedom camping at the Reserve.

- 6.7 Council staff also visited the Reserve on Saturday 23 March and Monday 25 March to promote the consultation and canvas opinions. We received 23 pieces of feedback from Reserve users - all in support of the proposal.
- 6.8 The most common themes to come about during engagement that are within the scope of this project were:
 - 6.8.1 Road safety (including road condition and driver behaviour).
 - 6.8.2 Vandalism and the question of 'will the toilets be locked at night?' was asked frequently.
 - 6.8.3 Access to drinking water.
 - 6.8.4 Rubbish bins.
 - 6.8.5 The safety and practicality of the Lake Rua toilet block location.
 - 6.8.6 Requests for changing rooms and the total number of toilet cubicles provided.
- 6.9 Common themes that were raised during engagement that are not part of the scope of this project were (note this information will be passed on to the appropriate staff):
 - 6.9.1 The observed unsavoury behaviour of some users and the safety concerns around this.
 - 6.9.2 Water safety.
 - 6.9.3 Additional structures e.g. playground, pontoons picnic tables and BBQ's.
 - 6.9.4 The health and ecological integrity of the Reserve including water quality.

1.1

7. Legal Implications

- 7.1 There is not a legal context, issue or implication relevant to this decision other than meeting statutory requirements for consenting.
- 7.2 This report has not been reviewed and approved by the Legal Services Unit.

8. Risks

- 8.1 Risk of cost increases to install these facilities in the future if this report is not approved.
- 8.2 Risk around health issues with people currently toileting in shrub gardens.
- 8.3 Potential risk with pollution of the fresh water lakes if poor toileting behaviour continues.
- 8.4 Risk to the park users with speeding traffic through the reserve if not access road improvements are undertaken.

9. Next Steps

- 9.1 Following approval of this report by the Council, the project will move into detailed design, consenting and tendering stage.
- 9.2 Supply of the toilets will take 19 weeks from ordering with installation planned to be completed before the 2019 summer season.
- 9.3 The car park will be underway at the same time with the car park completed for summer.
- 9.4 The road improvements will be detailed up and if funding allows then sections will be upgraded as part of the car park construction work.

- 9.5 Future funding will be sort to complete the full length of the access road out to the park entrance on Sawyers Arms Road.

10. Options Matrix

Issue Specific Criteria				
Criteria		Option 1 – (Preferred) Provide new toilets facilities (five cubicles) in two locations that will service the highest use areas and upgrade the car park and access road	Option 2 - Provide new toilets facilities (four cubicles) in two locations that will service the highest use areas and upgrade the car park and access road	Option 3 - Continue using Port-a-loo style toilets and upgrade the car park and access road
Financial Implications	Cost to Implement	<p>There is funding of \$1.8M in FY19 and FY20 to complete items 1 to 3 below. A breakdown of each stage is shown:</p> <ol style="list-style-type: none"> 1. Toilets \$660,612 (five cubicles) 2. Services to toilets \$480,000 3. Car park \$609,300 4. Access Road entry / exit to car park \$317,900 (Note: Additional funding to be applied for in future Annual Plan / LTP to complete this item) 5. Access road from Sawyers Arms Road to car park \$732,600 (Note: Additional funding to be applied for in future 	<p>There is funding of \$1.8M in FY19 and FY20 to complete items 1 to 3 and part of item 4 below. A breakdown of each stage shown:</p> <ol style="list-style-type: none"> 1. Toilets \$565,612 (four cubicles) 2. Services to toilets \$440,000 3. Car park \$609,300 4. Access Road entry / exit to car park \$317,900 (Note: Additional funding to be applied for in future Annual Plan / LTP to complete this item) 5. Access road from Sawyers Arms Road to car park \$732,600 (Note: Additional funding to be applied 	<p>There is funding of \$1.8M in FY19 and 20 to undertake this proposed work. Total cost to complete items 1 to 3 below is \$1.65M A breakdown of each stage show:</p> <ol style="list-style-type: none"> 1. Car park \$609,300 2. Access Road entry / exit to car park \$317,900 3. Access road from Sawyers Arms Road to car park \$732,600 4. Nil cost for toilets and services installation but ongoing operational costs

		Annual Plan / LTP to complete this item)	for in future Annual Plan / LTP to complete this item)	
	Maintenance/Ongoing	\$7,500 / year for each toilet block \$20,000 year for current road access maintenance. This will reduce as the road is sealed	\$7,500 / year for each toilet block \$20,000 year for current road access maintenance. This will reduce as the road is sealed	\$25,000 year for Port-a-loo cleaning and \$20,000 year for current road access maintenance
	Funding Source	CPMS42034 Groynes/ Roto Kohatu/ Otukaikino Development Parks Operational budget	CPMS42034 Groynes/ Roto Kohatu/ Otukaikino Development Parks Operational budget	CPMS42034 Groynes/ Roto Kohatu/ Otukaikino Development Parks Operational budget
	Impact on Rates	Currently funded in the LTP FY19-21 Future Annual Plan / LTP funding required to complete the access road - \$800K to \$1M (rates impact c. 0.01%)	Currently funded in the LTP FY19-21 Future Annual Plan / LTP funding required to complete the access road - \$800K to \$900K (rates impact c. 0.01%)	Currently funded in the LTP FY19-21 for the car park and access road improvements
(Criteria 1 e.g. Climate Change Impacts)		Climate change doesn't not affect this option	Climate change doesn't not affect this option	Climate change doesn't not affect this option
(Criteria 2 e.g. Accessibility Impacts)		Provides accessible toilets on site which are currently not available. All new facilities will be built to meet current accessibility standards which includes car parking with easy access to the facility	Provides accessible toilets on site which are currently not available. All new facilities will be built to meet current accessibility standards which includes car parking with easy access to the facility	The existing Port-a-loo's do not meet the required accessible standards or have dedicated car parking available The proposed new car park will provide accessible parking spaces
(Criteria 3 e.g. Health & Safety Impacts)		This option resolves current unsanitary behaviour. New toilet facilities will be built to high standards with all	This option resolves current unsanitary behaviour. New toilet facilities will be built to high standards with all	Port-a-loo's use a holding tank and requires to be pumped out. This has a risk of overflows in high use

	modern fitting. The toilets will be connected to City mains sewer and water supply	modern fitting. The toilets will be connected to City mains sewer and water supply	periods or spillage during cleaning. This option does not resolve the poor toilet behaviour with people using gardens to toilet
(Criteria 4 e.g. Future Generation Impacts)	The services proposed will allow for future expansion if additional facilities are required, however this will be partially addressed with adding in one additional toilet cubicle	The services proposed will allow for future expansion if additional facilities are required	Additional Port-a-loo's could be provided but increase operational costs to empty at approx. \$5,000/ year each toilet

Statutory Criteria			
Criteria	Option 1 - (Peferred) Provide new toilets facilities (five cubicles) in two locations that will service the highest use areas and upgrade the car park and access road	Option 2 - Provide new toilets facilities (four cubicles) in two locations that will service the highest use areas and upgrade the car park and access road	Option 3 - Continue using Port-a-loo style toilets and upgrade the car park and access road
Impact on Mana Whenua	This option 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 not specifically impact Ngāi Tahu, their culture and traditions	This option 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 not specifically impact Ngāi Tahu, their culture and traditions	This option 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 not specifically impact Ngāi Tahu, their culture and traditions
Alignment to Council Plans & Policies	Public toilets Policy 2002 Parks and Waterways Access Policy 2002	Public toilets Policy 2002 Parks and Waterways Access Policy 2002	Parks and Waterways Access Policy 2002 Physical Recreational and Sports Strategy 2002

	Physical Recreational and Sports Strategy 2002 Public Open Space Strategy 2010	Physical Recreational and Sports Strategy 2002 Public Open Space Strategy 2010	Public Open Space Strategy 2010
<enter Other Statutory Criteria>	Building Act Resource Management Act	Building Act Resource Management Act	Resource Management Act

Attachments

No.	Title	Page
A ↓	Roto Kohatu Reserve Landscape Plan Car Parking and Toilets Lp377501 For Board Approval	36
B ↓	Roto Kohatu Reserve Artist Impression of the Proposed Triple Accessible Toilet	37

Confirmation of Statutory Compliance

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

(a) This report contains:

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

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

Signatories

Authors	Steven Gray - Project Manager Aliesha Esker - Engagement Advisor Robbie Hewson - Head Ranger Coastal & Plains
Approved By	Jo Grigg - Project Manager Darren Moses - Manager Capital Delivery Community Michael Down - Finance Business Partner Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizen and Community



Artist Impression of Roto Kohatu Reserve - Proposed Triple Accessible Toilet



9. Nunweek Park: Car Park - Proposed P120 Parking Restriction

Reference: 19/356694

Presenter(s): Russel Wedge, Team Leader Parks Policy & Advisory

1. Purpose of Report

- 1.1 The purpose of this report is for the Waimaero/Fendalton-Waimairi-Harewood Community Board to consider imposing a two hour parking restriction on the Nunweek Park public car park, to deter the car park being used for all-day parking by people who are not using Nunweek Park.

2. Executive Summary

- 2.1 The car park in Nunweek Park that was constructed next to the hockey pitches is being occupied during the week by non-park users as a venue for all-day parking.
- 2.2 The Canterbury Hockey Club have not been able to use the car park built next to their hockey pitches during the week due to 70 – 80 percent of the stalls being occupied by people who are not using Nunweek Park.
- 2.3 The Canterbury Hockey Club have undertaken a parking survey for five days over two weeks. The results of the survey showed an occupancy rate of between 70-80 percent of available car park spaces taken up by cars parking all day who were not using Nunweek Park for recreation.

3. Staff Recommendations

That the Waimāero/Fendalton-Waimairi-Harewood Community Board:

1. Approve that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Nunweek Park public car park as indicated in drawing TG133750 Issue 1, dated 08-04-2019 in Attachment A of the agenda staff report, is reserved as a parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is one hundred and twenty minutes.
2. Approve that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Nunweek Park public car park, as indicated in drawing TG133750 Issue 1, dated 08-04-2019 in Attachment A of the agenda staff report, is reserved as a parking place for any vehicles, subject to the following restriction: Authorised vehicles only.
3. Approve that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Nunweek Park public car park as indicated in drawing TG133750 Issue 1, dated 08-04-2019 in Attachment A of the agenda staff report, is reserved as a parking place for any vehicles, subject to the following restriction: parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4 (1) of the Land Transport (Road User) Rule 2004. This restriction is to apply at any time.
4. Approve under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles on the part of Nunweek Park public car park as indicated by 'Proposed No Stopping Lines' in drawing TG133750 Issue 1, dated 08-04-2019 in Attachment A of the agenda staff report, be prohibited.

5. Approve 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 this report are revoked.
6. Approve that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place.

4. Context/Background

Issue or Opportunity

- 4.1 The Nunweek Park car park consists of 152 car parks, including four disabled car parks. It was constructed next to the new hockey pitches for the Nunweek Park recreation users and in particular the people playing on the nearby hockey pitches. Over the last six months there has been a noticeable increase in the number of cars using the car park as a free all-day car park. The cars parking all-day have resulted in a considerable shortage of parking spaces for the hockey players and other park users.
- 4.2 The Canterbury Hockey Club undertook a survey over a two week period recording the number plates of the cars parked in the car park. The survey showed that between 70 – 80 percent of the car parks were taken up by cars parking all-day. There were no all-day events or organised recreational activities occurring in Nunweek Park during the days the survey was undertaken.
- 4.3 The car park survey in Nunweek Park was undertaken between 9.30am – 10.15am and again between 2.30pm – 3.20pm on the following week days (there are 152 public car parks including 4 disabled car parks available):

Day and Date of Survey	Number cars parking all day	Percentage occupied car parks all day
Wednesday 13 March	114	75%
Thursday 14 March,	112	80%
Monday 18 March	107	70%
Tuesday 19 March	118	78%
Wednesday 20 March	109	72%

- 4.4 Under the Reserves Act 1977 a car park should only be installed if it supports the activities on the recreation reserve. Nunweek Park is a recreation reserve under the Reserves Act 1977. With the car park being used all-day by people who are not using the park, the use of the car park is in conflict with the Reserves Act 1977.

Strategic Alignment

- 4.5 The use of the car park by the Nunweek Park users is in compliance with the Reserves Act 1977 for a recreation reserve.
- 4.6 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 4.6.1 Activity: Parks & Foreshore
 - Level of Service: 6.8.5.0 Satisfaction with the range and quality of recreation opportunities within parks - Resident satisfaction with range and quality of recreation facilities within Parks: = 85%.

Decision Making Authority

- 4.7 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 4.8 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 4.9 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Previous Decisions

- 4.10 No previous decisions.

Assessment of Significance and Engagement

- 4.11 The decisions in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.12 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 4.13 The community engagement and consultation outlined in this report reflect the assessment.

5. Options Analysis

Options Considered

- 5.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 - Install P120 time restrictions in Nunweek Park car park
 - Option 2 - Do nothing - retain status quo.

Options Descriptions

- 5.2 **Option One: Preferred Option:** Install P120 time restrictions in Nunweek Park car park

5.2.1 **Option Description:** Install P120 parking restrictions, No Stopping Restrictions and reserve Mobility Parking and Authorised vehicles parking spaces in the Nunweek Park public car park in accordance with **Attachment A**. The proposed restrictions will permit the Nunweek Park car park to be used for what it was originally built for, which is for parking associated with the use of Nunweek Park.

5.2.2 Option Advantages

- Car park spaces will be available for the public using the adjoining hockey pitches and visiting the park
- People visiting the park will be able to park off the busy road and closer to the hockey pitches without having to carry equipment for long distances
- Children travelling to the park by car will be able to safely access the park away from the main road
- The use of the car park by people using Nunweek Park supports the Reserve Act 1977 recreation reserve classification of the park.

5.2.3 Option Disadvantages

- There are no identified disadvantages to the preferred option.

5.3 **Option Two:** Do nothing - retain status quo

5.3.1 **Option Description:** The car park during the week will continue to be occupied all day by people working in the vicinity who are not using Nunweek Park.

5.3.2 **Option Advantages**

- There are no advantages

5.3.3 **Option Disadvantages**

- The car park will not be available for hockey or other park visitors to use due to the all-day car park users
- The car park will not be fulfilling the Reserve Act 1977 function.

6. Community Views and Preferences

- 6.1 The Canterbury Hockey Club approached council staff due to the complaints they had been receiving from hockey players wanting to use the Nunweek Park car park but were unable to find any available spaces due to the car park being used by commuters working in the surrounding businesses.
- 6.2 The Team Leader Parking Compliance supports the preferred option.
- 6.3 The do nothing option is inconsistent with community requests to provide parking facilitate the use of the Nunweek Park.

7. Legal Implications

- 7.1 There is a legal context, issue or implication relevant to this decision
- 7.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework.

8. Next Steps

- 8.1 Approval is required by the Waimāero/Fendalton-Waimairi- Harewood Community Board.
- 8.2 If approved, the recommendations will be implemented approximately four weeks after the contractor receives the request.

9. Options Matrix

Issue Specific Criteria			
Criteria		Option 1 – P120 Parking Restrictions	Option 2 – Do Nothing
Financial Implications	Cost to Implement	Approximately \$3,500	N/a
	Maintenance/Ongoing	Existing Parks Operational Maintenance budget	Already being maintained
	Funding Source	Parks Operational budget	Operational maintenance
	Impact on Rates	None	None

Statutory Criteria		
Criteria	Option 1 – P120 Parking Restrictions	Option 2 – Do Nothing
Reserves Act	Consistent – a car park on a recreation reserve to be for the benefit of the park users.	Inconsistent – car park on a recreation reserve being used for non-recreation purposes

Attachments

No.	Title	Page
A ↓	Nunweek Park P120 Restrictions Plan	46

Confirmation of Statutory Compliance

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

(a) This report contains:

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

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

Signatories

Authors	Russel Wedge - Team Leader Parks Policy & Advisory Steve Dejong - Traffic Engineer Ryan Rolston - Team Leader Traffic Operations
Approved By	Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizen and Community



10. Gardiners Road near Cullahill Street - Access to Public Transport - Provision of Bus Stops

Reference: 19/381653

Presenter(s): Brenda O'Donoghue, Passenger Transport Engineer

1. Purpose of Report

- 1.1 The purpose of this report is to ask the Waimāero/Fendalton-Waimairi-Harewood Community Board to confirm an option to provide access to public transport on Gardiners Road near Cullahill Street.

2. Executive Summary

- 2.1 In November 2018 the Community Board considered a report recommending the approval of two pairs of bus stops on Gardiners Road. The need for the bus stops arose from a change in the route for the number 28 bus service.
- 2.2 The Community Board approved a set of bus stops near St Ives Street, but deferred consideration of a set of bus stops near Cullahill Street. The Community Board requested that the provision of bus stops near Cullahill Street be reviewed again within six months. The specific resolution FWHB/2018/00115 (9), dated 26 November 2018, is as follows:
 - 2.2.1 *Request that the provision of bus stops in proximity to Cullahill Street be reviewed within six months'.*
- 2.3 The basis of the six month review was to test patronage of the approved bus stops on Gardiners Road near St Ives Street.
- 2.4 During the six month review period passenger boarding numbers for the inbound bus stop near St Ives Street have shown strong suburban demand to use public transport. This reinforces the staff recommendation of the prior 26 November 2018 report to provide bus stops near Cullahill Street, in accordance with Council policy and best practice public transport planning.

3. Staff Recommendations

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

[New bus stop beside 89 Gardiners Road \(refer to Attachment A of the agenda report\)](#)

1. Approve that all parking and stopping restrictions on the north western side of Gardiners Road commencing at a point 69 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 28 metres, be revoked.
2. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 69 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 10 metres.
3. Approve that a marked bus stop be installed on the north western side of Gardiners Road commencing at a point 59 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 14 metres.
4. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 45 metres south west of its

intersection with Cullahill Street and extending in a north easterly direction for a distance of four metres.

New bus stop beside 88 Gardiners Road (refer to Attachment A of the agenda report)

5. Approve that all parking and stopping restrictions on the south eastern side of Gardiners Road commencing at a point 30 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 26 metres, be revoked.
6. Approve that that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 30 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of eight metres.
7. Approve that a marked bus stop be installed on the south eastern side of Gardiners Road commencing at a point 38 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 14 metres.
8. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 52 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a north easterly direction for a distance of four metres.
9. 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 this report are revoked.
10. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

That should the Waimāero/Fendalton-Waimairi-Harewood Community Board decline to approve Option 1, that the Waimāero/Fendalton-Waimairi-Harewood Community Board resolve to approve bus stops on Gardiners Road near Cullahill Street at alternative locations not included in Option 1:

Advice Note: The following draft resolutions are not the preferred option, but have been included in this report to enable the Board to easily and accurately approve alternative locations that were considered. The Board must not approve all 26 'staff recommendations' either 1-10 (Option 1) or a combination of 11-26 must be resolved.

New bus stop beside 86 Gardiners Road (refer to Attachment B of the agenda report)

11. Approve that all parking and stopping restrictions on the south eastern side of Gardiners Road commencing at a point 38 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 26 metres, be revoked.
12. Approve that that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 38 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of eight metres.
13. Approve that a marked bus stop be installed on the south eastern side of Gardiners Road commencing at a point 46 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 14 metres.
14. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 60 metres south west of its intersection

with the prolongation of the south western kerb line of Cullahill Street and extending in a north easterly direction for a distance of four metres.

New bus stop beside 82 Gardiners Road (refer to Attachment C of the agenda report)

15. Approve that all parking and stopping restrictions on the south eastern side of Gardiners Road commencing at a point 77 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 26 metres, be revoked.
16. Approve that that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 77 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of eight metres.
17. Approve that a marked bus stop be installed on the south eastern side of Gardiners Road commencing at a point 85 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 14 metres.
18. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 99 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of four metres.

New bus stop beside 80 Gardiners Road (refer to Attachment D of the agenda report)

19. Approve that all parking and stopping restrictions on the south eastern side of Gardiners Road commencing at a point 96 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 26 metres, be revoked.
20. Approve that that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 96 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of eight metres.
21. Approve that a marked bus stop be installed on the south eastern side of Gardiners Road commencing at a point 104 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 14 metres.
22. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 118 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of four metres.

New bus stop beside 83/89 Gardiners Road (refer to Attachment E of the agenda report)

23. Approve that all parking and stopping restrictions on the north western side of Gardiners Road commencing at a point 98 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 27 metres, be revoked.
24. Approve that that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 98 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of nine metres.

25. Approve that a marked bus stop be installed on the north western side of Gardiners Road commencing at a point 89 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 14 metres.
26. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 75 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of four metres.
New bus stop beside 81 Gardiners Road (refer to attachment F of the agenda report)
27. Approve that all parking and stopping restrictions on the north western side of Gardiners Road commencing at a point 131 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 26 metres, be revoked.
28. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 131 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of eight metres.
29. Approve that a marked bus stop be installed on the north western side of Gardiners Road commencing at a point 123 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 14 metres.
30. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 109 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of four metres.
31. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
32. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

4. Key points

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Service Plan for Public Transport Infrastructure in the [Councils Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 – Install bus stops at preferred locations on Gardiners Road near Cullahill Street, beside 88 and 89 Gardiners Road (preferred option, refer to **Attachment A**)
 - Option 2 – Install bus stops on Gardiners Road near Cullahill Street at alternative locations not included in Option 1 (refer to **Attachments B to F**)
 - Option 3 – Do nothing, no bus stops are installed
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Good catchment potential for residents living along Gardiners Road, as well as the connecting streets, enabling better mode choice through shorter walking distances to access public transport.
 - Well considered separation distances between neighbouring bus stops.

- There are no fixed obstacles located within close proximity of the kerb, beside the bus stop box. Keeping the bus stop clear of obstacles near the kerb, means that buses can pull up close to the kerb, thereby reducing the step gap for customers. It also removes the potential for a bus to hit a fixed obstacle, such as a utility post, when manoeuvring into and out of the bus stop.
- All of the bus stops have an appropriate kerb height which makes for a more accessible step height between the platform and the bus.
- The bus stops are not located across driveways.
- On-site inspections during wet weather periods indicates the preferred bus stop locations do not have drainage or water pooling issues.
- 89 Gardiners Road has privacy screening by means of a high fence, shrubs and trees separating the property from the road.

4.3.2 The disadvantages of this option include:

- The proposed bus stops are not located in close proximity to a pedestrian crossing facility. This is the case irrespective of bus stop placement on Gardiners Road near Cullahill Street.
- There is limited privacy screening between the road and 88 Gardiners Road.
- Reallocates on-street parking presently available for residents, visitors and short stay parking, to those who travel by public transport.

5. Context/Background

Background

- 5.1 In November 2018, the Community Board considered bus stop locations on Gardiners Road, between Harewood Road and Sawyers Arms Road, following a bus route change. The Community Board approved a set of bus stop on Gardiners Road near St Ives Street, but deferred consideration of a set of bus stop near Cullahill Street. The Community Board requested that the provision of bus stops near Cullahill Street be reviewed again within six months.
- 5.2 A copy of the options report presented to the Community Board at the Boards meeting of 26 November 2018 is included in **Attachment G**.

Background – Passenger usage of the bus stops near St Ives Street

- 5.3 The number of people who have caught the 28 bus service from the bus stops near St Ives has been analysed for the period 1 November 2018 to 31 March 2019. The data has been filtered to exclude holidays and other events that are not representative of standard travel demand periods.
- 5.4 Typical with many suburban bus stops, one bus stop tends to be busier, facilitating customers that are traveling towards a key travel destination, and the second bus stop facilitates the customers return trip. Bus stops that facilitate the return trip tend to have lower boarding numbers, which is the case with the bus stops near St Ives Street. The inbound bus stop on the east side of the road (bus stop ID 16963) is now up to 27 passenger boardings per weekday. Whereas the outbound bus stop on the west side of the road (bus stop ID 16651) has on average two passenger boardings per weekday. For this reason, the following analysis focuses on passenger usage of the inbound bus stop.
- 5.5 The average weekday and weekend passenger boardings for the analysis period is shown on Figure 1. The passenger usage for November 2018, which was the first month of the bus

service operating along Gardiners Road, started off strong with about 18 passenger boardings per weekday. Passenger boardings by March 2019, have increased to 27 passengers per weekday. At this level of patronage, the bus stop now falls within the patronage range for consideration of a bus passenger shelter to be installed at the bus stop.

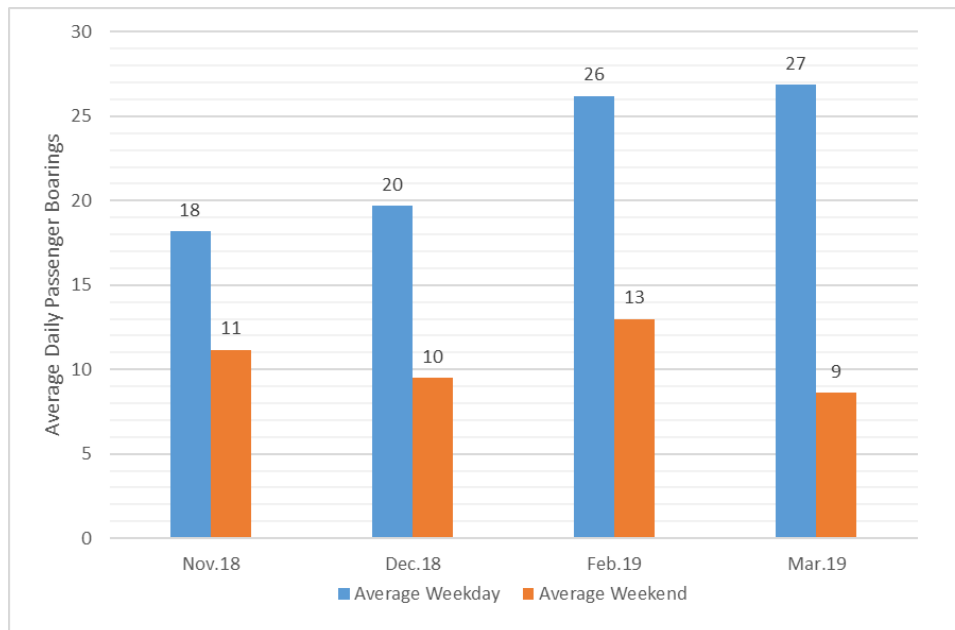


Figure 1: Average passenger boardings by month – Inbound bus stop near St Ives Street

- 5.6 The time of day profile of patronage use at the inbound bus stop is shown on Figure 2. The busiest time of day for people using the bus stop is between 7am and 8am. The profile is representative of standard travel patterns, that is traveling to work or education in the morning. Later in the day, these customers will use the outbound bus stop on the opposite side of the road to complete the return leg of their journey.

