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# **PALMERSTON NORTH CITY COUNCIL**

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## **AGENDA**

# **EXTRAORDINARY ECONOMIC GROWTH COMMITTEE**

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**10:00 AM - HEARINGS - BUS SHELTERS,  
MONDAY 9 OCTOBER 2023**

COUNCIL CHAMBER, FIRST FLOOR  
CIVIC ADMINISTRATION BUILDING  
32 THE SQUARE, PALMERSTON NORTH

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# MEMBERS

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**Leonie Hapeta (Chair)**  
**William Wood (Deputy Chair)**  
**Grant Smith (The Mayor)**

**Mark Arnott**  
**Brent Barrett**  
**Rachel Bowen**  
**Vaughan Dennison**  
**Roly Fitzgerald**

**Lorna Johnson**  
**Debi Marshall-Lobb**  
**Billy Meehan**  
**Orphée Mickalad**

AGENDA ITEMS, IF NOT ATTACHED, CAN BE VIEWED AT

[pncc.govt.nz](http://pncc.govt.nz) | Civic Administration Building, 32 The Square  
City Library | Ashhurst Community Library | Linton Library

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**Waid Crockett**

**Chief Executive | PALMERSTON NORTH CITY COUNCIL**

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Te Marae o Hine | 32 The Square  
Private Bag 11034 | Palmerston North 4442 | New Zealand  
[pncc.govt.nz](http://pncc.govt.nz)

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CITY

## **EXTRAORDINARY ECONOMIC GROWTH COMMITTEE MEETING**

9 October 2023

### **MEETING NOTICE**

Pursuant to Clause 22 of Schedule 7 of the Local Government Act 2002, I hereby requisition an extraordinary meeting of the Council to be held at 10.00am on Monday, 9 October 2023 in the Council Chamber, first floor, Civic Administration Building, 32 The Square, Palmerston North, to consider the business stated below.



**MAYOR**

## **ORDER OF BUSINESS**

1. **Karakia Timatanga**

2. **Apologies**

3. **Notification of Additional Items**

Pursuant to Sections 46A(7) and 46A(7A) of the Local Government Official Information and Meetings Act 1987, to receive the Chairperson's explanation that specified item(s), which do not appear on the Agenda of this meeting and/or the meeting to be held with the public excluded, will be discussed.

Any additions in accordance with Section 46A(7) must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.

Any additions in accordance with Section 46A(7A) may be received or referred to a subsequent meeting for further discussion. No resolution, decision or recommendation can be made in respect of a minor item.

**4. Declarations of Interest (if any)**

Members are reminded of their duty to give a general notice of any interest of items to be considered on this agenda and the need to declare these interests.

**5. Public Comment**

To receive comments from members of the public on matters specified on this Agenda or, if time permits, on other Committee matters.

(NOTE: If the Committee wishes to consider or discuss any issue raised that is not specified on the Agenda, other than to receive the comment made or refer it to the Chief Executive, then a resolution will need to be made in accordance with clause 2 above.)

**6. List of Objections Received - Bus Shelters 2023**

Page 7

**7. Transport Choices, Bus Stops - Summary of Submissions for Bus Shelters**

Page 11

Memorandum, presented by Bryce Hosking, Acting Group Manager - Transport and Development and Frances Duffin, Intermediate Project Manager.

## **OBJECTIONS TO BE HEARD**

**8. Proposed Bus Shelter: 201 John F Kennedy Drive**

Page 19

Memorandum, presented by Frances Duffin, Intermediate Project Manager.

**9. Proposed Bus Shelter: 128 Pacific Drive**

Page 25

Memorandum, presented by Frances Duffin, Intermediate Project Manager.

- 10. Proposed Bus Shelter: 742 Pioneer Highway** Page 33  
Memorandum, presented by Frances Duffin, Intermediate Project Manager.
  
- 11. Proposed Bus Shelter: 739 Tremaine Avenue** Page 39  
Memorandum, presented by Frances Duffin, Intermediate Project Manager.
  
- 12. Proposed Bus Shelter: 61 Albert Street** Page 45  
Memorandum, presented by Frances Duffin, Intermediate Project Manager.
  
- 13. Proposed Bus Shelter: 550 Ruahine Street** Page 53  
Memorandum, presented by Frances Duffin, Intermediate Project Manager.
  
- 14. Proposed Bus Shelter: 296 Ruahine Street** Page 61  
Memorandum, presented by Frances Duffin, Intermediate Project Manager.
  
- 15. Proposed Bus Shelter: 64 Clarke Avenue** Page 69  
Memorandum, presented by Frances Duffin, Intermediate Project Manager.
  