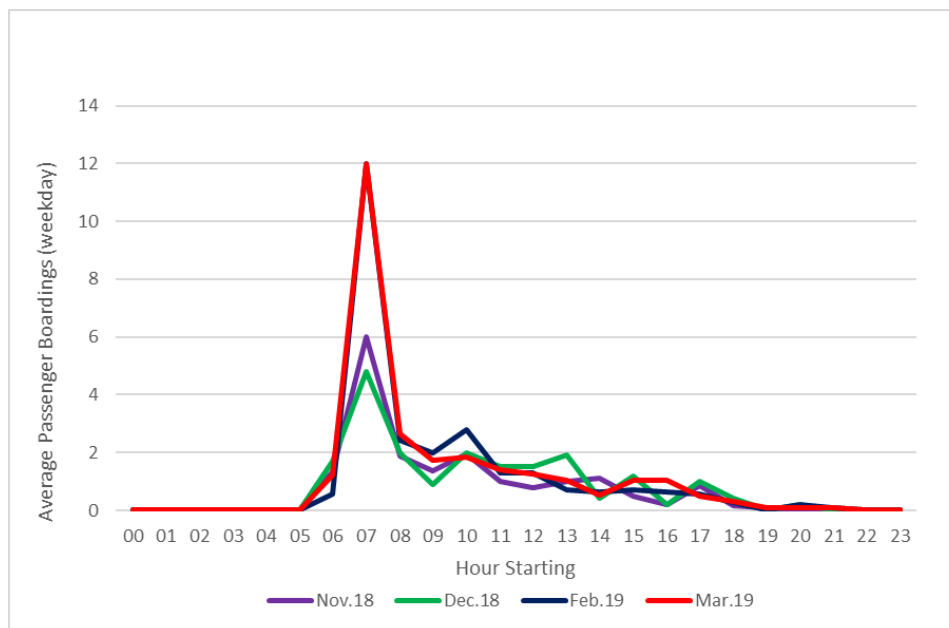


Figure 2: Daily profile of weekday passenger boardings – Inbound bus stop near St Ives Street

- 5.7 As shown on Figure 3, the majority (57 percent) of people using the bus stop to access public transport, are people over 18 years. Children, that is people under the age of 18 years,



account for 33 percent of the bus stop patronage, and the remaining 10 percent are people over the age of 65 years who have access to a Goldcard.

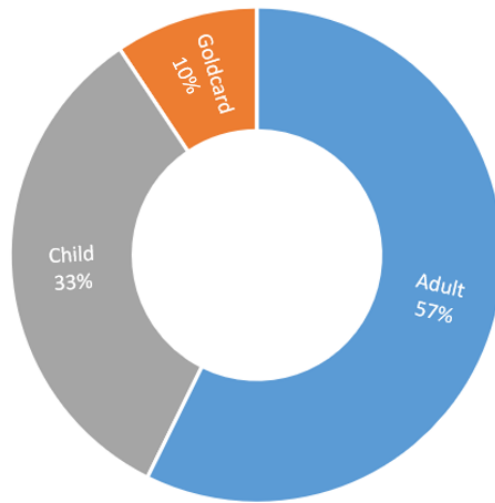


Figure 3: Ticket type distribution – Inbound bus stop near St Ives Street

- 5.8 The passenger boarding numbers for the inbound bus stop is indicating a strong suburban demand to use public transport.
- 5.9 The potential demand for public transport usage along Gardiners Road, between Sawyers Arms Road and Harewood Road, plus the connecting side streets cannot be truly accounted for by relying on the data of one set of bus stops by St Ives Street. There will be a latent demand to use public transport, but the long walk to the nearest bus stops near St Ives Street will be enough to discourage people from using public transport or view it as an inconvenient substitute for their current mode of transport. This has been indicated to staff by the disappointment expressed by people, particularly elderly residents, who live on the Sawyers Arms Road end of Gardiners Road and connecting streets, that there is no nearby bus stop for them to access public transport.

Bus stop location planning

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

Strategic Alignment

- 5.13 All recommendations in this report, except for “Option 3 – Do nothing” supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 5.13.1 Activity: Public Transport Infrastructure
- Level of Service: 10.4.1.0 More people are choosing to travel by bus - $\pm 0\%$ (13,467,570 pax)
- 5.14 Council's [strategic framework](#) is a key consideration in guiding the recommendations in this report. The provision of bus stops allows our communities access to public transport which in turn allows the Council to achieve:
- Strong communities,
 - Liveable city,
 - Healthy environment, and
 - Prosperous economy.
- 5.15 The recommendations in this report help achieve the community outcome of a well-connected, accessible city through improved opportunities to access and use public transport.
- 5.16 All recommendations in this report, except for “Option 3 – Do nothing” supports the Council's [equity and access for people with disabilities policy \(2001\)](#), in particular goal 4
- 5.16.1 People with disabilities have equitable access to public services, facilities and environments.
- 5.16.2 As part of Goal 4, the Council will endeavour to work in partnership with Canterbury Regional Council to identify and resolve bus and other public transport barriers.
- 5.17 All recommendations in this report, except for “Option 3 – Do nothing” align with the [Christchurch Suburban Parking Policy](#) (2019), which provides a framework to address parking related issues and the management of competing demands for public space within the cities suburban areas. As indicated in Table 1, policy one of the Suburban Parking Policy prioritises the provision of bus stops ahead of residential, short stay and commuter parking.

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

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

Decision Making Authority

- 5.18 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 5.19 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 5.20 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Assessment of Significance and Engagement

- 5.21 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 5.22 The level of significance was determined by assessing the number of properties affected by the proposed options.
- 5.23 The community engagement and consultation outlined in the 26 November 2018 bus stop report (refer to Attachment G) reflects the assessment.

Context – public transport and road hierarchy

- 5.24 The route of the 28 bus line within the area of interest is shown on Figure 4. Also shown Figure 4 is the resulting bus stop separation between existing bus stops and the proposed bus stops near Cullahill Street.



Figure 4: Overview of the proposed and existing bus stops

- 5.25 Gardiners Road, between Harewood Road and Johns Road is classified in the Christchurch Transport Strategic Plan as a collector road. Collector roads distribute and collect local traffic

between neighbourhood areas and the arterial road network. Collector roads are often used as bus routes.

6. Options Analysis

Options Considered

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

- Option 1 – Install bus stops at preferred locations on Gardiners Road near Cullahill Street, beside 88 and 89 Gardiners Road (preferred option)
- Option 2 – Install bus stops on Gardiners Road near Cullahill Street at alternative locations not included in Option 1
- Option 3 – Do nothing, no bus stops are installed

6.2 A summary of the bus stop location options considered on Gardiners Road near Cullahill Street, including those that were not advanced to consultation is included in Attachment G (the Gardiners Road bus stop report from November 2018, within the report refer to Attachment I).

Options Descriptions

6.3 **Preferred Option:** Option 1 – Install bus stops at preferred locations on Gardiners Road near Cullahill Street, beside 88 and 89 Gardiners Road

6.3.1 **Option Description:** Install bus stops beside 88 and 89 Gardiners Road, in accordance with Attachments A. The Option 1 bus stop locations are shown in Figure 5.

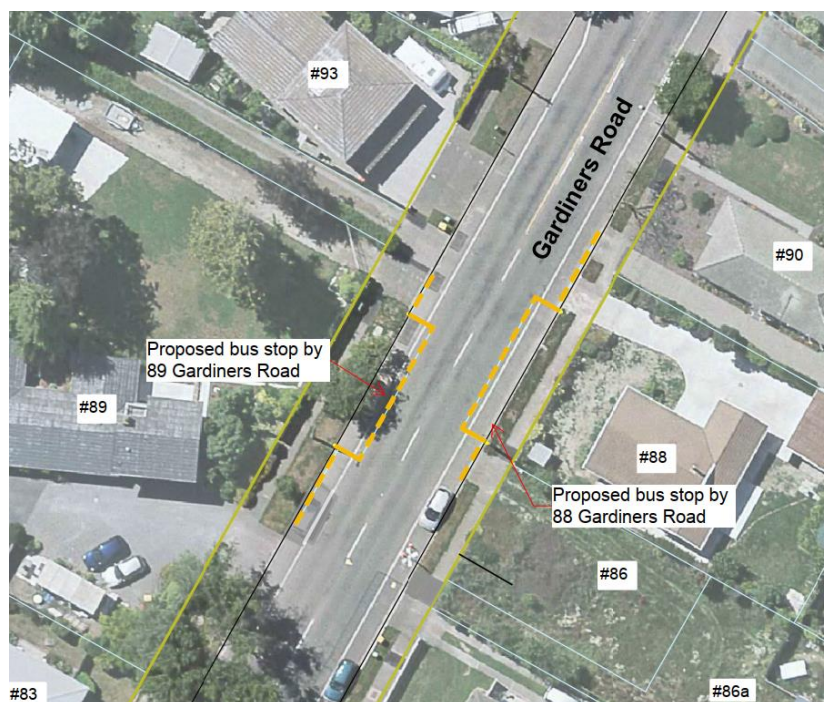


Figure 5: Option 1, preferred bus stops locations on Gardiners Road near Cullahill Street

6.3.2 Option Advantages

- Good catchment potential for residents living along Gardiners Road, as well as the connecting streets, enabling better mode choice through shorter walking distances to access public transport.

- Well considered separation distances between neighbouring bus stops.
- There are no fixed obstacles located within close proximity of the kerb, beside the bus stop box. Keeping the bus stop clear of obstacles near the kerb, means that buses can pull up close to the kerb, thereby reducing the step gap for customers. It also removes the potential for a bus to hit a fixed obstacle, such as a utility post, when manoeuvring into and out of the bus stop.
- All of the bus stops have an appropriate kerb height which makes for a more accessible step height between the platform and the bus.
- The bus stops are not located across driveways.
- On-site inspections during wet weather periods indicates the preferred bus stop locations do not have drainage or water pooling issues.
- 89 Gardiners Road has privacy screening by means of a high fence, shrubs and trees separating the property from the road.

6.3.3 Option Disadvantages

- The proposed bus stops are not located in close proximity to a pedestrian crossing facility. This is the case irrespective of bus stop placement on Gardiners Road near Cullahill Street.
- There is limited privacy screening between the road and 88 Gardiners Road.
- Reallocates on-street parking presently available for residents, visitors and short stay parking, to those who travel by public transport.

6.4 Option 2 - Install bus stops on Gardiners Road near Cullahill Street at alternative locations not included in Option 1.

6.4.1 Option Description: The bus stop locations that would be suitable as an alternative to the preferred bus stop location beside 88 Gardiners Road, include:

- 86 Gardiners Road, in accordance with Attachment B.
- 82 Gardiners Road, in accordance with Attachment C.
- 80 Gardiners Road, in accordance with Attachment D.

6.4.2 Option Description: The bus stop locations that would be suitable as an alternative to the preferred bus stop location beside 89 Gardiners Road, include:

- 83-89 Gardiners Road, in accordance with Attachment E.
- 81 Gardiners Road, in accordance with Attachment F.

6.4.3 Option Advantages

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

6.4.4 Option Disadvantages

- The disadvantages to the alternative options will be similar to the advantage previously outlined in **Option One**, in addition to the following:
- 86 and 80 Gardiners Road: There is a utility post located in close proximity to the kerb, within the area of the bus box. The location of the post, relative to the kerb, increases the risk of it being hit when a bus is manoeuvring into or out of the bus stop. To avoid hitting the utility post, the driver of the bus would need to stop

further away from the kerb. This increases the step distance for a passenger boarding or alighting the bus, thereby impacting passenger accessibility.

- 82 Gardiners Road: The bus stop would be marked across the driveway. This means that when a bus is stopped it would temporarily block vehicular access to the property, which is permitted for buses to do at bus stops.
- 80 and 82 Gardiners Road: The mature shrubs/trees along the road boundary could impact pedestrian accessibility and those waiting at the bus stop, as the foliage is encroaching over the footpath area. Foliage may need to be trimmed back.
- 81, 82 and 83-89 Gardiners Road: On-site inspections during wet weather periods indicated that there was some pooling of rain water. It is possible that a bus stop at these locations could impact further on the issue.
- 83-89 Gardiners Road: The footpath is uneven due to the nearby tree roots. The unevenness of the footpath and extension to the kerb would need to be addressed as part of the bus stop installation.

6.5 Option 3: Do nothing, no bus stops are installed

6.5.1 **Option Description:** Do nothing, no bus stops are installed on Gardiners Road near Cullahill Street.

6.5.2 **Option Advantages**

- Does not reallocate on-street parking.

6.5.3 **Option Disadvantages**

- It is not consistent with the outcomes expected in the Council's approved Service Plan for Public Transport Infrastructure (2018-2028). It is also not consistent with the Council's strategic framework, equity and access for people with disabilities policy, and the Christchurch suburban parking policy.
- Restricts the freedom of movement and mode choice for people who live along or near Gardiners Road. This has an even greater impact on people who have limited choices in how they access education, employment and social activities.
- Restricts the increase in the number of trips made by public transport,
- The potential negative impact it could have on the Council to carry out its role and functions.

Analysis Criteria

6.6 All new bus stops are planned in accordance with the Christchurch Bus Stop Guidelines (2009).

6.7 The bus stop planning criteria as outlined in Section 5. The criteria are used to assess all bus stop location options considered. A copy of the bus stop location assessment, including those that were not advanced to consultation, is included in Attachment G (the Gardiners Road bus stop report from November 2018, within the report refer to Attachment I).

Options Considerations

- 6.8 Options 1 to 2 are consistent with the Council's approved Service Plan for Public Transport Infrastructure (2018-2028)
- 6.9 The "Do Nothing" option is inconsistent with the Council's approved Service Plan for Public Transport Infrastructure (2018-2028):
 - 6.9.1 Inconsistency – The "Do Nothing" option has the potential to not contribute to increase number of trips made by public transport.
 - 6.9.2 Reason for inconsistency – No bus stops are provided, restricting access to public transport
- 6.10 Amendment necessary – Install bus stops as per Options 1 or 2 of this report.

7. Community Views and Preferences

- 7.1 Consultation associated with this project occurred during September and October 2018. A summary of the consultation views and feedback can be found in section 6.9 – 6.19 of the previous options reported, included in Attachment G.

8. Legal Implications

- 8.1 There is a legal context, issue or implication relevant to this decision
- 8.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in Sections 5.18 to 5.20.

9. Risks

- 9.1 It is very important for the community boards to be aware that should they proceed with the 'Do nothing' option or decide to leave the approval of the permanent bus stops to a later date, the decision will restrict the freedom of movement and mode choice for people who live along or near Gardiners Road. This has an even greater impact on people who have limited choices in how they access education, employment and social activities. Not approving the bus stop goes against technical and best practice principles of bus stop and public transport planning, and does not fit with the Council's strategic alignment, as outlined in Section 5.

10. Next Steps

- 10.1 Approval is required by Fendalton-Waimairi-Harewood Community Board.
- 10.2 If approved, the recommendations will be implemented approximately six weeks of the Community Board approval.

1.

11. Options Matrix

Issue Specific Criteria				
Criteria		Option 1	Option 2	Option 3 - (Do Nothing)
Financial Implications	Cost to Implement	\$3,100 for the installation of traffic controls and seating, plus \$10,000 for the preparation of this report and the planning, consultation and the preparation of the options report dated 26/11/2018 (refer to Attachment G)	\$3,100 for the installation of traffic controls and seating, plus \$10,000 for the preparation of this report and the planning, consultation and the preparation of the options report dated 26/11/2018 (refer to Attachment G)	\$10,000 for the preparation of this report and the planning, consultation and the preparation of the options report dated 26/11/2018 (refer to Attachment G)
	Maintenance/Ongoing	Transport and City Streets, Operations Expenditure budget, includes maintenance of bus stop infrastructure, as and when it is needed.		\$0
	Funding Source	Traffic Operations, Capital Expenditure budget for bus stop installations.		
	Impact on Rates	No impact		
Environmental Impacts		Bus stops provide access to public transport. Public transport is part of a wider transport package to support mode shift to reduce greenhouse gas emissions, reduce traffic congestion and traffic crashes. This in turn helps the Council provide a healthy environment and a liveable city (Council's strategic framework).		Not providing access to public transport, does not support mode shift and the associated benefits to the environment.
Social & Community Impacts		This option will help to achieve the desired community outcome of a well-connected and accessible city through improved opportunities to access and use public transport.	Option 2 would result in a social and community impact similar to that of Option 1.	Option 3 would have a negative impact on social and community impacts, as it restricts the freedom of movement for people who have limited choices in how they access education, employment and social activities.
Accessibility Impacts		Accessibility impacts of this option benefit from shorter walking distances, no fixed	Dependant on what bus stop(s) are approved, Option 2 would	Option 3 would have a negative impact on accessibility, as it restricts the

	obstacles located beside the proposed bus stops, thereby resulting in accessible bus stops. This in turn helps the Council provide for strong communities and a liveable city (Council's strategic framework).	result in an accessibility impact similar to that of Option 1.	freedom of movement for people who have limited choices in how they access education, employment and social activities.
--	---	--	---

Statutory Criteria			
Criteria	Option 1	Option 2	Option 3 - (Do Nothing)
Impact on Mana Whenua	No impact		
Alignment to Council Plans & Policies	This option is consistent with Council's Plans and Policies.	This option is consistent with Council's Plans and Policies.	This option is inconsistent with Council's Plans and Policies.

Attachments

No.	Title	Page
A ↓	Option 1: Proposed bus stop on Gardiners Road - 88 and 89 Gardiners Road (preferred option)	64
B ↓	Option 2: Proposed bus stop on Gardiners Road - 86 Gardiners Road (alternative to Option 1, 88 Gardiners Road)	65
C ↓	Option 2: Proposed bus stop on Gardiners Road - 82 Gardiners Road (alternative to Option 1, 88 Gardiners Road)	66
D ↓	Option 2: Proposed bus stop on Gardiners Road - 80 Gardiners Road (alternative to Option 1, 88 Gardiners Road)	67
E ↓	Option 2: Proposed bus stop on Gardiners Road - 83-89 Gardiners Road (alternative to Option 1, 89 Gardiners Road)	68
F ↓	Option 2: Proposed bus stop on Gardiners Road - 81 Gardiners Road (alternative to Option 1, 89 Gardiners Road)	69
G ↓	Gardiners Road bus stops report - 26 November 2018	70

Confirmation of Statutory Compliance

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

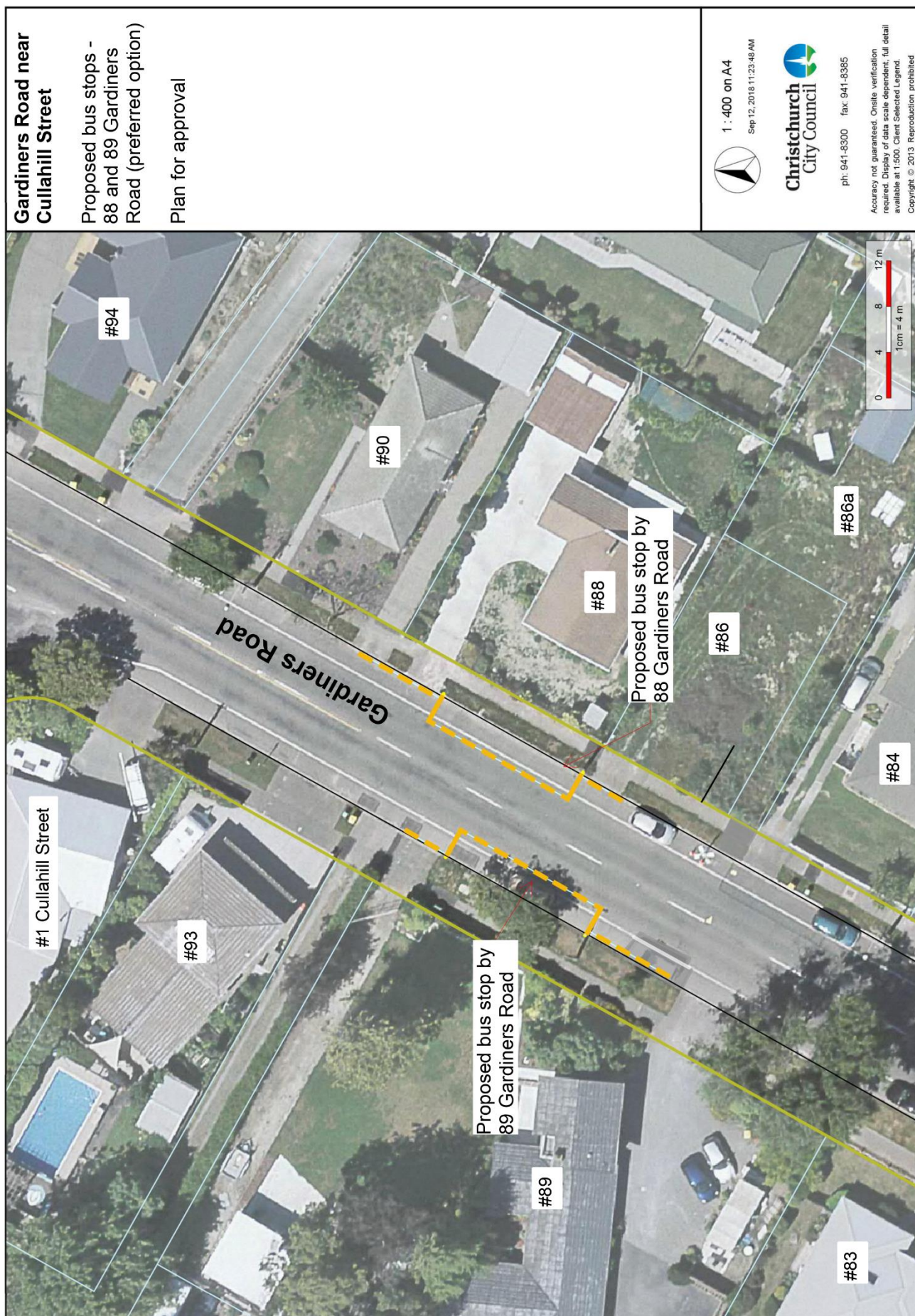
(a) This report contains:

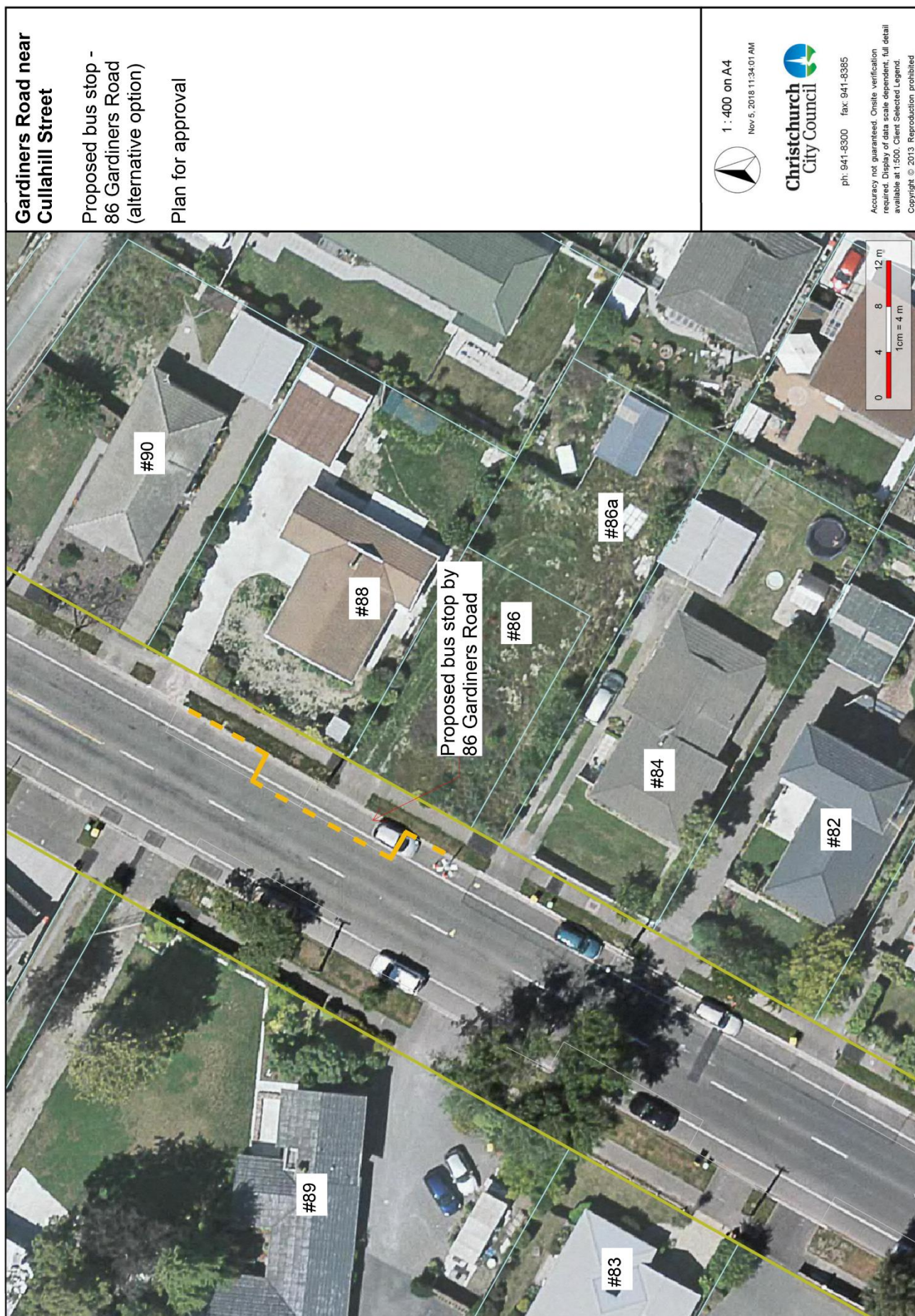
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

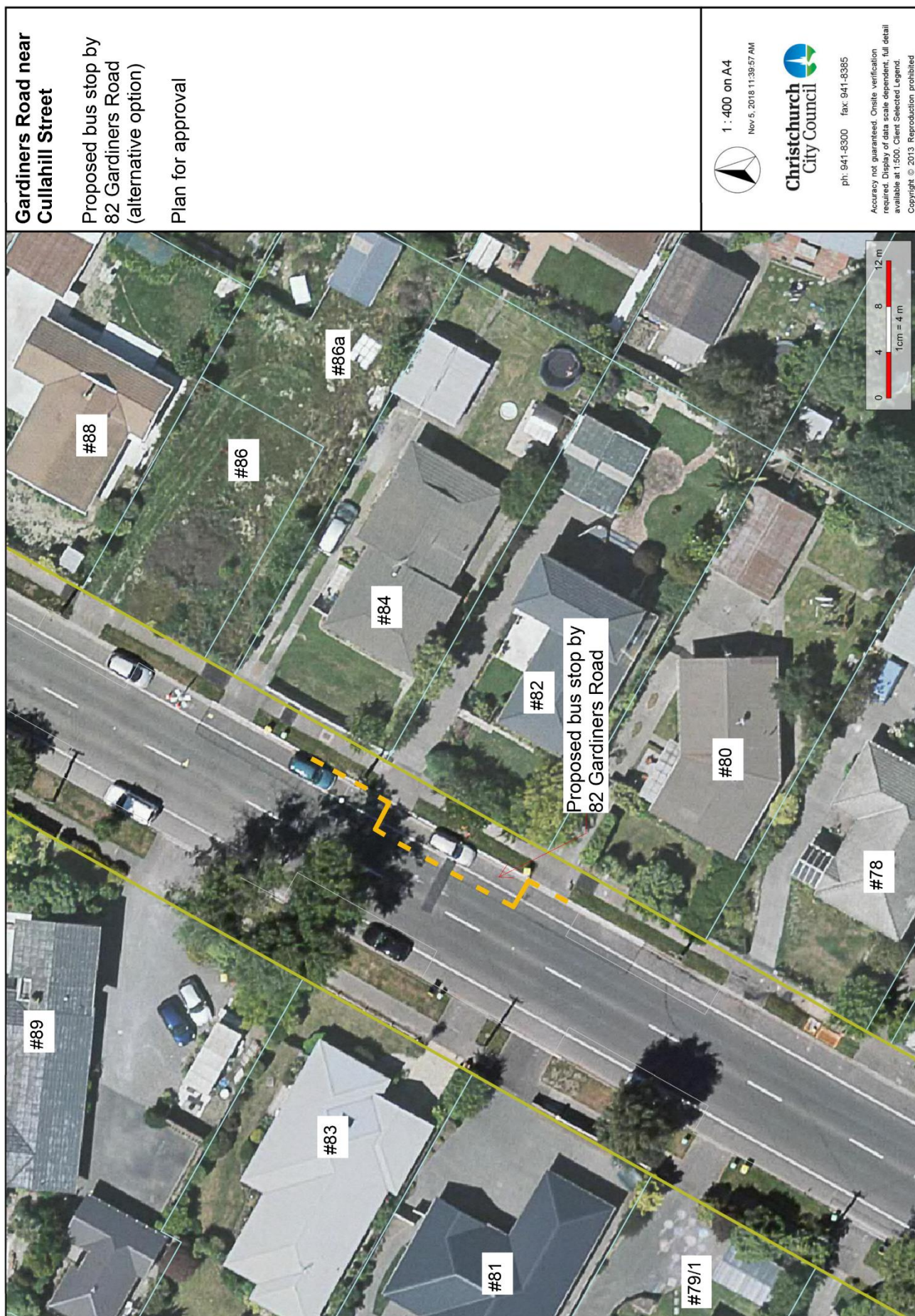
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

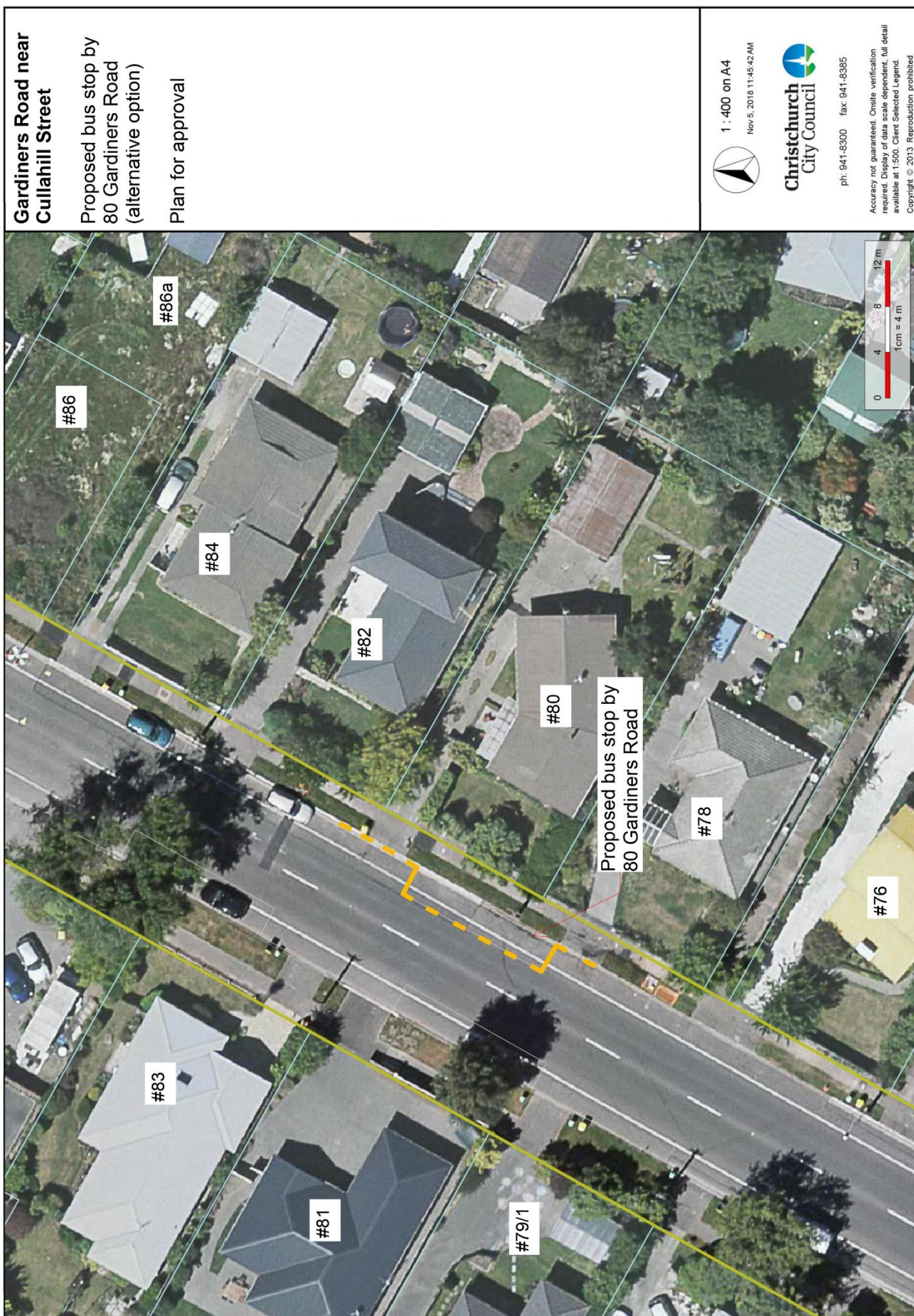
Signatories

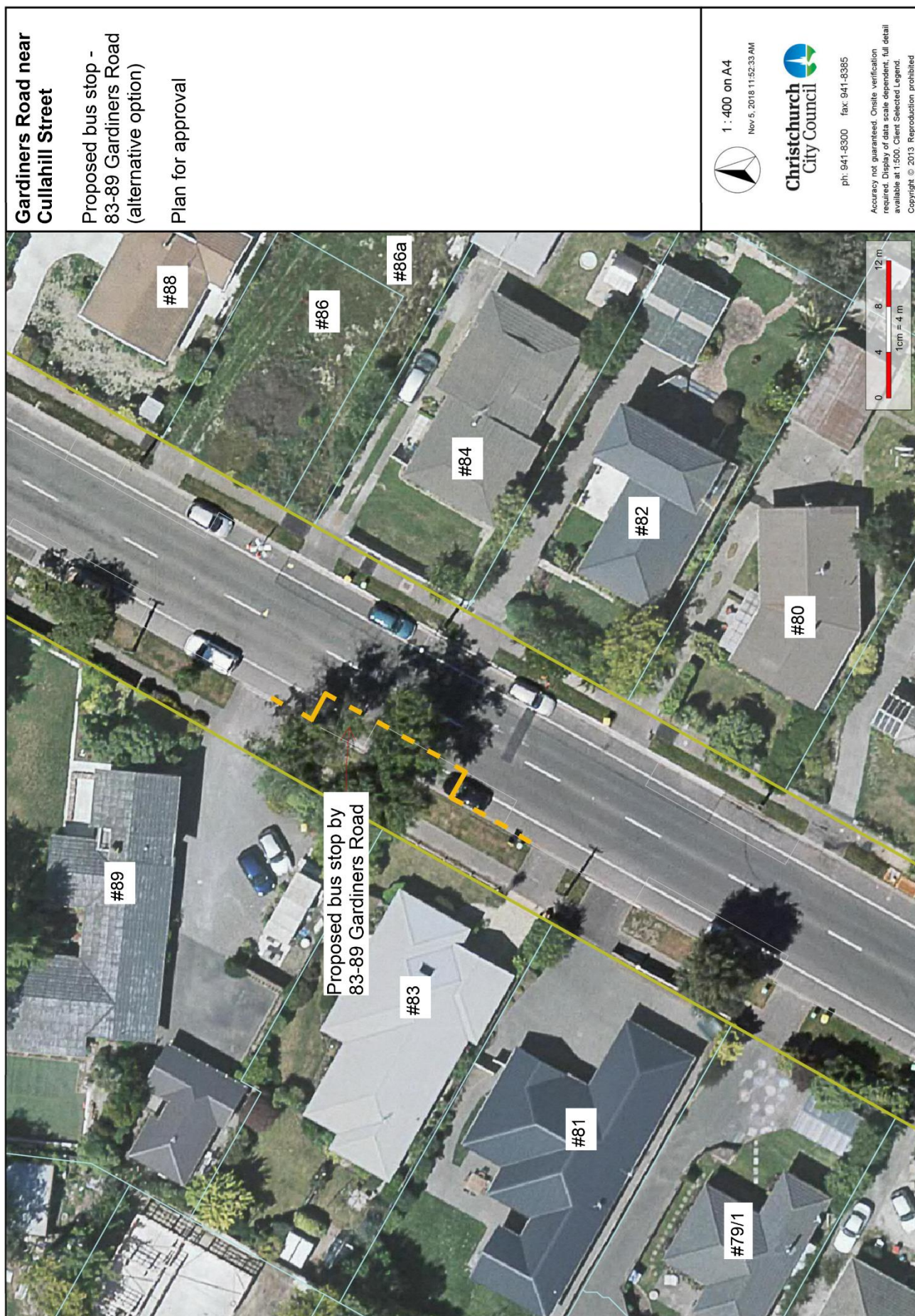
Author	Brenda O'Donoghue - Passenger Transport Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport

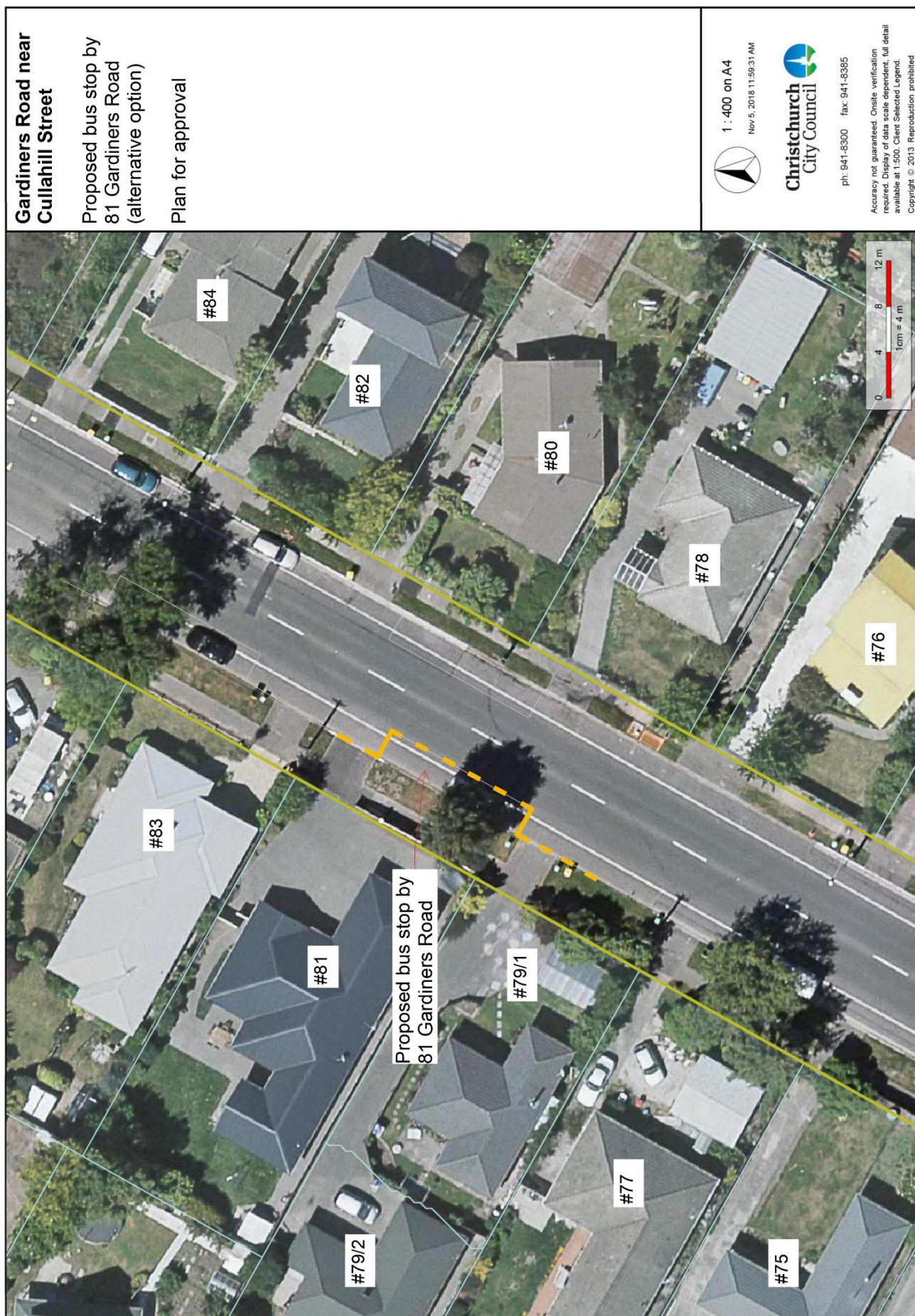












9. Gardiners Road - Provision of Bus Stops Between Harewood Road and Sawyers Arms Road

Reference: 18/1145641

Presenter(s): Brenda O'Donoghue, Passenger Transport Engineer

Item 9

Item 10

Attachment G

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Waimāero/Fendalton-Waimairi-Harewood Community Board to consider the approving of four new bus stops on Gardiners Road between Harewood Road and Sawyers Arms Road.

Origin of Report

- 1.2 This report is staff generated in response to a change in the route of the 28 bus line, which is an outcome of Environment Canterbury's recently approved Long Term Plan 2018-28.
- 1.3 Due to a new route of the 28 bus line, there is a need for four new bus stops on Gardiners Road, between Harewood Road and Sawyers Arms Road in order to provide public transport access to the surrounding residential area. The location overview of the preferred bus stop locations is indicated in Figure 1.



Figure 1: Overview of the proposed bus stops (preferred, Option 1)

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 2.1.1 The level of significance was determined by assessment of the number of properties affected by the preferred option.
- 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

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

Option 1: New bus stop beside 2 St Ives Street (refer Attachment A)

1. Approve that all parking and stopping restrictions on the north western side of Gardiners Road commencing at its intersection with St Ives Street and extending in a north easterly direction for a distance of 29 metres, be revoked.
2. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at its intersection with St Ives Street and extending in a north easterly direction for a distance of 11 metres.
3. Approve that a marked bus stop be installed on the north western side of Gardiners Road commencing at a point 11 metres north east of its intersection with St Ives Street and extending in a north easterly direction for a distance of 14 metres.
4. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 25 metres north east of its intersection with St Ives Street and extending in a north easterly direction for a distance of four metres.

Option 1: New bus stop beside 30 Gardiners Road (refer to Attachment A)

5. Approve that all parking and stopping restrictions on the south eastern side of Gardiners Road commencing at a point 29 metres north east of its intersection with the prolongation of the northern kerb line of St Ives Street and extending in a south westerly direction for a distance of 26 metres, be revoked
6. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point three metres north east of its intersection with the prolongation of the northern kerb line of St Ives Street and extending in a north easterly direction for a distance of four metres.
7. Approve that a marked bus stop be installed on the south eastern side of Gardiners Road commencing at a point seven metres north east of its intersection with the prolongation of the northern kerb line of St Ives Street and extending in a north easterly direction for a distance of 14 metres.
8. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 21 metres north east of its intersection with the prolongation of the northern kerb line of St Ives Street and extending in a north easterly direction for a distance of eight metres.

Option 1: New bus stop beside 89 Gardiners Road (also referred to as 'W1', refer to Attachment B)

9. Approve that all parking and stopping restrictions on the north western side of Gardiners Road commencing at a point 69 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 28 metres, be revoked.
10. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 69 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 10 metres.
11. Approve that a marked bus stop be installed on the north western side of Gardiners Road commencing at a point 59 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 14 metres.
12. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 45 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of four metres.

Item 9

Item 10
Attachment G

Waimāero/Fendalton-Waimairi-Harewood Community Board
26 November 2018



Option 1: New bus stop beside 88 Gardiners Road (also referred to as 'E1', refer to Attachment B)

13. Approve that all parking and stopping restrictions on the south eastern side of Gardiners Road commencing at a point 30 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 26 metres, be revoked.
14. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 30 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of eight metres.
15. Approve that a marked bus stop be installed on the south eastern side of Gardiners Road commencing at a point 38 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 14 metres.
16. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 52 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a north easterly direction for a distance of four metres.
17. Approve that any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in the agenda staff report, are revoked.
18. Approve that these resolutions take effect when the traffic control devices that evidence the restrictions described in the agenda staff report, are in place.

That should the Waimāero/Fendalton-Waimairi-Harewood Community Board decline to approve Option 1, the area of interest being the proposed bus stops near Cullahill Street, that the Waimāero/Fendalton-Waimairi-Harewood Community Board resolve to approve Option 2:

Option 2: New bus stop beside 2 St Ives Street (refer to Attachment A)

19. Approve that all parking and stopping restrictions on the north western side of Gardiners Road commencing at its intersection with St Ives Street and extending in a north easterly direction for a distance of 29 metres, be revoked.
20. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at its intersection with St Ives Street and extending in a north easterly direction for a distance of 11 metres.
21. Approve that a marked bus stop be installed on the north western side of Gardiners Road commencing at a point 11 metres north east of its intersection with St Ives Street and extending in a north easterly direction for a distance of 14 metres.
22. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 25 metres northeast of its intersection with St Ives Street and extending in a north easterly direction for a distance of four metres.

Option 2: New bus stop beside 30 Gardiners Road (refer to Attachment A)

23. Approve that all parking and stopping restrictions on the south eastern side of Gardiners Road commencing at a point 29 metres north east of its intersection with the prolongation of the northern kerb line of St Ives Street and extending in a south westerly direction for a distance of 26 metres, be revoked
24. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point three metres north east of its

Item 9

Item 10
Attachment G

Waimāero/Fendalton-Waimairi-Harewood Community Board
26 November 2018



Item 9

Item 10
Attachment G

intersection with the prolongation of the northern kerb line of St Ives Street and extending in a north easterly direction for a distance of four metres.

25. Approve that a marked bus stop be installed on the south eastern side of Gardiners Road commencing at a point seven metres north east of its intersection with the prolongation of the northern kerb line of St Ives Street and extending in a north easterly direction for a distance of 14 metres.
26. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 21 metres north east of its intersection with the prolongation of the northern kerb line of St Ives Street and extending in a north easterly direction for a distance of eight metres.

Option 2: New bus stop beside 86 Gardiners Road (also referred to as 'E2', refer to Attachment C)

27. Approve that all parking and stopping restrictions on the south eastern side of Gardiners Road commencing at a point 38 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 26 metres, be revoked.
28. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 38 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of eight metres.
29. Approve that a marked bus stop be installed on the south eastern side of Gardiners Road commencing at a point 46 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 14 metres.
30. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 60 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a north easterly direction for a distance of four metres.

Option 2: New bus stop beside 82 Gardiners Road (also referred to as 'E3', refer to Attachment D)

31. Approve that all parking and stopping restrictions on the south eastern side of Gardiners Road commencing at a point 77 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 26 metres, be revoked.
32. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 77 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of eight metres.
33. Approve that a marked bus stop be installed on the south eastern side of Gardiners Road commencing at a point 85 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 14 metres.
34. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 99 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of four metres.

Waimāero/Fendalton-Waimairi-Harewood Community Board
26 November 2018



Option 2: New bus stop beside 80 Gardiners Road (also referred to as 'E4', refer to Attachment E)

35. Approve that all parking and stopping restrictions on the south eastern side of Gardiners Road commencing at a point 96 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 26 metres, be revoked.
36. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 96 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of eight metres.
37. Approve that a marked bus stop be installed on the south eastern side of Gardiners Road commencing at a point 104 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of 14 metres.
38. Approve that the stopping or standing of vehicles be prohibited at all times on the south eastern side of Gardiners Road commencing at a point 118 metres south west of its intersection with the prolongation of the south western kerb line of Cullahill Street and extending in a south westerly direction for a distance of four metres.

Option 2: New bus stop beside 83/89 Gardiners Road (also referred to as 'W2', refer to Attachment F)

39. Approve that all parking and stopping restrictions on the north western side of Gardiners Road commencing at a point 98 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 27 metres, be revoked.
40. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 98 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of nine metres.
41. Approve that a marked bus stop be installed on the north western side of Gardiners Road commencing at a point 89 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 14 metres.
42. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 75 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of four metres.

Option 2: New bus stop beside 81 Gardiners Road (also referred to as 'W3', refer to Attachment G)

43. Approve that all parking and stopping restrictions on the north western side of Gardiners Road commencing at a point 131 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 26 metres, be revoked.
44. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 131 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of eight metres.
45. Approve that a marked bus stop be installed on the north western side of Gardiners Road commencing at a point 123 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of 14 metres.
46. Approve that the stopping or standing of vehicles be prohibited at all times on the north western side of Gardiners Road commencing at a point 109 metres south west of its intersection with Cullahill Street and extending in a north easterly direction for a distance of four metres.
47. Approve that any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in the agenda staff report, are revoked.

48. Approve that these resolutions take effect when the traffic control devices that evidence the restrictions described in the agenda staff report, are in place.

4. Key Points

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Public Transport Infrastructure Service Plan in the [Council's Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
- Option 1 - Install bus stops on Gardiners Road near St Ives Street and near Cullahill Street (preferred option)
 - Option 2 – Install bus stops on Gardiners Road near St Ives Street and alternative bus stop location options near Cullahill Street
 - Option 3 – Do nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
- 4.3.1 The advantages of this option include:
- The locations of the bus stops have been chosen to provide good service to the passenger catchment of the surrounding residential areas.
 - Well considered separation distances between neighbouring bus stops.
 - Works well for the bus network and passengers.
 - Minimises the number of obstacles in close proximity to the bus stop which could be damaged by the movement of the bus, or impact passenger accessibility.
 - Impact on the surrounding environment by locating the bus stop beside properties with fences and/or mature shrubs that mitigate the impact to residential privacy.
 - The majority of submissions support the staff preferred bus stop locations.
 - On-site inspections during wet weather periods indicates the preferred bus stop locations do not have drainage or water pooling issues.
- 4.3.2 The disadvantages of this option include:
- Reallocates on-street parking presently available for residents and visitors to public transport. The on-street parking loss can be absorbed by the remaining provision of nearby on-street parking, and private off-street parking.

Item 9

Item 10
Attachment G

5. Context/Background

Public transport on Gardiners Road

- 5.1 The combination of the 108 and 28 bus lines has been outlined in Environment Canterbury's Long Term Plan 2018-28. The combination of the two routes is indicated in Figure 2.

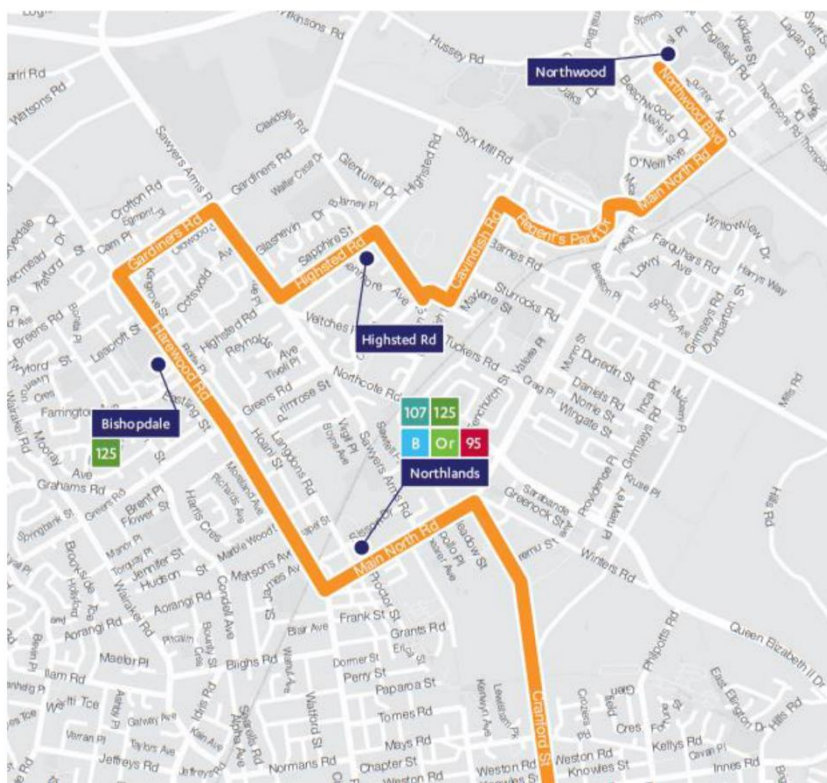


Figure 2: New route of the 28 bus line

- 5.2 The new route of the 28 bus line became operational on Monday 29 October 2018. The frequency of the new bus service is every 20 to 30 minutes depending on the time of day. The service operates Monday to Sunday.
- 5.3 Staff received no objections to the proposed bus stops near St Ives Street, which gave staff the assurance to install an interim set of bus stops by St Ives Street to allow people to access the new bus service.
- 5.4 As there have been a number of submissions objecting to the bus stops near Cullahill Street, staff have postponed installing any interim bus stops near Cullahill Street until the Community Board has made its decision.
- 5.5 Since the new bus service became operational, a number of requests for a bus stop near Cullahill Street have been made by residents living along or near to Gardiners Road.

Historic use of Gardiners Road for public transport

- 5.6 Historically there was a bus service on Gardiners Road, this service was removed around 2012.
- 5.7 The bus stops proposed near St Ives Street coincide with the location of a historic set of bus stops.
- 5.8 The proposed bus stops near Cullahill Street cannot be reinstated in the same location as the historic pair which were located between Cullahill Street and Sawyers Arms Road. When the

Waimāero/Fendalton-Waimairi-Harewood Community Board
26 November 2018



previous bus route was operational, the intersection of Gardiners Road with Sawyers Arms Road was stop controlled and the Gardiners Road south arm of the intersection had a single traffic lane approach to the intersection. The intersection is now signal controlled, and the south approach arm to the intersection has two traffic lanes split into through/left and right traffic movements. Consequently, the historic locations of the bus stops are no longer suitable for reasons of safety and network efficiency.

Bus stop location planning

- 5.9 Bus stops provide key access connection points to allow personal mobility, by means of public transport. It can be a challenge in an urban-residential environment to achieve a balance in bus stop planning criteria, because of the need to work with the space available on-street, and to be considerate to those who live near the bus stop.
- 5.10 There are multiple considerations in the location planning of bus stops, however the key topics to consider include:
- Catchment areas and proximity to surrounding services and amenities,
 - Works well for the wider road network, bus network and bus passengers,
 - Accessibility,
 - Capacity,
 - Impact on the surrounding environment, and
 - Information gathered from site visits and feedback from stakeholders (Environment Canterbury and residents).
- 5.11 Following the multiple considerations in the location planning of bus stops, staff have determined a need for four new bus stops on Gardiners Road, between Harewood Road and Sawyers Arms Road in order to provide appropriate public transport access to the surrounding residential areas. The locations of the new bus stops have been selected near the intersections of St Ives Street which utilises the historic set of bus stops, and near the intersection of Cullahill Street.
- 5.12 Refer to **Attachment H** to view the bus stop location options near Cullahill Street that have been consulted on. A summary of the issues for all bus stops considered near Cullahill Street, inclusive of those that were not advanced to consultation, is included **Attachment I**:

Bus stop consultation

- 5.13 In total, 22 submissions were received over two consultation periods.
- 5.14 During the first consultation period which occurred from 21 September 2018 to 5 October 2018, 10 submissions were received, refer to **Attachment J** for the submissions received. The first consultation period covered the following bus stop locations:
- Gardiners Road near St Ives Street - 30 Gardiners Road and 2 St Ives Street
 - Gardiners Road near Cullahill Street - 88 and 89 Gardiners Road
- 5.15 Five submissions were specific to the set of bus stops proposed on Gardiners Road near St Ives Street. All five submissions were in support of the proposed bus stop locations.
- 5.16 The remaining five submissions from the first consultation period were specific to the bus stops proposed on Gardiners Road near Cullahill Street. One submission was in general support of the proposal, and four submissions did not support the proposal.
- 5.17 A number of submissions were not in support of the bus stops near Cullahill Street, staff then consulted on a number of potential bus stop options near Cullahill Street, including the bus stop locations that were part of the first consultation period.

- 5.18 During the second consultation period, 12 submissions were received, refer to **Attachment K** for the submissions received. With an increased area of significance, the results of the second consultation period has indicated the majority of submitters agree with the staff preferred bus stop locations (i.e. 88 and 89 Gardiners Road). The submitters who opposed the bus stop beside 88 and 89 Gardiners Road during the first period of consultation, continued to oppose these potential options during the second consultation period.

6. Option 1 - Install bus stops on Gardiners Road near St Ives Street and near Cullahill Street (preferred)

Option Description

- 6.1 It is proposed to install four new bus stops on Gardiners Road between Harewood Road and Sawyers Arms Road. Two of the new bus stops are located near St Ives Street, beside 30 Gardiners Road and 2 St Ives Street, in accordance with **Attachment A**. The remaining two new bus stops are located near Cullahill Street, beside 88 Gardiners Road and 89 Gardiners Road, in accordance with **Attachment B**.
- 6.2 The following sections provide a brief summary and recent photograph of the preferred bus stops near St Ives Street, however items of interest that are common to both bus stops include:
- The community and surrounding residents are likely to associate this location to public transport due to historic usage by public transport.
 - Good catchment potential for residents living along Gardiners Road, as well as the streets that connect to Gardiners Road, such as St Ives Street, Aintree Street, Fairford Street, etc.
 - Sensible separation between previous and next bus stops.
 - The proposed bus stop already has a seat, which is a remnant from the old bus stop.
 - Site visits undertaken during periods of wet weather indicate the storm water drainage is not an issue at this bus stop.

6.2.2 Beside 30 Gardiners Road, refer to Attachment A:



Photo 1: Proposed bus stop beside 30 Gardiners Road

- A high fence and mature shrubs separate the adjacent property from the proposed bus stop.
- The proposed bus stop is beside a street light.

- The street light is located within 600mm of the kerb. As the street light is located at the very rear of the bus stop box, it reduces the risk of it being hit by a bus manoeuvring into the bus stop.
- The bus stop is located opposite the proposed bus stop beside 2 St Ives Street, and immediately prior to the intersection of St Ives Street. While this would not be recommended in some locations, it is considered satisfactory for this part of the road and public transport network. This is due to the wide road width of Gardiners Road (about 12 metres), the amount of traffic on Gardiners Road, and the limited passenger demand that is typical in suburban settings.
- Reallocates two on-street parking spaces.

6.3 Beside 2 St Ives Street (bus stop on Gardiners Road), refer to Attachment A:



Photo 2: Proposed bus stop beside 2 St Ives Street

- A medium/low height fence separates the adjacent property from the proposed bus stop.
 - The proposed bus stop is opposite a street light.
 - The proposed bus stop adheres to a 10 metre minimum separation to an intersection (Cullahill Street).
 - Reallocates one on-street parking space.
- 6.4 The following sections provide a brief summary and recent photograph of the preferred bus stops near Cullahill Street, however items of interest that are common to both bus stops include:
- Good catchment potential for residents living along Gardiners Road, as well as the streets that connect to Gardiners Road, such as Cullahill Street, and via the pedestrian walkway Oldwood Street, Westerleigh Street, etc.
 - Sensible separation between the next set of bus stops near Cullahill Street. The separation to the next set of bus stops on Sawyers Arms Road is about 550 metres. This separation may be perceived as creating a long walk to get to the bus stop, and hence a disadvantage to some residents. This distance would be mitigated if a set of bus stops were installed on Gardiners Road between Cullahill Street and Sawyers Arms Road. However, due to the reasons previously outlined, bus stops cannot be installed between Cullahill Street and Sawyers Arms Road for reasons of safety and network efficiency.
- 6.5 E1, beside 88 Gardiners Road, refer to Attachment B:



Photo 3: Proposed bus stop beside 88 Gardiners Road

- A seat will be installed at the bus stop. This bus stop is likely to attract passengers who will need to wait for a bus, as the service connects to locations such as Bishopdale, Northlands and the city centre.
- A medium/low fence separates the adjacent property from the proposed bus stop.
- The proposed bus stop is located about 30 metres from the nearest street light.
- The utility post is located within 600mm of the kerb. As the utility post is located beside the 'no stopping' lines in front of the bus, it reduces the risk of it being hit by a bus manoeuvring out of the bus stop.
- Site visits undertaken during periods of wet weather indicate the storm water drainage is not an issue at this bus stop.
- The bus stop is located opposite the proposed bus stop beside 89 Gardiners Road. While this would not be recommended in some locations, it is considered satisfactory for this part of the road and public transport network. This is due to the wide road width of Gardiners Road (about 12 metres), the estimated traffic flow on Gardiners Road, and the likely limited passenger demand that is typical in suburban settings.
- The bus stop layout maximises the use of non-parking related kerb side space, e.g. driveways. This results in the removal of three on-street parking spaces. Leaving one on-street parking space available in front of the bus stop and the driveway of 86 and 86A Gardiners Road. This may be of assistance for the residents who live in 86 and 86A Gardiners Road. The resulting on-street parking space in front of the bus stop also means that when the bus is stopped at the bus stop it will be located about 11 metres back from the driveway of 86 and 86A Gardiners Road.

Item 9

Item 10
Attachment G

- 6.6 W1, beside 89 Gardiners Road, refer to Attachment B:



Photo 4: Proposed bus stop beside 89 Gardiners Road

- The travel demand attraction to use this bus stop in order to travel onto other locations is unlikely as it is close to the end of the bus route. The bus stop is likely to be used by people returning home. For these reasons a seat is not proposed at this bus stop.
- A high fence, shrubs and trees separate the adjacent property from the proposed bus stop.
- The proposed bus stop is located about 30 metres from the nearest street light.
- Site visits undertaken during periods of wet weather indicate the storm water drainage is not an issue at this bus stop.
- The bus stop is located prior to a driveway which connects to 91A Gardiners Road and 3 Cullahill Street. The primary driveway to 91A Gardiners Road is located off Natalie Place. The primary driveway to 3 Cullahill Street is located off Cullahill Street. This mitigates the sightline impact that a bus may have on vehicles using this driveway.
- Reallocates four on-street parking spaces. The impact to the closest residential property of reallocating on-street parking provision to a bus stop is mitigated by the large off-street parking provision at 89 Gardiners Road. There is also sufficient on-street parking capacity in the general area to mitigate the introduction of the bus stop should the parking demand associated with 89 Gardiners Road or other nearby residential properties, overflow to the on-street parking provision.

Significance

- 6.7 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property specifically affected by the bus stop location options owing to the proximity of their property to the proposed bus stops. Engagement also involves consultation with Environment Canterbury as the relevant bus service operator.

Impact on Mana Whenua

- 6.8 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.9 The properties listed in Table 1 are those specifically affected by the proposed bus stop options associated with this report for the first consultation period, and Table 2 for the second

Item 9

Item 10
Attachment G

Waimāero/Fendalton-Waimairi-Harewood Community Board
26 November 2018



consultation period. A consultation notice and feedback form was hand delivered to each property listed in the tables, and the consultation information was posted by mail to absentee owners.

Proposed bus stop location	Properties affected
30 Gardiners Road	28, 30, 32A-C, 34 Gardiners Road
2 St Ives Street	2 St Ives Street, 39 Gardiners Road
88 Gardiners Road	86 & 86A, 88, 90 Gardiners Road
89 Gardiners Road	89, 91A, 93 Gardiners Road, 3 Cullahill Street

Table 1: Bus stop locations and properties impacted – first consultation period

Proposed bus stop location	Properties affected
Options E1 – E4 (refer to Attachment H)	78, 80, 82, 84, 86 & 86A, 88, 90 Gardiners Road
Options W1 – W3 (refer to Attachment H)	79A-B, 81, 83, 89, 91A, 93 Gardiners Road, 3 Cullahill Street

Table 2: Bus stop locations and properties impacted – second consultation period

- 6.10 As previously indicated, a total of 22 submissions were received over the two consecutive consultation periods.
- 6.11 During the first consultation period which occurred from 21 September 2018 to 8 October 2018, 10 submissions were received. Refer to **Attachment J** for the submissions received. Five submissions were specific to the set of bus stops proposed on Gardiners Road near St Ives Street, and all were in support of the proposed bus stop locations.
- 6.12 The remaining five submissions from the first consultation period were specific to the bus stops proposed on Gardiners Road near Cullahill Street. One submission was in general support of the proposal, and four submissions were not in support the proposal.
- 6.13 A number of submissions were not in support of the bus stops near Cullahill Street. Staff then consulted on a number of potential bus stop options near Cullahill Street, including the bus stop locations that were part of the first consultation period. As indicated in **Attachment H**, four potential bus stop locations were identified along the east side of Gardiners Road, and three potential bus stop locations were identified along the west side of Gardiners Road.
- 6.14 During the second consultation period, 12 submissions were received, refer to **Attachment K** for submissions received.
- 6.15 The respondent's preferences for the bus stop options consulted on during the second consultation period are indicated in Table 3.

Option (east side)	No. of submissions indicating option preference	Option (west side)	No. of submissions indicating option preference
E1 (88 Gardiners Road)	5	W1 (89 Gardiners Road)	6
E2 (86/88 Gardiners Road)	1	W2 (83/89 Gardiners Road)	1
E3 (82 Gardiners Road)	1	W3 (81 Gardiners Road)	3
E4 (80 Gardiners Road)	3	Do not support W1 - W3	2
Do not support E1 - E4	2		

Table 3: Outcome of the second consultation period

Waimāero/Fendalton-Waimairi-Harewood Community Board
26 November 2018



- 6.16 With an increased area of significance, the results of the second consultation period has indicated the majority of submitters agree with the preferred bus stop locations (i.e. 88 and 89 Gardiners Road). The submitters who opposed the bus stop beside 88 and 89 Gardiners Road during the first period of consultation, continued to oppose these potential options during the second consultation period.
- 6.17 The issues and concerns raised by submitters were similar for both the first and second consultation periods. The general reasons for the objections, along with a staff response, are indicated in Table 4.

Objection Category	Staff Response
The bus stop will make it hazardous to motorists when pulling in or out of their or a nearby driveway	When pulling in or out of driveway, drivers must give way to all traffic on the road, including buses. Certain sight lines for movements to and from the driveway will be restricted while the bus is stopped. This is a temporary obstruction, lasting for a matter of seconds when the bus is stopped to allow passengers to board or alight the bus, which is why such configurations are common practice locally and nationally.
The bus stop will make it hazardous to the operation of the surrounding road network (e.g. traffic flow, proximity to intersections, etc.)	The proposal is no different to any bus stop in the city. The provision of road space along Gardiners Road is sufficiently wide for a bus stop to be provided and not block traffic travelling along Gardiners Road. Bus drivers are trained to operate the bus safely, which includes safely pulling out of, and back into traffic lanes from a bus stop. The proposed bus stops are at an appropriate distance back from the intersection of Sawyers Arms Road with Gardiners Road. The bus stop will be used to only pick-up and drop-off passengers, which typically takes less than 30 seconds. For the rest of the time the bus stop is vacant.
There is no pedestrian crossing near the bus stop, creating a hazard for pedestrians crossing the road	A separate set of bus stops are proposed to be installed on Gardiners Road near St Ives Street, which is the location of a historic set of bus stops. The bus stops by St Ives Street are located in the vicinity of the pedestrian crossing island located near Fairford Street. The suggestion to install the bus stops that have been proposed near Cullahill Street, to a location in the vicinity of the pedestrian crossing island by Fairford Street would result in a poor level of service for people living on the northern end of Gardiners Road to access public transport. It would also result in two sets of bus stops being located too close to one another. It would be nice to have a pedestrian crossing island closer to the proposed bus stops, however it is not a required provision. As for motorists, it is important for pedestrians to follow the road rules and to cross a road only when it is safe to do so.
The bus stop will take away parking	The allocation of kerbside road space for bus stops is reflected in the priorities in the Parking Strategy 2003. In all cases except industrial areas, bus stops are the top priority (in industrial areas, loading zones take priority over bus stops when required). While there is some on-street parking reallocation in the immediate vicinity of the bus stop, there is sufficient on-street

	parking capacity in the general area to mitigate the introduction of the bus stops. Private off-street parking is available at each property impacted by the proposal.
The bus stop and people who use the bus stop will intrude on the adjacent residents privacy and personal safety	<p>When planning bus stops staff are mindful of the impact they can have on residents. However, the impact of bus stops in urban settings are generally not site-specific, as they will have a similar impact along the street irrespective of placement beside one residential property or that of another.</p> <p>Where possible bus stops are placed beside properties that have fences, mature shrubs or other screens that mitigate the impact that the bus stop may have on the adjacent residents.</p> <p>A bus will only stop at the bus stop if the passenger demand exists. The frequency of which buses stop at suburban bus stops mitigates the impact of privacy intrusion. Irrespective, bus stops are located within a public space, and are there to improve the transport choices for the community.</p>
Technical Category 3 land related issues (e.g. drainage, vibrations)	<p>All the bus stop options located near Cullahill Street are located within a Technical Category 3 area. Technical Category 3 does not restrict the movement of vehicles along Gardiners Road.</p> <p>On-site inspections during wet weather periods indicated that the stormwater facilities were performing adequately for the majority of the proposed bus stops. On the east side of the road, some pooling of rain water was observed at the driveway to 82 Gardiners Road which is located in close proximity to a stormwater sump located beside 84 Gardiners Road. On the west side of the road some rain water pooling was observed beside 81 and 83 Gardiners Road. On the west side of the road the stormwater sump is located between the property boundary of 83 Gardiners Road and the driveway to 89 Gardiners Road.</p>

Table 4: Similar reasons for objection raised during first and second consultation

Consultation feedback – Stakeholder Organisations

- 6.18 Christchurch City Council provides bus stops to support the public transport services provided by Environment Canterbury. Consequently, Environment Canterbury has also been consulted on for all bus stop options proposed.
- 6.19 Environment Canterbury has provided feedback to confirm their support for the provision of bus stops on Gardiners Road. Environment Canterbury's Public Transport staff are supportive of the bus stop proposed near St Ives Street and the proposed bus stops beside 88 Gardiners Road (E1) and beside 89 Gardiners Road (W1). Support for E1 and W1 is due to the bus stops being closest to Sawyers Arms Road and that they are not marked across a driveway.

Recommended bus stop locations

- 6.20 The bus stops recommended for approval following consultation include:
- Beside 30 Gardiners Road,
 - Beside 2 St Ives Street (bus stop on Gardiners Road),
 - Beside 88 Gardiners Road, and
 - Beside 89 Gardiners Road.

Waimāero/Fendalton-Waimairi-Harewood Community Board
26 November 2018



- 6.21 The above are the preferred and recommended bus stop locations. These bus stop locations are supported by the majority of people who responded to the proposal.
- 6.22 The remaining bus stop location options consulted on (i.e. E2 – E4 and W2 – W3) are all suitable locations for a bus stop to be installed, but have are not the preferred locations. Option 2 of this report provides the Community Board with alternative bus stop location options, should the Community Board decide in favour of a bus stop specific to these options and not from the recommended/preferred bus stop locations.

Alignment with Council Plans and Policies

- 6.23 This option is consistent with the Council's Plans and Policies.

Financial Implications

- 6.24 Staff professional services costs - \$7,500, which covers planning, consultation and the preparation of this report.
- 6.25 Cost of Implementation - \$8,000 for the installation of four bus stops.
- 6.26 Funding source - Traffic Operations, Capital Expenditure budget for bus stop installations.
- 6.27 Maintenance/Ongoing Costs - Transport and City Streets, Operations Expenditure budget, includes maintenance of bus stop infrastructure, as and when it is needed.

Legal Implications

- 6.28 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 6.29 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 6.30 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations 6.31 Not applicable

Implementation

- 6.32 Implementation dependencies - Community Board approval
- 6.33 Implementation timeframe - the timeframe for implementation is dependent on the contractor's workload, but should occur within one month of the proposed parking restriction resolutions being approved.

Option Summary - Advantages and Disadvantages

- 6.34 The advantages of this option include:
- The locations of the bus stops have been chosen to provide good passenger catchment to the surrounding residential areas.
 - Well considered separation distances between neighbouring bus stops.
 - Works well for the bus network and passengers.
 - Minimises the number of obstacles in close proximity to the bus stop which could be damaged by the movement of the bus, or impact passenger accessibility.
 - Impact on the surrounding environment by locating the bus stop beside properties with fences and/or mature shrubs that mitigate the impact to residential privacy.
 - The majority of submissions support the staff preferred bus stop locations.

Item 9

Item 10
Attachment G

- On-site inspections during wet weather periods indicate the preferred bus stop locations do not have drainage or water pooling issues.

6.35 The disadvantages of this option include:

- Reallocates on-street parking presently available for residents and visitors to public transport. The on-street parking loss can be absorbed by the remaining provision of nearby on-street parking, and private off-street parking.

7. Option 2 - Install bus stops on Gardiners Road near St Ives Street and alternative bus stop location options near Cullahill Street

Option Description

- 7.1 Install four new bus stops on Gardiners Road between Harewood Road and Sawyers Arms Road. As per Option 1, two of the new bus stops are located near St Ives Street, beside 30 Gardiners Road and 2 St Ives Street, in accordance with Attachment A.
- 7.2 The two new bus stops located near Cullahill Street can be selected from the remaining alternative bus stops that have been consulted on (i.e. E2 – E4 and W2 – W3). The alternative bus stop location options are all suitable locations for a bus stop to be installed, but are not the preferred locations as outlined in Option 1.
- 7.3 The following provides a brief summary of the alternative option and a recent photograph for each of the alternative bus stop locations near Cullahill Street.
- 7.4 E2, beside 86 Gardiners Road, refer to Attachment C:



Photo 5: Proposed bus stop beside 86 Gardiners Road

- A utility post is located within 600mm of the kerb, alongside the bus stop box section of the bus stop. The utility post is located within a risk area of being hit by a bus manoeuvring in or out of the bus stop. To avoid hitting the utility post, the driver of the bus would need to stop further away from the kerb. This increases the step distance for a passenger boarding or alighting the bus, thereby impacting passenger accessibility.
- The passenger boarding and alighting area of the bus stop is beside a full height fence.
- The bus stop is located closer to the driveway of 86 and 86A Gardiners Road, resulting in certain sight lines for movements to and from the driveway being restricted while the bus is stopped. This is a temporary obstruction, lasting for a matter of seconds when the bus is stopped to allow passengers to board or alight the bus, which is why such configurations are common practice locally and nationally.

Item 9

Item 10
Attachment G

Waimāero/Fendalton-Waimairi-Harewood Community Board
26 November 2018

- Site visits undertaken during periods of wet weather indicate the storm water drainage is not an issue at this bus stop.
- Reallocates four on-street parking spaces.

7.5 E3, beside 82 Gardiners Road, refer to **Attachment D**:



Photo 6: Proposed bus stop beside 82 Gardiners Road

- The distance to the previous bus stop on Sawyers Arms Road increases to about 590 metres. The distance to the next bus stop on Gardiners Road decreases to about 360 metres.
- Bus stop box would be marked across a driveway, this means that when a bus is stopped it would temporarily block vehicular access to 82 Gardiners Road.
- On-site inspections during wet weather periods indicated that there was some pooling of rain water at the driveway to 82 Gardiners Road which is located in close proximity to a stormwater sump located beside 84 Gardiners Road. It is possible that a bus stop at this location could impact further on this issue.
- The mature shrubs/trees along the border of 82 Gardiners Road could impact pedestrian accessibility as the foliage is encroaching over the footpath area. Foliage may need to be trimmed back.
- The bus stop is located about 15 metres from the nearest street light.
- Reallocates three on-street parking spaces.

Item 9

Item 10
Attachment G

7.6 E4, beside 80 Gardiners Road, refer to **Attachment E**:



Photo 7: Proposed bus stop beside 80 Gardiners Road

- The distance to the previous bus stop on Sawyers Arms Road increases to about 610 metres. The distance to the next bus stop on Gardiners Road decreases to about 340 metres.
- A utility post is located within 600mm of the kerb, alongside the bus stop box section of the bus stop. The utility post is located within a risk area of being hit by a bus manoeuvring in or out of the bus stop. To avoid hitting the utility post, the driver of the bus would need to stop further away from the kerb. This increase the step distance for a passenger boarding or alighting the bus, thereby impacting passenger accessibility.
- On-site inspections during wet weather periods indicated that there was some pooling of rain water occurs at this location, but not as much as 82 Gardiners Road. It is possible that a bus stop at this location could impact further on this issue.
- The mature shrubs/trees along the border of 80 Gardiners Road could impact pedestrian accessibility as the foliage is encroaching over the footpath area. Foliage may need to be trimmed back.
- The bus stop is located about 35 metres from the nearest street light.
- Reallocates three on-street parking spaces.

7.7 W2, beside 83/89 Gardiners Road, refer to **Attachment F**:



Photo 7: Proposed bus stop beside 83/89 Gardiners Road

- A hedge separates the majority of the adjacent properties from the bus stop.

Item 9

Item 10
Attachment G

Waimāero/Fendalton-Waimairi-Harewood Community Board
26 November 2018

- The distance to the previous bus stop on Gardiners Road decreases to about 360 metres. The distance to the next bus stop on Gardiners Road increases to about 600 metres.
- On-site inspections during wet weather periods indicated that there was some pooling of rain water occurs at this location. As identifiable from Photo 7, the stormwater sump is located between the two large trees. It is possible that a bus stop at this location could impact further on this issue due the proximity of the bus stop to the stormwater sump.
- The footpath beside the two large trees is uneven due to the root system. The unevenness of the footpath and extension to the kerb would need to be addressed as part of the bus stop installation. Further investigation might be needed to assess the impact this would have on the trees.
- The bus stop is located about 15 metres from the nearest street light.
- Reallocates four on-street parking spaces.

7.8 W3, beside 81 Gardiners Road, refer to **Attachment G**:



Photo 7: Proposed bus stop beside 81 Gardiners Road

- A high fence separates the adjacent property from the bus stop. On the property side of the fence a garage is located closest to the bus stop.
- The distance to the previous bus stop on Gardiners Road decreases to about 330 metres. The distance to the next bus stop on Gardiners Road increases to about 630 metres.
- On-site inspections during wet weather periods indicated that there was some pooling of rain water occurs at this location. It is possible that a bus stop at this location could impact further on this issue.
- The bus stop is located about 30 metres from the nearest street light.
- Reallocates three on-street parking spaces.

Significance

7.9 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

7.10 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

7.11 Refer to Section 6.9 to Section 6.19.

Alignment with Council Plans and Policies

7.12 This option is consistent with Council's Plans and Policies.

Financial Implications

7.13 Staff professional services costs - \$7,500, which covers planning, consultation and the preparation of this report.

7.14 Cost of Implementation - \$8,000 for the installation of four bus stops.

7.15 Funding source - Traffic Operations, Capital Expenditure budget for bus stop installations.

7.16 Maintenance / Ongoing Costs - Transport and City Streets, Operations Expenditure budget, includes maintenance of bus stop infrastructure, as and when it is needed.

Legal Implications

7.17 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

7.18 Not applicable.

Implementation

7.19 Implementation dependencies - Community Board approval.

7.20 Implementation timeframe - The timeframe for implementation is dependent on the contractor's workload, but should occur within one month of the proposed parking restriction resolutions being approved.

Option Summary - Advantages and Disadvantages

7.21 The advantages of this option include:

- The location of the alternative bus stop locations continue to provide good the passenger catchment to the surrounding residential areas.
- Works well for the bus network and passengers.

7.22 The disadvantages of this option include:

- All alternative bus stop location options reallocates parking presently available for residents and visitors to public transport.
- On-site inspections during wet weather periods indicated that the stormwater facilities were performing adequately for the majority of the proposed bus stops. Some of the alternative bus stop locations have been observed to have rain water pooling. Issues concerning storm water drainage can be attended to through maintenance. However, the installation of a bus stop by a stormwater sump could impact further on the issue.
- Some of the alternative bus stop locations have utility posts located within 600mm of the kerb. This increases the risk of them being hit by a bus. To avoid hitting the post, the bus would have to stop further away from the kerb, which impacts passenger accessibility through a great step distance between the kerb and the bus.

Item 9

Item 10
Attachment G

8. Option 3 - Do Nothing

Option Description

- 8.1 No bus stops are installed, the interim bus stops currently installed by St Ives Street are removed.

Significance

- 8.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 8.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 8.4 This option has not been consulted on. Refer to sections 6.10 to 6.20 for the consultation that has occurred.

Alignment with Council Plans and Policies

- 8.5 This option is inconsistent with the Council's Plans and Policies:
- 8.5.1 This option is inconsistent with the Long Term Plan as it has the potential to not contribute to increase number of trips made by public transport.

Financial Implications

- 8.6 Staff professional services costs - \$7,500, which covers planning, consultation and approval process incurred irrespective of the Community Board's decision or recommendation.
- 8.7 Cost of Implementation – not applicable
- 8.8 Maintenance/Ongoing Costs - not applicable
- 8.9 Funding source – existing staff budgets

Legal Implications

- 8.10 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

- 8.11 This option has the potential to not contribute to increase number of trips made by public transport. Mitigation is by means of Option 1 or Option 2.

Implementation

- 8.12 Implementation dependencies - not applicable
- 8.13 Implementation timeframe - not applicable

Option Summary - Advantages and Disadvantages

- 8.14 The advantages of this option include:
- Does not reallocate on-street parking.
- 8.15 The disadvantages of this option include:
- Restricts the increase in the number of trips made by public transport,
 - Restricts mode choice for people who live along or near Gardiners Road.
 - The potential negative impact it could have on the Council to carry out its role and functions.

Item 9

Item 10
Attachment G

Waimāero/Fendalton-Waimairi-Harewood Community Board
26 November 2018



Attachments

No.	Title	Page
A ↓	Option 1 and Option 2: Bus stops on Gardiners Road near St Ives Street - For Board Approval	40
B ↓	Option 1: Bus stops on Gardiners Road near Cullahill Street - For Board Approval	41
C ↓	Option 2: Bus stop by 86 Gardiners Road (E2) - For Board Approval	42
D ↓	Option 2: Bus stop by 82 Gardiners Road (E3) - For Board Approval	43
E ↓	Option 2: Bus stop by 80 Gardiners Road (E4) - For Board Approval	44
F ↓	Option 2: Bus stop by 83/89 Gardiners Road (W2) - For Board Approval	45
G ↓	Option 2: Bus stop by 81 Gardiners Road (W3) - For Board Approval	46
H ↓	Consultation plan showing all bus stops proposed on Gardiners Road near Cullahill Street	47
I ↓	Summary of all bus stop locations considered on Gardiners Road near Cullahill Street	48
J ↓	SubmissionsFirstConsultaton-ForSubmitters- SubmitterAddressRemoved_BusStopsGardinersRoad_181109	49
K ↓	SubmissionsSecondConsultaton-ForSubmitters- SubmitterAddressRemoved_BusStopsGardinersRoad_181109	51

Item 9

Item 10
Attachment G

Confirmation of Statutory Compliance

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

(a) This report contains:

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

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

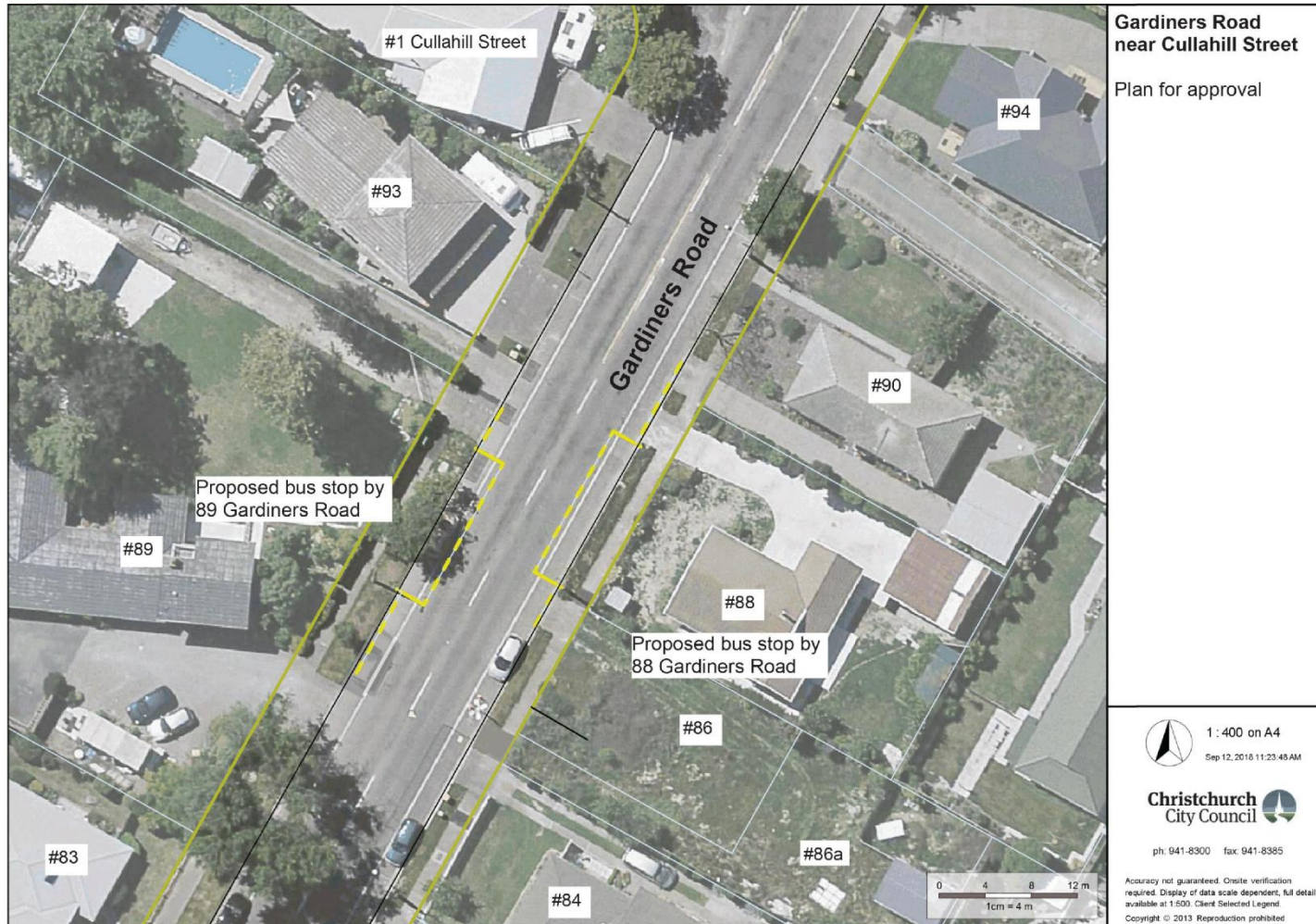
Signatories

Author	Brenda O'Donoghue - Passenger Transport Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)

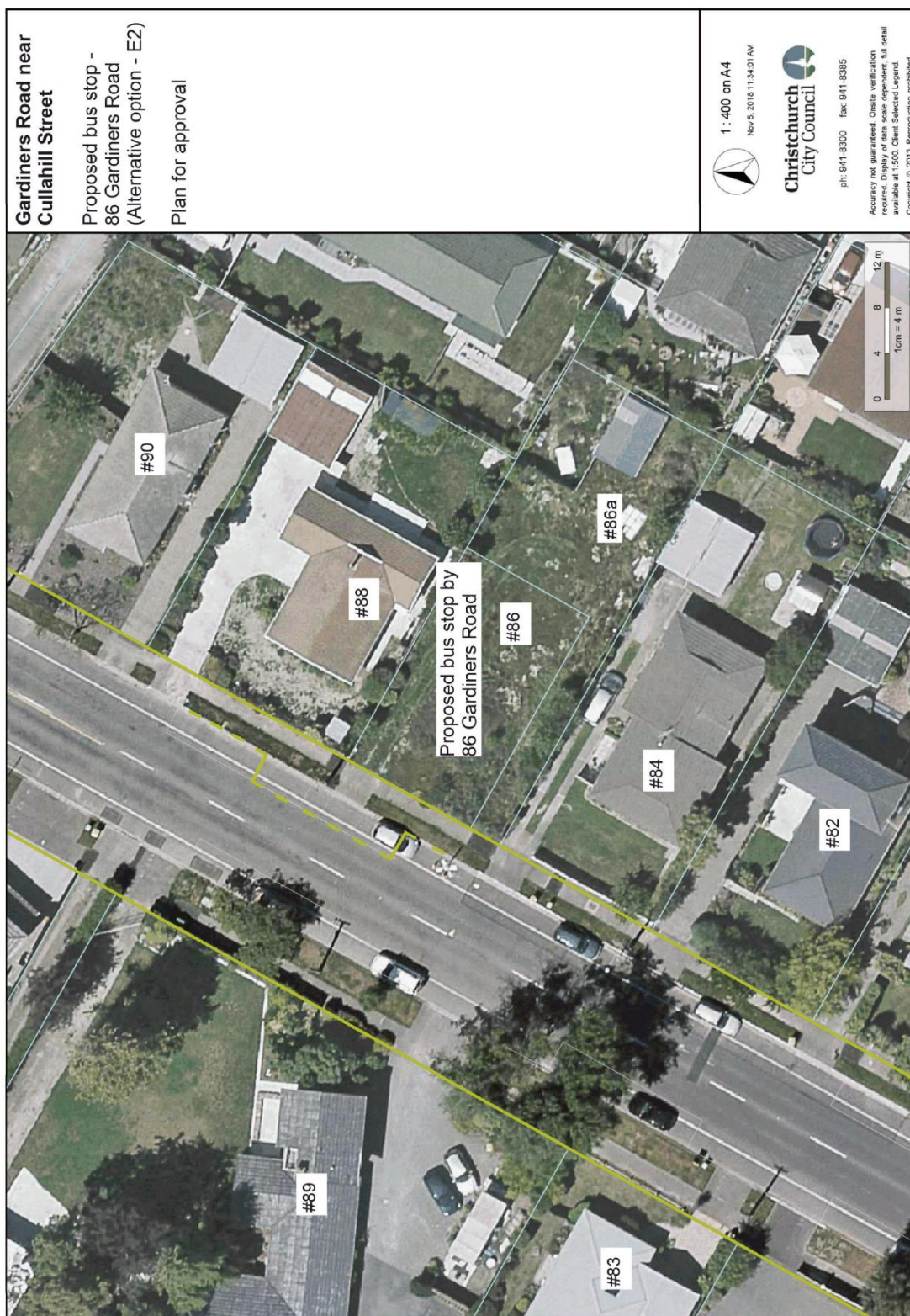


Attachment A Item 9 Item 10

Attachment G



Attachment B Item 9
Attachment G Item 10



Attachment C Item 9 Item 10

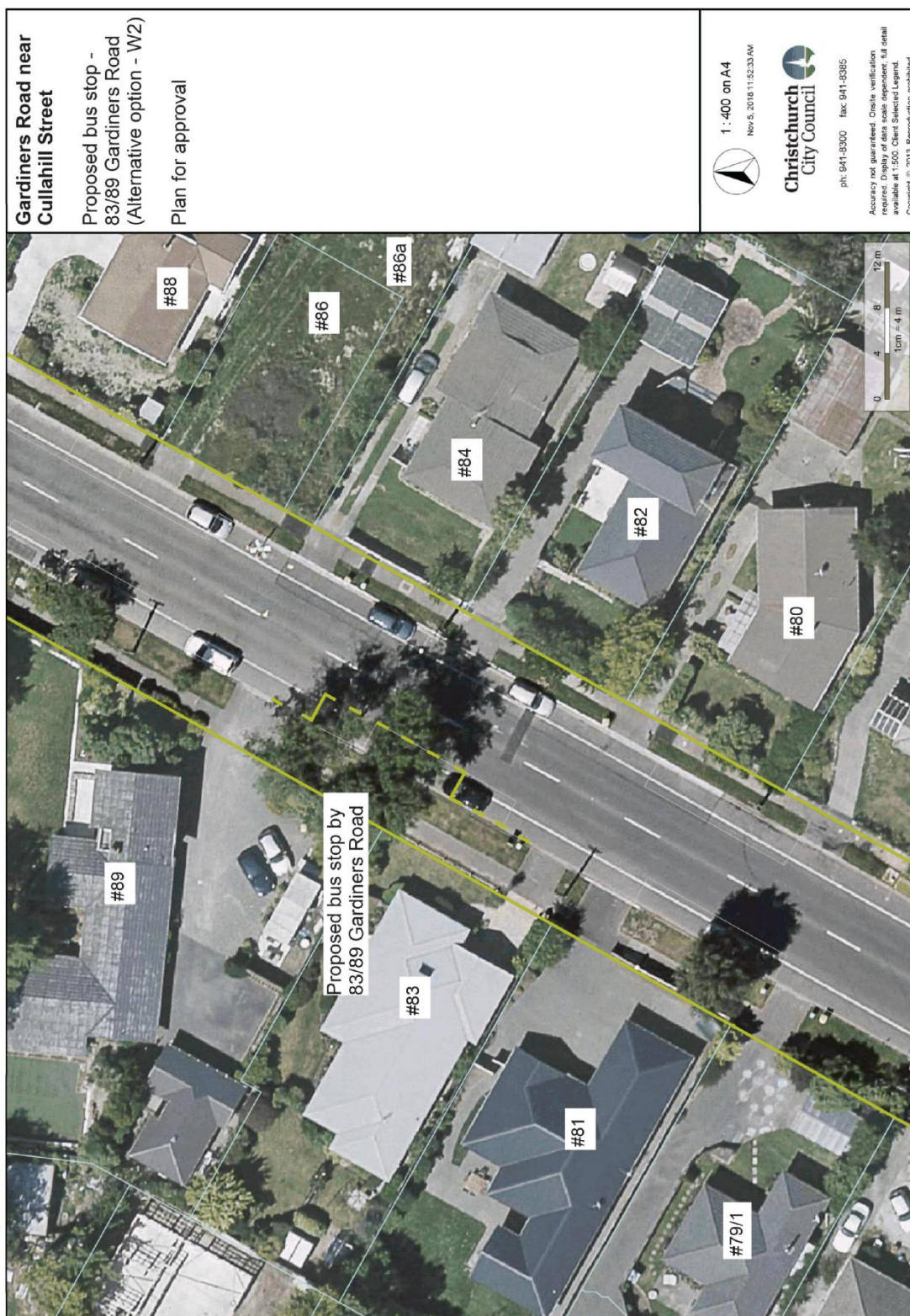
Attachment G



Attachment D Item 9
Attachment G Item 10



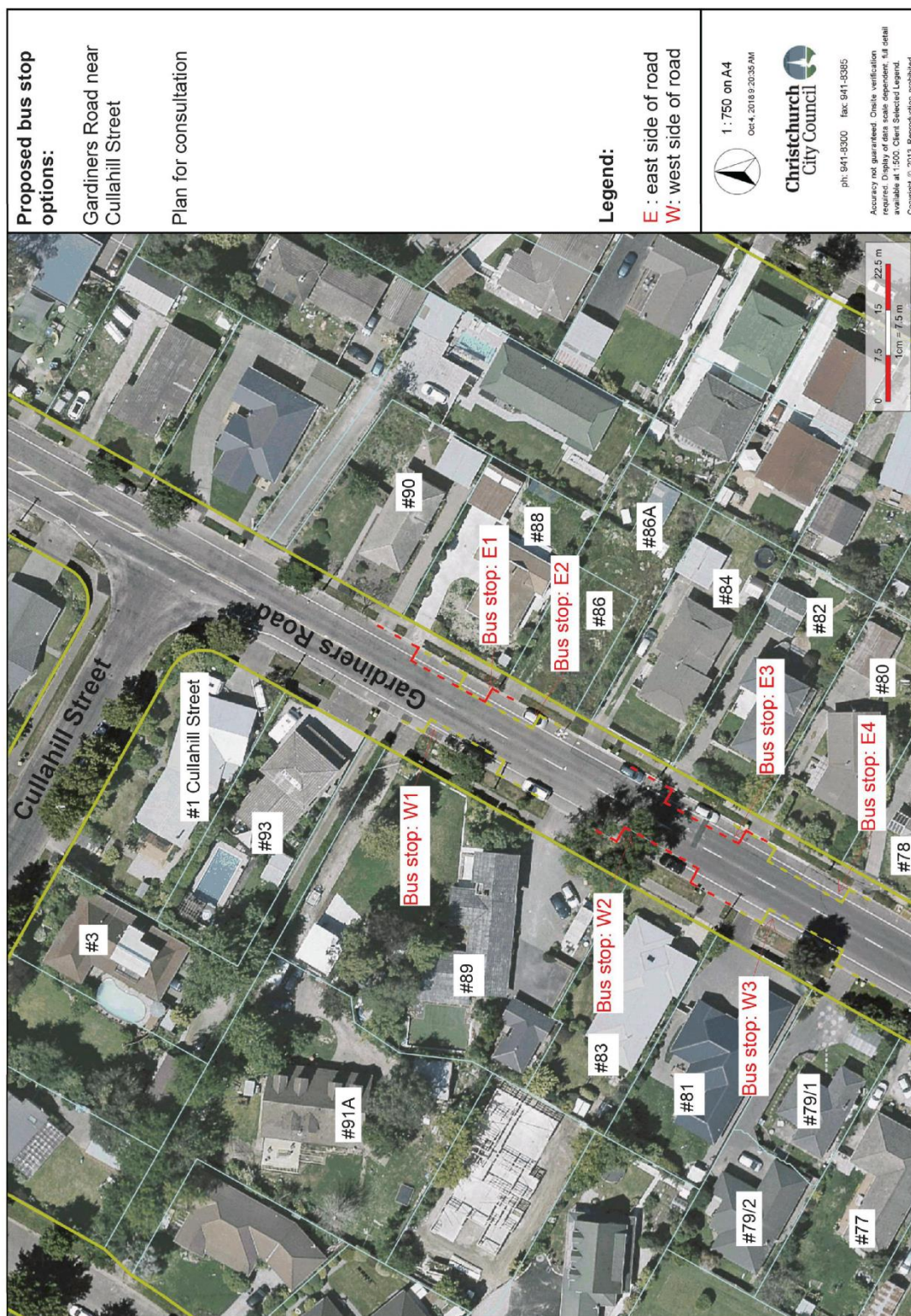
Attachment E Item 9
Attachment G Item 10



Attachment F Item 9
Attachment G Item 10



Attachment G Item 9
Attachment G Item 10



Attachment H Item 9

Attachment G Item 10

Potential bus stop location options on Gardiners Road near Cullahill Street

Location	Bus stop catchment		Bus stop operation		Surrounding Environment		Network Operation	Advance to consultation
	Separation distance:		Obstacles located within 600mm of the kerb	Bus stop located across a driveway	On-street parking removal	Privacy screening to the adjacent property		
	Next bus stop	Previous bus stop						
(east side of the road)								
80 Gardiners Road	610	340	Yes	No		3 A medium/low height fence, with shrubs/trees		Yes
82 Gardiners Road	591	359	No	Yes		3 No fence, but shrubs/trees		Yes
								No, this option would result in the bus stop being marked across a driveway for offset to the removal of on-street parking, e.g. by marking the bus stop across the driveway to 82 Gardiners Road the on-street parking reduction is offset by one space.
84 Gardiners Road	574	376	No	Yes		4 A high fence		Yes
86 Gardiners Road	557	393	Yes	No		4 A high fence		Yes
88 Gardiners Road	543	407	No	No		3 A medium/low height fence		Yes
90 Gardiners Road	521	429	Yes	No		4 No fence, low height shrubs/trees		No
345 Sawyers Arms Road (bus stop on Gardiners Road)	461	489	no	no		0 A high fence, with shrubs/trees	Close to the signalised intersection of Sawyers Arms Road and Gardiners Road. 'No stopping' lines already exists along this section of road. Bus would not have sufficient space to move from the kerb side to the right turn lane. A bus stop at this location would likely have a negative impact on the operation of the intersection and the bus service.	No
(west side of the road)								
81 Gardiners Road	333	630	No	No		3 A high fence, garage closest to the road		Yes
						No fence, but house would be mainly screened from the bus stop due to the shrubbery and fence that separates 83 and 89 Gardiners Road		Yes
83 Gardiners Road	360	603	No	No		4 89 Gardiners Road		Yes
89 Gardiners Road	396	567	No	No		4 A high fence, with shrubs/trees		Yes
							Too close to the Intersection of Cullahill Street, which could impact the appropriate sight distances for drivers exiting Cullahill Street, which is further impacted due to the proximity of Cullahill Street to the signalised intersection of Sawyers Arms Road with Gardiners Road.	No, refer to network operation notes
93 Gardiners Road	424	539	no	yes		1 A medium/low height fence, with shrubs/trees, garage closest to the road		
							Close to the signalised intersection of Sawyers Arms Road and Gardiners Road. 'No stopping' lines already exists along this section of road. A bus would not have sufficient space to move from the kerb side to the right turn lane. To give the bus any chance to move from the kerb side to the right turn lane, the bus stop would need to be positioned as close as possible to Cullahill Street, resulting in the bus stop being marked across a driveway. A bus stop at this location would likely have a negative impact on the operation of the intersection and the bus service.	No, refer to network operation notes
101 Gardiners Road	481	482	no	yes		0 A high fence, with shrubs/trees, garage closest to the road		

Proposed Bus Stops: 88 89 Gardiners Road (near Cullahill Street) and 30 Gardiners Road and 2 St Ives Street (near St Ives Street)

Consultation 21/09/18 - 5/10/18: Submissions

Submitter ID#	Submitters name	Location of proposal that the comment is relevant to	Generally support the plan	Do not support the plan	Did not indicate	Submitters comments
S1.1	D.Hock	2 St Ives Street (bus stop on Gardiners Road)	✓			(None provided)
S1.2	F.E.Smith	30 Gardiners Road	✓			A very important service restored again. Thank you.
S1.3	D.Baker	30 Gardiners Road	✓			Verbal submission: Supports the plan
S1.4	S.Nuku	30 Gardiners Road	✓			(None provided)
S1.5	A.Buckwell	30 Gardiners Road	✓			(None provided)
S1.6	A & H Hunter	88 Gardiners Road	✓			(None provided)
S1.7	C.Sylvester & co-resident of the property	88 & 89 Gardiners Road		✓		<p>1. Purpose of Submission We do not support the plan. We oppose most strongly the proposed bus stops 88 Gardiners Road and 89 Gardiners Road.</p> <p>2. Objection on a Personal level Per Community engagement and consultation, community views and preferences; On a deeply personal level is the anxiousness evoked as a property owner through direct prior experience at a former residence in Christchurch where we suffered Vandalism and abuse from two bus stop users of a bus stop outside the property. (Police records exist and there was a victim impact report during the restorative justice process.) This cost us considerable sums of money to rectify the damage.</p> <p>We have experienced Bus users dropping litter and especially often on leaving and bus users waiting were at times noisy.</p> <p>Also on a relevant and personal level is our experience at another property having been burgled from an offender using the bus route as their vehicle for targets. This was well documented by Police.</p> <p>3. Further Key Points As residents of (address supplied) we are severely impacted by the two proposed bus stops. This being our safety entering and exiting our driveway. The South bound stop at number 88 will be immediately impacting our property through impairing the visibility of traffic emerging from our driveway as we joining the busy congested corridor that is Gardiners Road is. Traffic heading toward us through the Gardiners/Sawyers Arms controlled intersection that is in our opinion very close to proposed number 88 stop will not see us emerging or entering our drive at (address supplied).</p> <p>The North bound stop at number 89 which will be accessed by the bus in the road area immediately opposite our driveway during the busy traffic flow in Gardiners Road will cause risk to traffic emerging from our driveway and consequently other road users. Policy in NZ dictates the following principles on Safety and Security in regard to Bus stop locations which should be selected to maximise safety and security for bus passengers, residents, and road users. The location of the two proposed stops affect the Residents of (address supplied) more than any other resident. These are too close to the busy Gardiners/Sawyers Arms controlled intersection where traffic is queued at most times other than late at night. Traffic also streams through in succession after a green light, especially at peak times.</p> <p>Bus stops negatively impact on adjoining landowners due to extended noise, fumes etc; and on the operation of intersections. Where possible, bus stops should be located away from residential or other sensitive frontages, i.e. where ongoing noise and disturbance are undesirable.</p> <p>Bus stops should not be located where they impact the Councils own approved high density living affected by approval for infill subdivision such as (address supplied). Bus stops poorly located impact the property value of the residents affected.</p> <p>4. Alignment with Council Plans and PoliciesThis proposal is inconsistent with Council's Plans and Policies where Council's own policies permitted intensification of an existing urban area.This option is inconsistent with the Council Parking Strategy (2003), as it does not prioritise allocating kerbside road space for traffic flow and parking for public.</p> <p>5. Risk of the location to the Bus service Vehicles legally parking near the bus stop affect how the bus can pull into a bus stop in a safe and efficient manner, and how close to the kerb the stop can stop to pick-up or set-down passengers. The likelihood of this occurring is 'likely to almost certain', due to the high demand for on street parking in the vicinity of the bus stops. The impact of this is on passenger accessibility (particularly mobility impaired passengers) and bus line journey time efficiency.</p> <p>6. Significance Engagement requirement for this level of significance are consultation with adjacent property owners and occupiers yet the two page letterbox drop is remiss of relevant information.</p>

Proposed Bus Stops: 88 89 Gardiners Road (near Cullahill Street) and 30 Gardiners Road and 2 St Ives Street (near St Ives Street)

Consultation 21/09/18 - 5/10/18: Submissions

Submitter ID#	Submitters name	Location of proposal that the comment is relevant to	Generally support the plan	Do not support the plan	Did not indicate	Submitters comments
	C.Sylvester & co-resident of the property					<p>7. Compliance with Statutory Decision-making requirements (ss 76 – 81 Local Government Act 2002). Insufficient information about al reasonably practicable options identified and assessed in terms of their advantages and disadvantages. Please ensure adequate consideration of views and preferences of affected and interested persons. The two pages provide in the letterbox drop 21/9/2018 fail to mention the actual metres affected on the roadsides of 86/88/90 and 89 Gardiners Road. Nor is there information on The Christchurch City Council Bus Stop Guidelines, or on the management of litter. The Christchurch City Council Bus Stop Guidelines (2009) recommends that a kerbside bus stop be marked with a 14 metre bus stop box, plus 8 metres of 'no stopping' (broken yellow lines) on the entry to the bus stop and 4 metres of 'no stopping' on the exit of the bus stop. This is a total of 26 metres. In some cases, bus stop can be marked with a longer bus stop box, and shorter 'no stopping; provided the total of 26 metres is met. Was there a change of the CCC BS Guidelines 2017? These cannot be found on line. The priorities in the Parking Strategy (2003), states that kerbside road space should be allocated first for safety, traffic flow, pedestrian or cycle facilities and landscaping. Gardiners Road is used by cyclists. Any leftover kerbside road space shall be allocated for parking, according to priority table sin sections 6-11 of the Parking Strategy. Bus stops may be a priority BUT not over safety and landscaping. Of particular note here is the fact that CCC ordered the removal of a small deciduous tree planted at the entrance of (address supplied) berm side within (address supplied) fencing BECAUSE IT WOULD IMPEDE AND IMPAIR SAFETY OF VEHICLES LEAVING (address supplied) AS WELL AS TRAFFIC COMING from the NORTH ALONG GARDINERS ROAD. Now a bus stop is proposed which will do exactly this but worse. One rule for one and not themselves?</p> <p>8. DisadvantagesRemoval of street parking in a location where Council's own policies permitted intensification of an existing urban area.Loss of one park at (address supplied) along with two parks at 88 and three parks 89.The Land Use Recovery Plan (LURP) has set out a pattern of future land use to the north and southwest including intensification in the central city and the existing urban areas.Christchurch District Plan also strategises to "Enable and incentivise higher density comprehensive development of suitably sized and located sites within existing residential areas".Yet the proposed placement directly affects the Councils approved intensification of (address supplied). The approval for the dwellings was a Single Garage of a two bedroom residence. This has resulted in the necessity in our own circumstances of (address supplied) to park in the driveway two vehicles one behind the other. Arising from this is a frequent need to always reverse out onto Gardiners Road and either we or family need to often park in the adjoining kerbside of 86 and/or 89.Vehicles on bus stops block sightlines between drivers and waiting passengers, and can also force buses to pull up away from the kerb. This not only forces passengers to enter the carriageway, it also means that the bus is protruding further into the traffic flows.Gardiners Road has a congested and constant flow of traffic at peak times and constant flow weekends with a high flow daytime.Substandard bus stops leads to lower utilisation and customer satisfaction.Is the grass berm to be sealed to provide a hard, dry surface for passengers to disembark onto and wait for the bus as in other locations in new Christchurch bus stops? If so this will impact the attractiveness of the street and detract from an already dull street impact.Other Council documents reveal the CCC considers it is best practice and operational policy to ensure that all new bus stops meet the minimum requirements of the Christchurch City Council Bus Stop Guidelines. This includes sealing the grass berm as per the recommendations of the Road Safety Audit and also include road markings for the bus stop.Why is this not in the two page letterbox drop? What safety audit has been undertaken regarding the proposed location of these two bus stops on Gardiners Road? Gardiners Road is this section is TC3 Land and yet the additional impact of vehicles will be felt by residents physically as well as impacted on by infrastructure stress.Road Flooding occurs in sections of Gardiners Road in bad weather.</p> <p>9. Previous Proposed Bus Stop objections on the matter of Parking spaces along have had dismissive Staff responses on the publicly accessible documents we have viewed. Dismissive in the context of stating the affected properties still had off street parking. This CCC Staff response is inconsistent with the Council's Plans and Policies around having permitted (address supplied) to be intensified with two fee simple lots. Furthermore there is inconsistency with Policy which requires ensuring the action to prioritise public transport over all other types of parking does not remove the allocated kerbside parking on a residential street, where demand exceeds supply. Demand does exceed supply at 86/88 and 89.</p>
S1.8	A.Davies	88 Gardiners Road		✓		<p>We are a young first home owner couple who rent out our guest rooms to help pay our mortgage and overheads as part of this rental agreement we provide onsite parking to our tenant and use the street parking for our personal vehicles.</p> <p>The proposed location of the bus stop is not appropriate for road safety with the proximity to the street corners, narrow parking already. The proposed location will create congestion and hazardous situations outside of my property.</p> <p>My role require I be available to leave at short notice and the proposed location will block my access to my driveway. We do not support this proposal</p>
S1.9	P.Gallagher	88 Gardiners Road		✓		<p>I oppose the location of the bus stop.</p> <p>Our neighbours are elderly and need full visibility when entering and exiting their driveway and the location of the bus will make it hard for them to see vehicles. I have witnessed them crash once already.</p> <p>There is nowhere to cross the road safely to get to each bus stop. Closer to the lights at Sawyers Arms Road or to the Island further along Gardiners Road would make sense.</p>
S1.10	L&H Johnson	89 Gardiners Road		✓		<p>We have a number of concerns:</p> <p>1. Unlike other homes on this street our bedroom is beside the road and the proposed bus stop. There is already considerable noise from large trucks that use Gardiners Road as a short cut to Sawyers Arms Road, Highstead subdivision and the Eco depot.</p> <p>2. Our land is TC3 since the earthquakes and the many repairs to Gardiners Road outside our property there are many uneven sections on the road. This adds to the noise and our property actually vibrates/shakes when large vehicles go past.</p> <p>3. We have security concerns and already have cameras situated around our property.</p> <p>4. We operate an AirBnB and need access for motorhomes to our property. Security for our guests with people accessing the bus stops.</p> <p>5. There will be an increase in rubbish around our property.</p> <p>6. Bus stops can also decrease the re-sale of our property. As it goes along the whole of our fenceline our street appeal will also decrease.</p> <p>7. We have a large section and pay a considerable amount of rates each year. We want to be able to enjoy our property and outside living area without the noise and fumes that buses create.</p> <p>8. We also have a young family and an enclosed section. We will be very aware of people waiting for and getting off the bus and having our children playing in the garden.</p> <p>I do hope you will consider our many concerns about this proposed bus stop. Feel free to contact us if you would like to talk further.</p> <p>A bus route along Gardiners Road is needed but we feel putting it outside a property with a large front garden where a house is set back or in front of townhouses will not impact on them as much as us.</p> <p>Also sorting out the Gardiners/Harewood/Breens intersection needs to be sorted out before any buses come down Gardiners Road.</p>

Proposed Bus Stops: Gardiners Road, Options E1 to E4 and W1 to W3

Consultation 8/10/18 - 22/10/18: Submissions

Submitter ID#	Submitters name	Generally support the plan of option:				Do not support the E1-E4 options	Generally support the plan of Option:			Do not support the W1-W3	Submitters comments
		E1	E2	E3	E4		W1	W2	W3		
S2.1	T.Jones	✓					✓				(None provided)
S2.2	V.Green			✓				✓			(None provided)
S2.3	H & H.Hunter	✓					✓				(None provided)
S2.4	G.Alexandre				✓				✓		(None provided)
S2.5	M.Smith		✓				✓				It is good to see a bus service returning to Gardiners Road. #86 has a hugh fence in front and the property is not visible from the footpath. Considerations of security and privacy are important. Alternatively, why not use the old stop closer to Sawyers Arms Road, the seat is still there. #89 also has a high fence.
S2.6	P & L. Griffioen	✓					✓				As the owner of 83 Gardiners Road, I would prefer not to have the bus stop immediately in front of our property due to the section being narrow and the subsequent lack of street parking. Also the fact that the kitchen/living areas of the property are close to the road which, if the bus stop were to be sited outside our property, would impede on privacy. The neighbouring property at 89 Gardiners Road is a double site, has a wide street frontage plus currently has significant parking area both on the street and on site. The dwelling is also set well back from the road frontage hence less likely to have privacy issues from the position of a bus stop adjoining the property. I therefore believe that 89 Gardiners Road is the preferable choice for the installation of the bus stop.
S2.7	L&H Johnson				✓				✓		Happy with W3 or W2. W3 – Outside a garage and house set back off street. Bedrooms/living area on other side of house. W2 – as above.
S2.8	T & M Galbraith	✓					✓				(None provided)
S2.9	N.Franzmann & B.Anderson					✓				✓	Installing bus stops so close to the Sawyers Arms/Gardiners Road intersection is a safety hazard. As it is cars speed down Gardiners Road, by installing a bus stop you are making it unsafe for residents to move in and out of their properties. (Buses are huge and reduce line of sight!!) Not to mention bus users who will no doubt need to cross the road safely. Use the funding to install traffic signals at the Gardiners/Harewood Road intersection.
S2.10	B.Montford	✓					✓				OBJECTION 1 (W2/3 E3/4) HISTORY We have resided at (address supplied) since 1986. When purchasing this property pre earthquake 2011 we took into account the bus route along Gardiners Road with associated bus stops. Had they been as possibly proposed at locations "W2/3" and "E3/4" we would not have proceeded with our purchase. We knew the road layout on purchase. Bus stops outside or next to a residence affect valuation/resale at a particular residence for a number of reasons with upkeep, maintenance and growth to name a few. Obviously we share this issue with the whole street and similar objections can be expected on the same grounds. OBJECTION 2 PROPOSED BUS STOPS You will be aware that the original bus route pre 2011 earthquake had bust stops north of Cullahill Street on both sides of the road. The traffic light installation on the Sawyers Arm and Gardiners Road intersection obviously required the original bus stops to be proposed as "W1" and "E1" with "No Parking" restrictions on the previous positioning. Pre scooping practice obviously is dependent on a number of factors from a council prospective. Taking into account most if not all bus stop current positioning in the Harewood/Bishopdale area it is noticeable that the ultimate positioning for best public service and properties that have access around a corner for residential parking. Hence a reason to remain with your original proposals of "W1" and "E1". OBJECTION 3 EARTHQUAKE ROAD FRAILTIES Bus Stops of "W2/W3/E3/E4" fall in a stretch of roading that was severely affected by the 2011 earthquake rupturing major infrastructure beneath the roads surface that effects amenities to all residences in your proposed bus stop considerations. To better understand this we need to focus on the history surrounding the area and specifically the original orchard encompassing the residences of "81/83-89 and 91A. The stream and water arteries through this area during the 2011 earthquake showed us that it followed a path from Crofton Road through Gardiners Road to Oldwood Street. It produced upheaval and significant liquifaction with major damage to the sewerage, drainage and water supply mains that service this northern part of Gardiners Road. Whilst these main pivot connections have received major reconstructions on at least three occasions, it is significant to note that there are semi permanent patches in the middle of the road with a permanent monitoring meter on the side of the road outside 79A. The terrain at best in this area remains fragile and continual attention from heavy traffic on its pressure points outside further seismic activity would seemingly mean proposed positioning of options of "W2/W3/E3/E4 foolhardy and continual fiscal expenditure. It should also be noted that the subdivided area of the original orchard centred at 89 Gardiners Road saw a rebuild necessary at 81 and one yet to be completed at 83. The path across the road saw a rebuilds occurred on 86 and 86A with a major restoration on 84. Further evidence of frailties and the need to return to the original proposed positioning of bus stops at "W1" and "E1".

Proposed Bus Stops: Gardiners Road, Options E1 to E4 and W1 to W3

Consultation 8/10/18 - 22/10/18: Submissions

Submitter ID#	Submitters name	Generally support the plan of option:				Do not support the E1-E4 options	Generally support the plan of Option:			Do not support the W1-W3	Submitters comments
		E1	E2	E3	E4		W1	W2	W3		
	B.Montford										<p>OBJECTION 4 ROAD AND FOOTPATH CAMBER The major water race sumps servicing the street affecting your proposals of "W2/W3" and "E3/E4" are sited outside 89 and 86 accordingly. There are major issues specifically on the eastern side where the sump outside 86 with it not coping during significant rainfall. It will create blockage of up to a metre out on to the road at a depth of 600ml tapering back for 86 to 76. We were told during the road recapitulation works that took place on the Main Street frontage that the sump was not big enough to take the water and is accentuated by a camber of the area that is lower on its southern feed than the flow from the northern which experiences no problems. Similar experiences are also made with major puddles of the footpath in this area.</p> <p>OBJECTION 5 LIGHTING The only street lighting for your proposals are outside 84 and 90. Coupled with the drainage problem it would be logical to use the lighting outside 90 to service some safety elements around your original proposed bus stop outside or near to 88.</p> <p>PREVIOUS CONSULTATION We note that your original preferred options were outside 88 and 89 Gardiners Road but obviously received objections with that round of consultation that closed on October 5 2018. It is not for us to comment on those original submissions. We believe to now canvass further options draws far greater objections to proposed new options that should see you return to the original positioning that falls within your researched and policy assessment.</p>
S2.11	C.Sylvester & co- resident of the property				✓					✓	<p>Proposed Bus Stops on Gardiners Road near Cullahill Street – letterbox document 8/10/2018 Thank you for the opportunity to once again lodge submissions. E1, E2, W1 are NOT supported. E2; The fact you have now included the option of immediately outside my/our property leaves me to conclude you virtually totally dismissed my submission lodged regarding CCC 'Proposal one' for 88 & 89. This is a contravention of the Principles of Natural Justice, primarily Fairness and this now appears as targeted repercussion for lodging Submissions. For the record I am/we are most concerned about the following: • Our own Safety & Risk while entering and exiting our own driveway at 86A • The Safety & Risk to other road users, pedestrians and bus users • Loss of Street Parking • Vandalism speaking from personal experience</p> <p>1: Purpose of Submission Because it is very unsafe for us we do not support the plan of a bus stop E1, E2. We oppose most strongly the proposed bus stops 86 Gardiners Road, 88 Gardiners Road and also 89 Gardiners Road because W1 also is unsafe for us, particularly because we reverse out of a long driveway into a busy thoroughfare.</p> <p>2: Object specific to impact on 86 & 86A Gardiners Road of E1 and E2 You write on the reverse side of the letterbox document dated 8/10/2018 the following statement under Bus stop planning: "When planning a bus stop staff are mindful of the impact bus stops can have on residents. However, the impact of bus stops in urban settings are generally not site-specific, as they have a similar impact along the street irrespective of placement beside one residential property or that of another." The fact is E1 and E2 proposals are site specific because these stops are inconsistent with Council's own policies which permitted intensification of an existing urban area. At 86 & 86A we have a minimum of 4 cars entering and exiting the address several times daily from the two x two bedroom Townhouses Council approved. E1 and E2 are inconsistent with the Council Parking Strategy (2003), as it does not prioritise allocating kerbside road space for traffic flow and parking for public.</p> <p>3: Per Community engagement and consultation, community views and preferences; Re "a similar impact" On a deeply personal level our prior experience in Christchurch may not have a similar impact on another property resident. Anxiousness is evoked as a property owner through direct prior experience at a former residence in Christchurch where we suffered Vandalism and abuse from two bus stop users of a bus stop outside the property. (Police records exist and there was a victim impact report during the restorative justice process.) This cost us considerable sums of money to rectify the damage. We have experienced the Bus users dropping litter and especially often on leaving and bus users waiting were at times noisy. Also on a relevant and personal level is our experience at another property having been burgled from an offender using the bus route as their vehicle for targets. This was well documented by Police.</p>

Proposed Bus Stops: Gardiners Road, Options E1 to E4 and W1 to W3

Consultation 8/10/18 - 22/10/18: Submissions

Submitter ID#	Submitters name	Generally support the plan of option:				Do not support the E1-E4 options	Generally support the plan of Option:			Do not support the W1-W3	Submitters comments
		E1	E2	E3	E4		W1	W2	W3		
	C.Sylvester & co-resident of the property										<p>4: Further Key Points Re "a similar impact" "site specific" As residents of (address supplied) we are severely impacted by the three proposed bus stops E1, E2, W1. This being our safety entering and exiting our driveway from E1, E2, W1. E1, E2 South bound stops at number 86 or 88 will be immediately impacting our property through impairing the visibility of traffic emerging from our driveway as we join the busy congested corridor that is Gardiners Road is. Traffic heading towards us through the Gardiners/Savvyers Arms controlled intersection that is in our opinion very close to proposed number 86 or 88 stop will not see us emerging or entering our drive at (address supplied). As mentioned above we have at least four residents with their own cars because we are two Townhouses. W1 – The North bound stop at number 89 which will be access by the bus in the road area immediately opposite our driveway during the busy traffic flow in Gardiners Road will cause risk to traffic emerging from our driveway and consequently other road users. Policy in NZ dictates the following principles on Safety and Security in regard to Bus stop locations which should be selected to maximise safety and security for bus passengers, residents and road users. The location of the proposed stops E1, E2 and W1 affects the Residents of 86 and 86A more than any other resident as they are opposing roadsides. These are just too close to the busy Gardiners/Savvyers Arms controlled intersection where traffic is queued many times other than late at night. Traffic also streams through southward in succession after a green light, especially at peak times. Bus stops negatively impact on adjoining landowners due to extended noise, fumes etc; and on the operation of intersections. Where possible, bus stops should be located away from residential or other sensitive frontages, i.e. where ongoing noise and disturbance are undesirable. Councils own approved high density living affected by approval for infill subdivision such as 86 and 86A. Bus stops poorly located impact the property value of the residents affected. Again Residents of (address supplied) more than any other resident if E1, E2, W1 proceed as they are directly on opposing roadsides.</p> <p>5: Risk of this location to the Bus service Re "a similar impact" "site specific" Vehicles legally parking near the bus stop affect how the bus can pull into a bus stop in a safe and efficient manner, and how close to the kerb the stop can stop to pick-up or set-down passengers. The likelihood of this occurring is 'likely to almost certain', due to the high demand for on street parking in the vicinity of the bus stops E1, E2. The impact of this is on passenger accessibility (particularly mobility impaired passengers) and bus line journey time efficiency.</p> <p>6: Significance Engagement requirements for this level of significance are consultation with adjacent property owners and occupiers yet this second letterbox drop clearly dismisses aspects of our submissions lodged round 1 concerning safety and street parking for 86A/86 as E2 has now been added. This does not sit well with a Fair approach expected of Council.</p> <p>7: Compliance with Statutory Decision-making Requirements? (ss 76-81 Local Government Act 2002). The priorities in the Parking Strategy (2003), states that kerbside road space should be allocated first for safety, traffic flow, pedestrian or cycle facilities and landscaping. Gardiners Road is used by cyclists. Any leftover kerbside road space shall be allocated for parking, according to priority tables in sections 6-11 of the Parking Strategy. Bus stops may be a priority BUT not over safety and landscaping. Re "site specific" Of particular note here is the fact that the CCC ordered the removal of a small deciduous tree planted at the entrance of 86 & 86A berm side within 86 fencing BECAUSE IT WOULD IMPEDE AND IMPAIR SAFETY OF VEHICLES LEAVING 86/86A AS WELL AS TRAFFIC COMING from the NORTH ALONG GARDINERS ROAD. Now a bus stop is proposed which will do exactly this but worse. Again the Principles of Natural Justice and Fairness and Reasonableness are usurped.</p> <p>8: Disadvantages Re "a similar impact" "site specific" Removal of street parking in a location where Council's own policies permitted intensification of an existing urban area. E1, E2, W1 Based on the proposal document dated 8/10/18 Loss of multiple roadside parks at roadside (address supplied). Furthermore there is inconsistency with Policy which requires ensuring the action to prioritise public transport over all other types of parking does not remove the allocated kerbside parking on a residential street, where demand exceeds supply. E1, E2 would mean demand does exceed supply at (address supplied). The Land Use Recovery Plan (LURP) has set out a pattern of future land use to the north and southwest including intensification in the central city and existing urban areas. Christchurch District Plan also strategises to "Enable and incentivise higher density comprehensive development of suitably and located sites within existing residential areas". Yet the proposed placement E1, E2, W1 directly affects the Councils approved intensification of (address supplied). The approval for the dwelling was a Single Garage of a two bedroom residence. This has resulted in the necessity in our own circumstances of (address supplied) to park in the driveway two vehicles one behind the other. Arising from this is a frequent need to always reverse out onto Gardiners Road and either we or family need to often park in the adjoining kerbside of 86 or when occupied already at 89. What safety audit has been undertaken regarding the proposed location of these two bus stops E1, E2 on Gardiners Road? "site specific" Gardiners Road is this section is TC3 Land and yet the additional impact of the vehicles will be felt by residents physically as well as impacted on by infrastructure stress. Road Flooding occurs in sections of Gardiners Road in bad weather. Vehicles on bus stops block sightlines between drivers and waiting passengers, and can also force buses to pull up away from the kerb. This not only forces passengers to enter the carriageway, it also means that the bus is protruding further into traffic flows. Gardiners Road has a congested and constant flow of traffic at peak times and constant flow weekends with a high flow daytime. E1, E2 are too close to where traffic congests. Substandard bus stops leads to lower utilisation and customer satisfaction.</p>
S2.12	A.Davies and P.Gallagher					✓					<p>There is a crossing island in the middle of Gardiners Rd, it would make sense to have one crossing there, as the road is not that busy and it would be safer. If there absolutely must be two stops on each side then as close to it as possible, i.e. 80/81 or closer.</p>

11. Harewood Road near Gardiners Road - Access to Public Transport - Bus Stop Relocations

Reference: 19/388392

Presenter(s): Brenda O'Donoghue, Passenger Transport Engineer

1. Purpose of Report

- 1.1 The purpose of this report is for the Waimāero/Fendalton-Waimairi-Harewood Community Board to consider options to relocate two existing bus stops on Harewood Road near Gardiners Road.

2. Executive Summary

- 2.1 This report is staff generated in response to the recent route change of the 28 bus line, a resolution from the Waimāero/Fendalton-Waimairi-Harewood Community Board (*FWHB/2018/00115*) and from customer requests (Tickets: 21562 and 27752).
- 2.2 Staff are aware of deficiencies associated with the existing bus stops on Harewood Road, located to the southeast of Gardiners Road. The issues include the close proximity of one bus stop to the nearby intersection with Gardiners Road, and the positioning of the second bus stop across an existing pedestrian crossing facility. The proposed options provide bus stops that are safer and easier to use, and all options proposed are consistent with technical best practice.

3. Staff Recommendations

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

1. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Harewood Road referred to as A1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG133901a Issue 1, dated 10/04/2019 (refer to Attachment A of the agenda report).
2. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Harewood Road referred to as A1, identified as 'bus stop' on the attached drawing TG133901a Issue 1, dated 10/04/2019 (refer to Attachment A of the agenda report), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
3. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Harewood Road referred to as A2 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG133901a Issue 1, dated 10/04/2019 (refer to Attachment A of the agenda report).
4. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Harewood Road referred to as A2, identified as 'bus stop' on the attached drawing TG133901a Issue 1, dated 10/04/2019 (refer to Attachment A of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

That should the Waimāero/Fendalton-Waimairi-Harewood Community Board decline to approve Option 1, that the Waimāero/Fendalton-Waimairi-Harewood Community Board resolve to approve Option 2:

5. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Harewood Road referred to as B1 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG133901b Issue 1, dated 10/04/2019 (refer to Attachment B of the agenda report).
6. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Harewood Road referred to as B1, identified as 'bus stop' on the attached drawing TG133901b Issue 1, dated 10/04/2019 (refer to Attachment B of the agenda report), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
7. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Harewood Road referred to as B2 and as shown by broken yellow lines, identified as 'no stopping' on the attached drawing TG133901b Issue 1, dated 10/04/2019 (refer to Attachment B of the agenda report).
8. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Harewood Road referred to as B2, identified as 'bus stop' on the attached drawing TG133901b Issue 1, dated 10/04/2019 (refer to Attachment B of the agenda report), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
9. 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 this report are revoked.
10. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

4. Key points

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Service Plan for Public Transport Infrastructure in the [Councils Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 – Relocate existing bus stops to 408 and 385 Harewood Road (preferred option, refer to **Attachment A**)
 - Option 2 – Relocate existing bus stops to 410 and 383-385 Harewood Road (refer to **Attachment B**)
 - Option 3 – Do Nothing.
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Bus stop locations provide good catchment for residents living along Harewood Road, as well as the connecting streets, enabling better mode choice through shorter walking distances to access public transport.
 - Makes it easier for the bus to move across two traffic lanes to make a right turn at the Harewood Road/Gardiners Road intersection.
 - The proposed bus stop beside 408 Harewood Road relocates the existing bus stop that is currently located across one side of a pedestrian crossing facility, to the departure side of the pedestrian crossing facility, which is consistent with technical best practice. By relocating the bus stop to the departure side of the pedestrian

crossing facility, a bus can use the bus stop without hindering the operation of the pedestrian crossing facility.

- All bus stops are located close to a pedestrian crossing facility, which make the journey to and from the bus stop accessible.

4.3.2 The disadvantages of this option include:

- Reallocation of on-street parking for residents and visitors to those who travel by public transport. There is sufficient on-street parking capacity in the general area for other motorists to continue to park on-street.
- The proposed bus stops are located across driveways. This is a temporary obstruction, lasting for a matter of seconds when the bus is stopped to allow passengers to board or alight the bus, which is why such configurations are common practice locally and nationally.
- The grassed berm on the south side of the road, beside 385 Harewood Road, has a slope in excess of the Councils Construction Standard Specification. This is an issue that occurs within the area of interest along the south side of Harewood Road, but not the north side of the road. The slope of the berm impacts how accessible the bus stop is, particularly for customers with mobility restrictions. Staff will address and modify the slope of the berm as part of bus stop installation.

5. Context/Background

Issue – location of the outbound bus stop

- 5.1 At the end of October 2018 the route of the 28 bus line changed to Harewood Road and Gardiners Road. Not long after the new route became operational, customers as well as bus drivers contacted the Council to inform staff that the outbound bus stop (travel direction away from the central city) beside 391 Harewood Road, which is also serviced by the 125 bus line, could not be serviced by the 28 bus line. This is due to the short distance that a driver has to move from the kerb side bus stop to the right turn lane to continue travel on Gardiners Road. As a result, the 28 bus service could not stop at the bus stop beside 391 Harewood Road, resulting in poor accessibility and inconvenience to passengers using the bus service.
- 5.2 The location of the existing outbound bus stop and the transition distance to the start of the right turn traffic lane is indicated in Figure 1. Also indicated in Figure 1 is the preferred location for the outbound bus stop to be relocated to, and the resulting transition distance achieved.

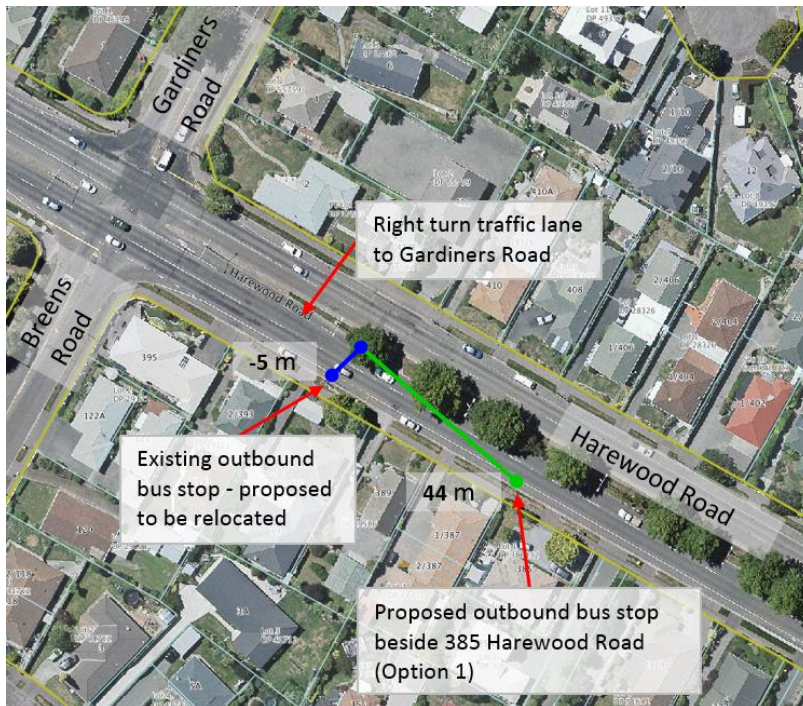


Figure 1: Transition distances, existing and proposed bus stop

- 5.3 To ensure customers on the 28 bus line do not have to wait until the next bus stop on Gardiners Road to board or alight the bus, an interim bus stop was placed beside 383-385 Harewood Road. Interim bus stops are used when a quick fix is needed.
- 5.4 The interim bus stop was installed in accordance with the provisions set out in Part 9 of the Council's Traffic and Parking Bylaw 2017, which allows for temporary discontinuance of a parking place for the stopping or standing provisions for specified vehicles at that parking place. However, any sign or traffic control installed under this clause must be removed after a period of three months from installation unless the Council, by resolution, has approved continued use.
- 5.5 Compliance with Part 9 of the Council's Traffic and Parking Bylaw 2017 means that the interim bus stop can be used until 20 March 2019, after which time the stop will either have to be removed, or by resolution the permanent bus stop is approved by the respective Community Board. The existing interim bus stop has exceeded the compliance date, and could be removed on request. Staff have not removed the interim bus stop prior to this report being considered by the Community Board, as this would cause accessibility and inconvenience issues for those who travel by public transport within the area of interest.
- 5.6 It is important for the Community Board to be aware that should they proceed with the 'Do Nothing' option or decide to leave the approval of the relocated bus stops to a later date, and given that the time allowance for the interim bus stop has already expired, the interim bus stop will be repositioned back to its former location beside 391 Harewood Road.

Issue – location of the inbound bus stop

- 5.7 The Council has been alerted to an issue with the inbound bus stop (travel direction towards the central city), located beside 412 Harewood Road.

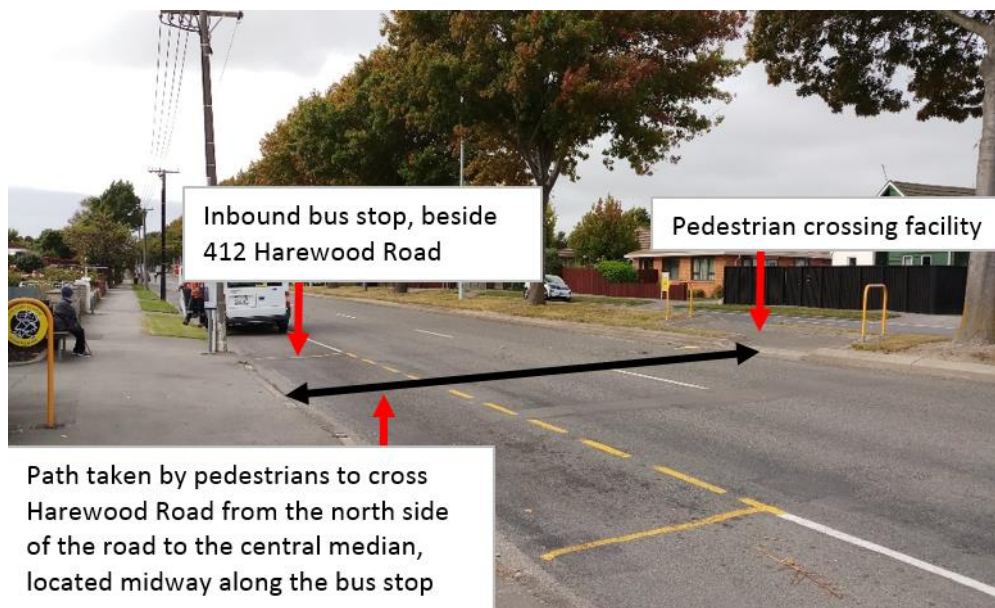


Figure 2: Existing inbound bus stop beside 412 Harewood Road, located across a pedestrian crossing facility

- 5.8 As indicated in Figure 2, the existing bus stop is located across a pedestrian crossing facility. When a bus is stopped at the bus stop, pedestrians who want to cross Harewood Road from the north side or from the central median, would have to wait until the bus has left the bus stop.
- 5.9 Locating a bus stop across a pedestrian crossing facility is not consistent with technical best practice. Instead the bus stop should be located on the departure side of the pedestrian crossing. By relocating the bus stop to the departure side of the pedestrian crossing facility, a bus can use the bus stop without hindering pedestrians from using the pedestrian crossing facility. Passengers alighting the bus that wish to cross the road can also do so without conflicting with the bus leaving the bus stop area.

Strategic Alignment

- 5.10 All recommendations in this report, except for “Option 3 – Do nothing” supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 5.10.1 Activity: Public Transport Infrastructure
- Level of Service: 10.4.1.0 More people are choosing to travel by bus - $\pm 0\%$ (13,467,570 pax)
- 5.11 Council's [strategic framework](#) is a key consideration in guiding the recommendations in this report. The provision of bus stops allows our communities access to public transport which in turn allows the Council to achieve:
- Strong communities,
 - Liveable city,
 - Healthy environment, and
 - Prosperous economy.

- 5.12 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved opportunities to access and use public transport.
- 5.13 All recommendations in this report, except for “Option 3 – Do nothing” align with the [Christchurch Suburban Parking Policy](#) (2019), which provides a framework to address parking related issues and the management of competing demands for public space within the cities suburban areas. As indicated in Table 1, policy one of the Suburban Parking Policy prioritises the provision of bus stops ahead of residential, short stay and commuter parking.

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

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

Decision Making Authority

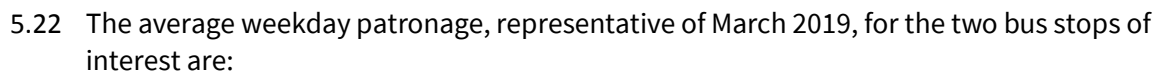
- 5.14 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 5.15 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 5.16 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Assessment of Significance and Engagement

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

Item 11

5.21 Prior to the new route of the 28 bus line becoming operational, buses on Harewood Road did not turn in or out of Gardiners Road.



- 5.23 The passenger boarding numbers for the inbound bus stop (north side of the road) is indicating a strong suburban passenger demand to use public transport. The patronage at the inbound bus stop has increased by 29 percent since the 28 bus line was rerouted (an increase of 8 passenger boarding/weekday). This bus stop has the patronage to warrant immediate consideration of a bus passenger shelter to be installed.

Bus stop location planning

5.26 It can be a challenge in an urban-residential environment to achieve a balance in bus stop planning criteria, because of the need to work with the space available on-street, and to be considerate to those who live near the bus stop. However, the effects of bus stops in urban

settings are generally not site-specific, they will have similar effects along the street irrespective of which property it is placed by.

5.27 There are multiple considerations in the location planning of bus stops, however the key topics to consider include:

- Catchment areas and proximity to surrounding services and amenities,
- Works well for the wider road network, bus network and bus passengers,
- Accessibility,
- Capacity,
- Impact on the surrounding environment, and
- Information gathered from site visits and feedback from stakeholders.

6. Options Analysis

Options Considered

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

- Option 1 – Relocate existing bus stops to 408 and 385 Harewood Road (preferred option)
- Option 2 – Relocate existing bus stops to 410 and 383-385 Harewood Road
- Option 3 – Do nothing

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

Options Descriptions

6.3 **Preferred Option:** Option 1 – Relocate existing bus stops to 408 and 385 Harewood Road

6.3.1 **Option Description:** Relocate the existing bus stops from 412 and 391 Harewood Road to 408 and 385 Harewood Road, in accordance with Attachment A. The Option 1 bus stop locations are shown in Figure 4.



Figure 4: Option 1, bus stop locations

6.3.2 Option Advantages

- Bus stop locations provide good catchment for residents living along Harewood Road, as well as the connecting streets, enabling better mode choice through shorter walking distances to access public transport.
- Makes it easier for the bus to move across two traffic lanes to make a right turn at the Harewood Road/Gardiners Road intersection.
- The proposed bus stop beside 408 Harewood Road relocates the existing bus stop that is currently located across one side of a pedestrian crossing facility, to the departure side of the pedestrian crossing facility, which is consistent with technical best practice. By relocating the bus stop to the departure side of the pedestrian crossing facility, a bus can use the bus stop without hindering the operation of the pedestrian crossing facility.
- All bus stops are located close to a pedestrian crossing facility, which make the journey to and from the bus stop accessible.

6.3.3 Option Disadvantages

- Reallocation of on-street parking for residents and visitors to those who travel by public transport. There is sufficient on-street parking capacity in the general area for other motorists to continue to park on-street.
- The proposed bus stops are located across a driveway. This is a temporary obstruction, lasting for a matter of seconds when the bus is stopped to allow passengers to board or alight the bus, which is why such configurations are common practice locally and nationally.
- The grassed berm on the south side of the road, beside 385 Harewood Road, has a slope in excess of the Councils Construction Standard Specification. This is an issue

that occurs within the area of interest along the south side of Harewood Road, but not the north side of the road. The slope of the berm impacts how accessible the bus stop is, particularly for customers with mobility restrictions. Staff will address and modify the slope of the berm as part of bus stop installation.

6.4 Option Two - Relocate existing bus stops to 410 and 383-385 Harewood Road

6.4.1 **Option Description:** Relocate the existing bus stops from 412 and 391 Harewood Road to 410 and 383-385 Harewood Road, in accordance with Attachment B. The Option 2 bus stop locations are shown in Figure 5.



Figure 5: Option 2, bus stop locations

6.4.2 Option Advantages

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

6.4.3 Option Disadvantages

- The disadvantages to the alternative options will be similar to the advantage previously outlined in **Option One**, in addition to the following:
- There is limited privacy screening between the road and 410 Harewood Road. The limited privacy screening could detract from the potential consultation process associated with a shelter installation. However, based on the parameters of the Local Government Act associated with the installation of bus passenger shelters, there is no legal reason why a shelter could not be installed at this location.

6.5 Option Three: Do nothing

6.5.1 **Option Description:** Do nothing. The interim bus stop is removed, and the bus stop is relocated back to its original location beside 391 Harewood Road. No change to the location of the bus stop beside 412 Harewood Road, the bus stop remains located across a pedestrian crossing facility.

6.5.2 **Option Advantages**

- Does not reallocate on-street parking.

6.5.3 **Option Disadvantages**

- Should the Community Board proceed with the 'Do nothing' option or decide to leave the approval of the permanent bus stops to a later date, and given that the time allowance for the interim bus stop beside 383-385 Harewood Road has already expired, the interim bus stops will be removed and reinstalled beside 391 Harewood Road. The 28 bus line cannot safely use the bus stop located beside 391 Harewood Road, due to the short distance that a driver has to move from the kerb side bus stop to the right turn lane to continue travel on Gardiners Road. This will mean that bus drivers of the 28 bus line will not service the bus stop beside 391 Harewood Road, resulting in longer walking distances and inconvenience for people who live on or to the south of Harewood Road.
- With the outbound bus stop returning to 391 Harewood Road the catchment to easily access public transport will be restricted for residents living along Harewood Road, as well as the connecting streets to the south. This disadvantages those who travel by public transport and does not assist the Council's goal to increase public transport usage.
- The bus stop beside 412 Harewood Road remains located across one side of a pedestrian crossing facility, which is inconsistent with technical best practice. When a bus is stopped at the bus stop, pedestrians who want to cross Harewood Road from the north side or from the central median, will have to wait until the bus has left the bus stop.
- A bus passenger shelter cannot be installed at the existing bus stop beside 412 Harewood Road. Installing a shelter at this location would block access to the adjoining property, thereby not adhering to the rules set out for transport shelters in the Local Government Act, section 339. There is a strong passenger demand to use this bus stop, and installation of a shelter warrants immediate consideration. Staff have identified the most appropriate location, taking into account privacy screening, as the proposed bus stop beside 408 Harewood Road, as per Option 1 of this report.

Analysis Criteria

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

Options Considerations

- 6.8 Options 1 to 2 are consistent with the Council's approved Service Plan for Public Transport Infrastructure (2018-2028)
- 6.9 The "Do Nothing" option is inconsistent with the Council's approved Service Plan for Public Transport Infrastructure (2018-2028):
- 6.9.1 Inconsistency – The "Do Nothing" option has the potential to not contribute to increase number of trips made by public transport.
- 6.9.2 Reason for inconsistency:
- Buses operating on the 28 bus line cannot use the bus stop beside 391 Harewood Road. This disadvantages those who travel by public transport and does not assist the Council's goal to increase public transport usage.
 - The existing bus stop beside 412 Harewood Road is located across an access point to a pedestrian crossing facility, which is inconsistent with technical best practice.
 - A bus passenger shelter cannot be installed at the bus stop beside 412 Harewood Road. The bus stop has strong passenger demand and warrants a shelter to be installed.
- 6.10 Amendment necessary – Install bus stops as per Options 1 or 2 of this report.

7. Community Views and Preferences

- 7.1 Affected property owners and residents were sent letters on 21 March 2019. The consultation catchment areas are shown in Figure 6. Letters were dropped into letterboxes at properties located within the catchment area and letters were sent to property owners who do not live at the address.



Figure 6: Harewood Road bus stop relocations, consultation catchment area

- 7.2 During the consultation we received eight submissions from people who live near or own properties near the proposed bus stops.
- 7.3 Feedback was received from three stakeholder organisations, Environment Canterbury, Go Bus Transport (operator of the 28 bus line) and Red Bus Transport (operator of the 125 bus line). The feedback from stakeholder organisations has been included separately in Section 7.7 to 7.9.
- 7.4 Of the residents/ property owners who responded to the proposal, their bus stop location preference is indicated in Table 2:

Outbound bus stop locations (south side)			Inbound bus stop locations (north side)		
410 Harewood Rd	408 Harewood Rd	Not indicated	385 Harewood Rd	383-385 Harewood Rd	Not indicated
3	2	3	3	3	2

Table 2: Consultation feedback, Harewood Road near Gardiners Road

- 7.5 The consultation feedback did not indicate any particular location preference for the bus stops to be relocated to. Feedback provided by submitters is provided in Attachment E.
- 7.6 There were a number of concerns raised by submitters, which are summarised in Table 3, along with a staff response.

Common concerns raised	Staff response
Do not agree with proposed bus stop locations, recommend bus stops to be located elsewhere or stay at the current locations	Based on technical best practice planning guidance and site visits, staff have consulted on the bus stop location options that will work best for public transport and the surrounding network. A number of alternative bus stop locations have been suggested via submissions, all of which do not meet the technical best practice planning guidance.
Loss of parking	The allocation of kerbside road space for bus stops is reflected in the priorities of the Council's Parking Policy (2019). In all areas, bus stops are prioritised above residential, short stay and commuter parking.
Intrusion of privacy (noise and loitering)	When planning bus stops staff are mindful of the impact they can have on residents. However, the impact of bus stops in urban settings are generally not site-specific, as they will have a similar impact along the street irrespective of placement beside one residential property or that of another. Where possible bus stops are placed beside properties that have fences, mature shrubs or other screens that mitigate the impact that the bus stop may have on the adjacent residents. A bus will only stop at the bus stop if the passenger demand exists. Irrespectively, bus stops are located within a public space, and are there to improve the transport choices for the community.

Bus stop located over a drive way	<p>Buses are legally permitted to stop over driveways for the purpose of picking up and dropping off passengers at a bus stop.</p> <p>Many bus stops in Christchurch and other bus stop locations around New Zealand are located across driveways. At these stops, buses will only be stopping long enough to pick-up and drop-off passengers.</p>
Littering	<p>Rubbish bins are not typically included in the planning of bus stops. If littering at the bus stop becomes an issue, and this is reported to the Council, staff can assess if the installation of a rubbish bin is warranted. Issues, such as litter in a public place, can be reported to the Christchurch City Council.</p>

Table 3: Concerns raised by submitters

Consultation feedback – Stakeholder Organisations

- 7.7 Christchurch City Council provides bus stops to support the Greater Christchurch public transport services provided by Environment Canterbury. Consequently, Environment Canterbury has also been consulted on for all bus stop options proposed.
- 7.8 Go Bus is the operator of the 28 bus line and Red Bus is the operator 125 bus line. Their bus drivers have to stop at the bus stops on request, and ensure where practicable, passengers can safely and accessibly get on and off the bus. The Go Bus drivers have the additional complexity of turning right into Gardiners Road, for this reason the drivers the 28 bus service require an appropriate transition distance between the bus stop on Harewood Road and the right turn lane to Gardiners Road.
- 7.9 Feedback received from Environment Canterbury, Go Bus and Red Bus outlined their bus stop location preferences as being:

Location	Environment Canterbury	Go Bus	Red Bus
Inbound bus stop locations (north side)	408 Harewood Road	410 Harewood Road	Red Bus staff have indicated they are fine with all of the bus stop locations proposed
Outbound bus stop locations (south side)	383-385 Harewood Road	<p>Would preferred the bus stop to be located beside 1/387 Harewood Road</p> <p>(Authors note: this bus stop has not been included in the consultation as it does not meet technical guidance)</p>	

Table 4: Key stakeholder organisations, submission summary

8. Legal Implications

- 8.1 There is a legal context, issue or implication relevant to this decision
- 8.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework.

9. Risks

- 9.1 Should the Community Board proceed with the 'Do nothing' option or decide to leave the approval of the permanent bus stops to a later date, the following risks are outlined:
 - 9.1.1 Given that the time allowance for the interim bus stop beside 383-385 Harewood Road has already expired, the interim bus stop will be removed and reinstalled beside 391 Harewood Road. The 28 bus line cannot safely use the bus stop located beside 391 Harewood Road, due to the short distance that a driver has to move from the kerb side bus stop to the right turn lane to continue travel on Gardiners Road. This will mean that bus drivers of the 28 bus line will not service the bus stop beside 391 Harewood Road, resulting in longer walking distances and inconvenience for people who live on or to the south of Harewood Road.
 - 9.1.2 No bus passenger shelter can be installed at the existing bus stop beside 412 Harewood Road, for the reason outlined in Section 5.24. Should customers request a shelter be installed at this popular bus stop, as indicated by a request received via the consultation feedback, the request will be denied.

10. Next Steps

- 10.1 Approval is required by the Fendalton-Waimairi-Harewood Community Board.
- 10.2 If approved, the recommendations will be implemented approximately six weeks of the Community Board approval.

1.

11. Options Matrix

Issue Specific Criteria				
Criteria		Option 1	Option 2	Option 3 - (Do Nothing)
Financial Implications	Cost to Implement	\$10,000 for the installation of traffic controls, footpath accessibility upgrade for the south side bus stop and seating, plus \$1000 for consultation and the preparation of this report	\$10,000 for the installation of traffic controls, footpath accessibility upgrade for the south side bus stop and seating, plus \$1000 for consultation and the preparation of this report	\$1000 for consultation and the preparation of this report
	Maintenance/Ongoing	Transport and City Streets, Operations Expenditure budget, includes maintenance of bus stop infrastructure, as and when it is needed.		\$0
	Funding Source	Traffic Operations, Capital Expenditure budget for bus stop installations, plus existing staff budgets		Existing staff budgets
	Impact on Rates	No impact		
Environmental Impacts		Bus stops provide access to public transport. Public transport is part of a wider transport package to support mode shift to reduce greenhouse gas emissions, reduce traffic congestion and traffic crashes. This in turn helps the Council provide a healthy environment and a liveable city (Council's strategic framework).		
Social & Community Impacts		This option will help to achieve the desired community outcome of a well-connected and accessible city through improved opportunities to access and use public transport.	Option 2 would have the same social and community impact as Option 1	Option 3 would have a negative impact on social, community and accessibility impacts, as it penalises those who use the 28 bus service, by making them walk further

Accessibility Impacts	Accessibility impacts of this option benefit from shorter walking distances, proximity to pedestrian crossing facilities, limited obstacles located beside the proposed bus stops. This in turn helps the Council provide for strong communities and a liveable city (Council's strategic framework).	Option 2 would have the same social and community impact as Option 1	than is appropriate from the outbound bus stop. The location of the inbound bus stop penalises pedestrians who may needlessly have to wait to cross the road at the pedestrian crossing facility, until the bus has left the bus stop.
------------------------------	---	--	--

Statutory Criteria			
Criteria	Option 1	Option 2	Option 3 - (Do Nothing)
Impact on Mana Whenua	No impact		
Alignment to Council Plans & Policies	This option is consistent with Council's Plans and Policies.	This option is consistent with Council's Plans and Policies.	This option is inconsistent with Council's Plans and Policies.

Attachments

No.	Title	Page
A ↓	Option 1 - Proposed bus stop relocations on Harewood Road near Gardiners Road - TG133901a	126
B ↓	Option 2 - Proposed bus stop relocations on Harewood Road near Gardiners Road - TG133901b	127
C ↓	Bus stop location options considered - multi criteria analysis	128
D ↓	Consultation plan	129
E ↓	Consultation feedback	130

Confirmation of Statutory Compliance

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

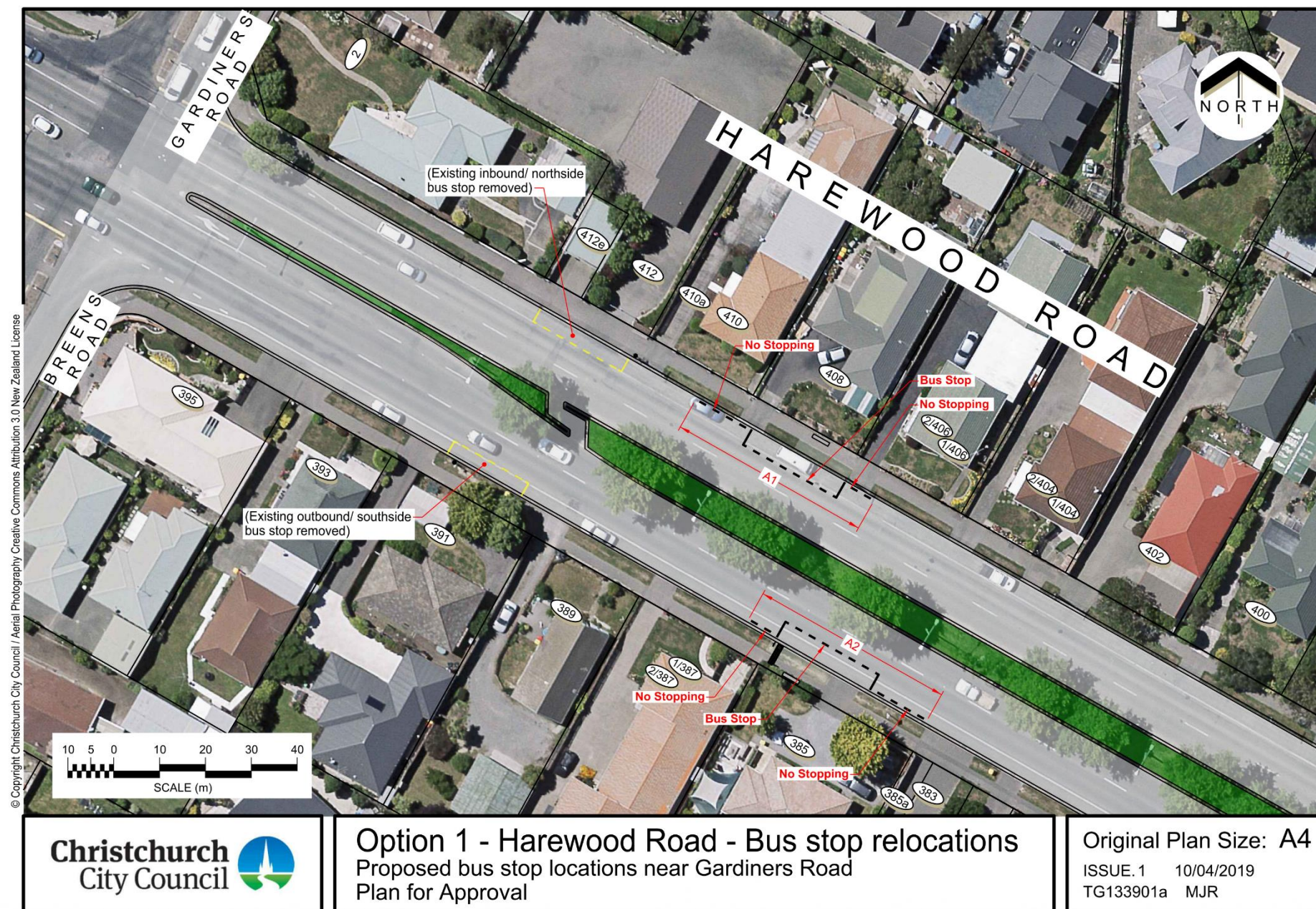
(a) This report contains:

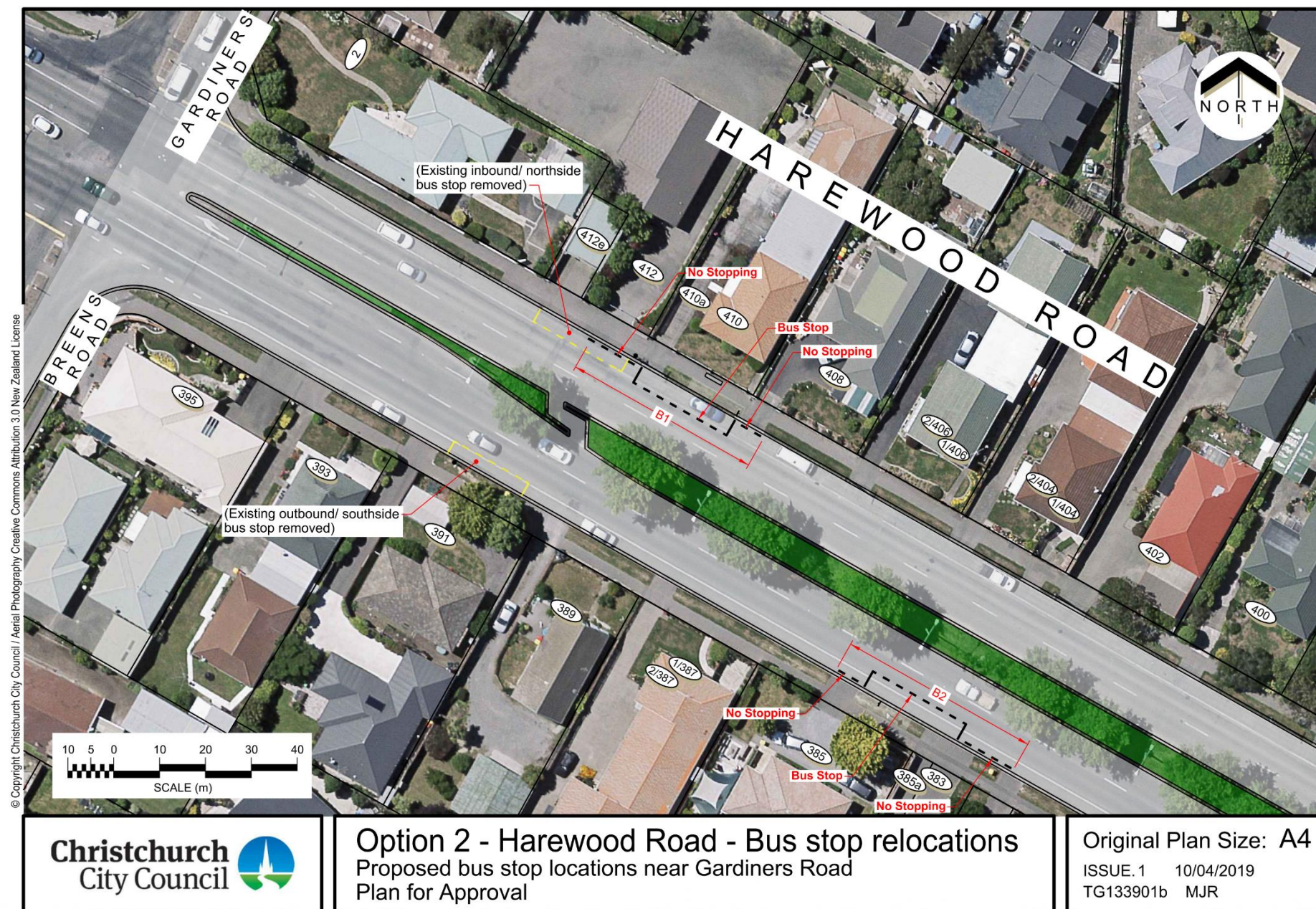
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

Signatories

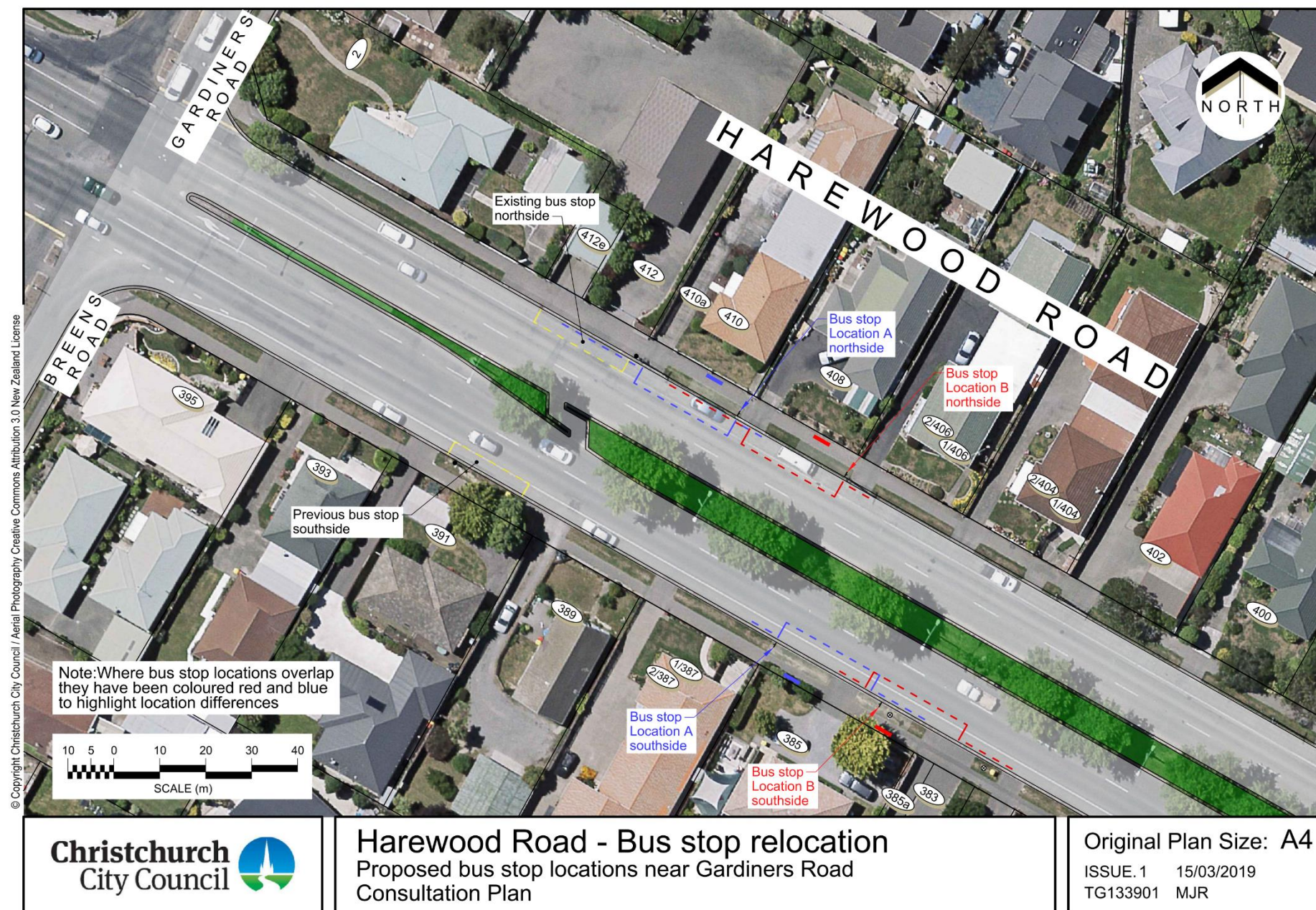
Authors	Brenda O'Donoghue - Passenger Transport Engineer Serena Chia - Graduate Transport Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport





Multi criteria analysis: bus stop relocation options on Harewood Road near Gardiners Road

Ref	Address	Bus stop catchment			Pedestrian connectivity (proximity to nearby road and pedestrian laneway)	Is there a pedestrian crossing facility close by (less than 50 metres)?	Score 1-5 (5 best, 1 worst)	Bus stop and network operation						Score 1-5		On street parking reallocation	Score 1-5	Surrounding Environment		Privacy screening to the adjacent property	Score 1-5	Total score	Advance to consultation
		Separation distances:						Achievable horizontal clearance	Appropriate step height at platform	Bus stop located across a driveway	Located by an intersection or pedestrian crossing	Located midblock	Impact on nearby intersection sightlines	Impact on nearby pedestrian crossing facility sightlines	Other: Transition distance from the bus stop to the start of the right turn lane			Suitable for a shelter?					
North side of road (inbound)		Next bus stop: 364 Harewood Road	Previous bus stop: 496 Harewood Road	Previous bus stop: 30 Gardiners Road																			
A	7 Gardiners Road (Bus stop on Harewood Road)	385	325	330	Good	Yes	4	No (utility post flush with the kerb, towards the rear of the bus stop)	Yes, but compromised due to the horizontal clearance.	no	Departure side of intersection, but approach side of the pedestrian crossing	no	Sightlines checked, no impact	Sightlines checked, sightlines would be impeded by a stopped bus.	2	4	2	yes	Good: high fence, some shrubbery, towards the rear section of the property	5	18	No	
B	412 Harewood Road (existing)	364	326	331	Good	Yes	4	Yes	Kerb height at the front door only just meets minimum guidance. No kerb height at the rear door of the bus stop.	yes, to a church and Orson sub- station, but not residential driveways	Departure side of intersection, across the north side of a pedestrian crossing	no	Sightlines checked, no impact	Sightlines checked. Bus stop blocks the pedestrian crossing when a bus is stopped.	3	0	5	No, would not conform to the CCA rules associated with shelter installations. No possibility of installing a shelter at the existing bus stop	Good: beside an Orson substation and a long driveway to a church, with high property boundary	2	14	Existing	
D	410 Harewood Road	368	342	347	Good	Yes	5	Yes (there is a utility post located along the entry taper, but it will have little impact on the clearance)	Yes	Yes, residential driveway	Departure side of intersection	yes	n/a	Sightlines checked, no impact.	5	2	4	Yes, but it would be compromised by the poor privacy screening.	Poor: low height property boundary wall, direct view to property windows	3	17	Yes	
E	408 Harewood Road	332	358	363	Good	Yes	4	Yes (there is a utility post located at the front of the bus stop which have negligible impact on the clearance)	Yes	Yes, residential driveway	Departure side of pedestrian crossing	yes	n/a	Sightlines checked, no impact.	5	3	3	Yes	OK: low height property boundary wall, garage of the property located closest to the road	4	16	Yes	
F	406 Harewood Road	316	374	379	Good	Yes	4	Possible, there is a utility post located at the bus stop end of the entry taper, unlikely to impact the clearance.	Possible, but might be compromised due to the horizontal clearance.	Yes, residential driveway	Departure side of pedestrian crossing	yes	n/a	Sightlines checked, no impact.	4	3	3	Yes, but it would be compromised by the poor privacy screening.	Poor: low height property boundary wall, direct view to property windows	3	14	Backup	
G	404 Harewood Road	300	390	395	Moderate	Just outside	4	Yes	Kerb height at the front door only just meets minimum guidance. Back door would have the appropriate step height.	Yes, residential driveway	n/a	Yes	n/a	n/a	3	2	4	No, location of the water supply meter/connection point compromises the potential location of the shelter.	OK/poor: part of the property boundary has a low height boundary wall, with windows visible from the road.	2	13	No	
South side of road (outbound)		Previous bus stop: Corner of Harewood Road / Learcroft Street	Next bus stop: 511 Harewood Road	Next bus stop: 2 Harewood Road (Bus stop on Gardiners Road)																			
A	351 Harewood Road (existing)	365	330	350	Good	Yes	5	Yes	Unclear, it is possible the berm section of the footpath is not in accordance with the C35 footpath slope.	Yes, residential driveway	Approach side to the intersection, departure side of the pedestrian crossing	No	Sightlines checked, no impact.	Sightlines checked, no impact.	2	3	3	Yes	Good: high fence and garage	5	15	Existing	
B	369 Harewood Road	346	409	369	Good	Yes	5	Yes		Yes, residential driveway	Approach side to the pedestrian crossing	Yes	n/a	Sightlines checked, sightlines would be impeded by a stopped bus.	1	3	3	Yes	Good: high fence	5	14	No	
C	387 Harewood Road	380	425	385	Good	Yes	5	Yes		No	Approach side to the pedestrian crossing	Yes	n/a	Sightlines checked, sightlines would be impeded by a stopped bus.	2	4	4	Yes, but it would be compromised by the poor privacy screening.	Poor: low height fence, property window visible to the road.	4	14	No	
D	385 Harewood Road	316	439	399	Good	Yes	5	Yes	Step height currently compromised by the crossfall of the footpath/berm not being in accordance with the C35 footpath slope, would need to be rectified.	Yes, residential driveway	Approach side to the pedestrian crossing	Yes	n/a	Sightlines checked, appropriate sightlines achieved.	5	4	4	Yes, but the growth of the shrub boundary would need to be trimmed.	Good: high fence along one property and mature shrub boundary along the other property.	4	18	Yes	
E	383-385 Harewood Road	303	452	412	Moderate	Yes	5	No, there is an advance warning sign (pedestrian crossing). This sign would be relocated.		Yes, residential driveway	Approach side to the pedestrian crossing	Yes	n/a	Sightlines checked, appropriate sightlines exceeded.	5	1	5	Yes	Good: high fence	5	20	Yes	
F	379 Harewood Road	278	477	437	Moderate	No	4	Yes		Yes, residential driveway	n/a	Yes	n/a	n/a	3	1	5	Yes, but it would be compromised by the way the hedge is a feature of the property.	OK: medium height shrubby along the property boundary.	3	15	Backup	



Proposed Bus Stops Relocation Harewood Road near Gardiners Road

Consultation Feedback

Submitter ID#	Submitters name	Harewood Road near Gardiners Road						Submitters comments
		Northside			Southside			
		Location A	Location B	Not Indicated	Location A	Location B	Not Indicated	
1	Helen Hessey	1			1			I live at [REDACTED] Harewood Road and I love where the new bus stop outside 385 has been placed. I enjoy watching all the comings and goings. The bus stop is very convenient for me, for my frequent trips to the airport. However, I would really like a shelter on both sides of the road. The 2 current stops are pretty much the only ones between my house and town that don't have a shelter. Please, please, please!!
2	Hack, Down	1				1		Setting it back to Location B (Southside) ensures some privacy to the occupants of 385. There are 2 properties on 387 and no turn round making it difficult for cars backing out of their drive particularly with children walking to Breens Intermediate, getting off the bus.
3	R.R Griffith		1		1			More cars need the parking outside 410 Harewood Road and the access to the church, 410A and 410. So 408 is the best for us older people. Children are also living at [REDACTED]. 385 is more central for most people in the area.
4	Hinsako Buckley	1			1			Last week I on 28 bus, the 28 bus driver don't stop at location B 385 Harewood Road southside. But bus stop drop me at Gardiners Road. Will you tell the drivers to stop 28 bus location B 385 Harewood Road please? I want to get off 28 bus location B 385 southside Harewood Road. I have weak lungs important for me.
5	Catherine Bobadilla		1				1	Moving the bus stop in front of 410 Harewood Road would not make much difference given that at times the bus stops in front of us anyway. My preference would actually be to just retain it in front of 412 Harewood Road because this has very minimal disruption in terms of street parking and privacy. 412 is a worship place that only gets visitors twice a week at most and only for no more than an hour. Whereas 410 and 408 are residential which would appreciate the privacy of not having a bus stop in front. Also, both 410 and 408 utilise street parking. Another feedback is that whichever stop location will be selected it would be highly appreciated if the council could provide rubbish bins for the riding public to make use. We often find food wrappers, coffee cups, beverage cans and worst, broken beer bottles littering our driveway. It gets really bothersome and untidy looking. Hope you take this request into consideration. Thanks. In terms of 412 being a crossing point, even if it's before or after school hours there's not much foot traffic. And it wouldn't hurt to wait 2-3minutes for the bus to leave before one can cross wouldn't it?
6	Christine Craneheld		1			1		I feel that the best location for both these bus stops is the further off from the intersection the better. Harewood Road is very busy ! The need for traffic lights is imperative! Either way if the lights are deferred further still, then it is important that whoever is entering or exiting the bus itself has a safe passage way. With the option as indicated above means also that neither bus would be opposite each other should their paths cross which is important for the flow of traffic on a two lanes road such as Harewood Road. Please get into installing traffic lights which will make this intersection so much safer particularly at peak times.
7	Maurice and Julliete Lawry			1			1	We live at [REDACTED] Harewood Road and would definitely prefer bus stop closer to 387 as possible. We have been burgled twice and having people outside our gate drives our dog mad trying to protect the property. It is also unsettling to us having people right outside our windows. There is space closer to 387 where it would solve these problems.
8	Mark Mabin			1			1	<p>I live at [REDACTED] Harewood Rd and am directly affected by the CCC bus stop proposal. I am responding to your letter of 21st March 2019.</p> <p>Firstly with respect to the northside bus stop, it is disappointing that Council feels it necessary to move this bus stop. It's present location has a smaller adverse effect on local residents than either of the two proposed new locations.</p> <p>At present, it obstructs access to 412 Harewood Road. This is an Exclusive Brethren Church property used only once or twice per week, and not during times that have frequent bus services passing. So in my view, there is a relatively low level of impact on those users. However, moving the bus stop to either of the new locations will limit street side parking for them, and adversely affect residents occupying at least two dwellings. Further, the presence of the pedestrian crossing break in the centre median hardly seems reasonable justification for moving the bus stop. It is not a formal pedestrian crossing, and my own occasional use of that has not been affected by the bus stop opposite. I do not see how there can be any increased road safety risk that might outweigh the adverse effects of moving the bus stop to new locations that do adversely affect occupants and users of 412, 410a and 410; or 408 and 1-2/406 Harewood Rd.</p> <p>Therefore my preferred option would be for that bus stop to remain in its present location. Neither A nor B are preferable.</p> <p>Secondly, and more directly in relation to access to my own residence, the southside bus stop present temporary location does adversely affect both 383 [REDACTED] and 385a as it blocks our shared driveway, and it has noticeably increased road noise in our house due to bus acceleration and deceleration, and creates delays when trying to enter or leave the property when a bus is there.</p> <p>However, I acknowledge that there is likely to be no perfect location for the bus stop in relation to these adverse effects. If the location were to be moved from across the 385a/383 driveway, it would simply transfer the same effects to a different resident. Therefore, I am unwilling to identify a preferred option A or B in this case, as, were I to prefer location A, that would obviously adversely affect my neighbour at [REDACTED].</p> <p>Have you considered locating the bus stop alongside 379 Harewood Rd, a little further to the south? This would not block as many driveways.</p> <p>Thank you for the opportunity to comment on this proposal.</p>

Proposed Bus Stops Relocation Harewood Road near Gardiners Road

Consultation Feedback

Submitter ID#	Submitters name	Harewood Road near Gardiners Road						Submitters comments
		Northside			Southside			
		Location A	Location B	Not indicated	Location A	Location B	Not indicated	
9	Leila Torrington (Environment Canterbury)		1			1		Thank you for the opportunity to provide feedback on the Harewood Rd bus stop relocation. We support moving stop 42857 (westbound) which helps the 28 service to turn right safely from Harewood Rd to Gardiners Rd. We also support moving stop 19146 to an alternative location due to the crossing being located in the stop area. The staff at Environment Canterbury recommend the following locations: Harewood Rd near Breens Rd (westbound): option B. This location provides more room for the 28 service as it is further back from Gardiners Rd Harewood Rd near Gardiners Rd (eastbound): option B. While both locations are good options, we prefer option B which would create a natural pair with stop B westbound.
10	Ben Barlow (Go Bus)	1					1	Thank you for the opportunity to submit on the proposed locations of the bus stops on Harewood Road. Based on the information provided and our understanding of the current situation we are supportive of having a bus stop formalized at 410 Harewood Rd and 1/387 Harewood Rd (South Side). We appreciate that 1/387 is not an option provided, but we believe this revised location would significantly minimise the impact with residents driveways and reduce unnecessary conflict for bus services using this location. This suggested location is alongside a grass berm, which will allow the safe entry and exit of a bus. If this could be considered as an additional option we believe it will support the following key principles: 1. Safe entry and exit of vehicles into the stops 2. Allowing passengers to board and alight safely 3. Allow for the continuation of a reliable bus service in the area 4. Reduce the possibility of vehicle damage and conflict with shared driveways Go Bus is fully supportive of all remedial work and new stops meeting the minimum specifications as outlined in the Christchurch Bus Stop Guidelines (2009). Thanks again for the opportunity to provide feedback as part of this consultation process.
11	Peter Hayward (Red Bus)			1			1	The easy answer is that Red Bus are fine with the proposal.

12. Fendalton-Waimairi-Harewood 2018-19 Youth Development Fund - Application - Korfball New Zealand

Reference: 19/444255

Presenter(s): Lisa Gregory, Community Recreation Adviser

1. Purpose of Report

- 1.1 The purpose of this report is for the Waimāero/Fendalton-Waimairi-Harewood Community Board to consider an application received for funding from its 2018-19 Youth Development Fund.
- 1.2 This report is staff generated as a result of applications being received.
- 1.3 There is currently a balance of \$6,400 remaining in this fund.

2. Staff Recommendations

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

1. Approve a grant of \$1,000 (\$500 each) from its 2018-19 Youth Development Fund to Korfball New Zealand towards the costs of Michelle Tapp and Rallen Lazo to compete at the Under 21 Asia Oceania Korfball Championships in Shaoxing, China from 20 to 25 May 2019.

3. Key Points

Issue or Opportunity

- 3.1 To consider funding applications received to support the development and achievements of young people living in the Waimāero/Fendalton-Waimairi-Harewood area.

Strategic Alignment

- 3.2 The recommendations in this report align to the Council's Community Outcome of Strong Communities including:
 - Celebration of our identity through arts, culture, heritage and sport
 - Valuing the voices of children and young people

Decision Making Authority

- 3.3 Determine the allocation of the Discretionary Response Fund for each community (including any allocation towards a Youth Development Fund).
- 3.4 Allocations must be consistent with any policies, standards or criteria adopted by the Council.
- 3.5 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).

Assessment of Significance and Engagement

- 3.6 The decision(s) in this report is 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.

4. Applicant 1 – Korfball New Zealand

- 4.1 Korfball New Zealand are seeking funding support to assist with the costs of 16 young people who have been selected to compete at the Under 21 Asia Oceania Korfball Championships in Shaoxing, China from 20 to 25 May 2019.
- 4.2 Two of these young people reside in the Waimāero/Fendalton-Waimairi-Harewood area:
 - Michelle Tapp, a 18 year old who resides in Burnside.
 - Rallen Lazo, a 16 year old student who resides in Bishopdale.
- 4.3 The team is a mixed group of males and females and the tournament is a great opportunity to compete against the best in their age group in a sport that is becoming more popular in New Zealand Schools.
- 4.4 The Asia Oceania Korfball Championships is also a crucial tournament for the New Zealand team as it is a qualification event for the 2020 World Championships.
- 4.5 Michelle currently coaches Korfball at Burnside High School and was heavily involved in several leadership roles while a student at Burnside High. She will continue with her coaching and hopes that this experience will expand both her playing and coaching skills in her sport.
- 4.6 Rallen is the current captain of both the Burnside High School Mixed Korfball and Senior A Girls Basketball teams. She also represented New Zealand in Korfball at the Under 17 Korfball World Cup.
- 4.7 The team has been working hard to raise funds by marshalling at the Weetbix TRYathlon and the City to Surf and several of the players also have part time jobs.
- 4.8 The following table provides a breakdown of the costs for each athlete:

EXPENSES	Cost (\$)
Airfares, transfers, insurance	2,075.00
Accommodation and meals	1,156.31
Tournament Expenses	156.25
Team costs – uniforms etc	562.50
Total	\$3,950.06

Attachments

There are no attachments for this report.

Confirmation of Statutory Compliance

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

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and

- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Lisa Gregory - Community Recreation Advisor
Approved By	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood

13. Elected Members' Information Exchange

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.