- 16. Proposed Bus Shelter: 48 Holdsworth Avenue** Page 77  
Memorandum, presented by Frances Duffin, Intermediate Project Manager.

## WRITTEN OBJECTIONS

- 17. Proposed Bus Shelter: 278 Featherston Street** Page 85  
Memorandum, presented by Frances Duffin, Intermediate Project Manager.

**18. Proposed Bus Shelter: 82 Te Awe Awe Street**

Page 91

Memorandum, presented by Frances Duffin, Intermediate Project Manager.

**19. Proposed Bus Shelter: 593 Ferguson Street, Terrace End**

Page 97

Memorandum, presented by Frances Duffin, Intermediate Project Manager.

**20. Karakia Whakamutunga**

**21. Exclusion of Public**

To be moved:

"That the public be excluded from the following parts of the proceedings of this meeting listed in the table below.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public as stated in the above table.

Also that the persons listed below be permitted to remain after the public has been excluded for the reasons stated.

*[Add Third Parties]*, because of their knowledge and ability to assist the meeting in speaking to their report/s [or other matters as specified] and answering questions, noting that such person/s will be present at the meeting only for the items that relate to their respective report/s [or matters as specified]

## HEARING PROCEDURE

**TO:** Economic Growth Committee

**MEETING DATE:** 9 October 2023

**TITLE:** List of Objections Received - Bus Shelters 2023

### RECOMMENDATIONS TO ECONOMIC GROWTH COMMITTEE

1. That the Committee hear objections from presenters who indicated their wish to be heard in support of their objection.
2. That the Committee note the Procedure for Hearing of Objections (Attachment 1).

### OBJECTORS WISHING TO BE HEARD

Objection Number	Bus Shelter
21	201 John F Kennedy Drive
17	128 Pacific Drive
30	742 Pioneer Highway
14	739 Tremaine Avenue
27	61 Albert Street
23	550 Ruahine Street
24	296 Ruahine Street
26	64 Clarke Avenue
3	48 Holdsworth Avenue

### WRITTEN OBJECTIONS TO BE DETERMINED

Objection Number	Bus Shelter
25	278 Featherston Street
10	82 Te Awe Awe Street
15	593 Ferguson Street

### ATTACHMENTS

1. Procedure Sheet- Hearing of Objections - Bus Shelters [📄](#)

## Procedure Sheet

### Hearing of Objections – Bus Shelters

<b>Presenting your Objection</b>	<p>You have indicated a wish to present your objection on a bus shelter to a Committee of Elected Members, you can do this either in-person or online. You may speak to your objection yourself or, if you wish, arrange for some other person or persons to speak on your behalf.</p> <p>We recommend that you speak to the main points of your objection and then answer any questions. It is not necessary to read your objection as Committee members have a copy and will have already read it.</p> <p>Questions are for clarifying matters raised in objections. Questions may only be asked by Committee members, with the Chair's permission.</p>
<b>Time Allocation</b>	<p>10 minutes (including question time) will be allocated for the hearing of each objection. If more than one person speaks to an objection, the time that is allocated to that objection will be shared between the speakers.</p>
<b>Who will be there?</b>	<p>The Economic Growth Committee will hear the objections. The Committee comprises of Elected Members as identified on the frontispiece of the Agenda.</p> <p>There will also be other people there who are presenting their objection. The Hearing is open to the media and the public.</p>
<b>Agenda</b>	<p>An Agenda for the meeting at which you will be speaking will be publicly available at least two working days prior to the meeting. It will be published on the Palmerston North City Council website (<a href="#">Agendas and minutes</a>) and available to view at the Customer Service Centre.</p> <p>Each objected bus shelter will be treated as a separate item on the agenda. It will include a Council officer's report on the bus shelter and will reference the objection(s) received for that bus shelter. Objections will be provided to Elected Members under separate cover- and will not be published to protect the privacy of individuals.</p> <p>The Agenda will list the objections in the order they will be considered by the Committee, although there may be some variation to this.</p>
<b>Venue</b>	<p>The meeting will be held in the Council Chamber, First Floor, Civic Administration Building, Te Marae o Hine, 32 The Square, Palmerston North.</p> <p>The Council Chamber will be set out with tables arranged appropriately. You will be invited to sit at the table with the Councillors when called.</p>





**Tikanga Maori** You may speak to your objection in Maori if you wish. If you intend to do so, please contact us no later than three days before the date of the meeting (refer to the “Further Information” section below). This is to enable arrangements to be made for a certified interpreter to attend the meeting. You may bring your own interpreter if you wish.

**Visual Aids** You’re welcome to provide a PowerPoint presentation. We prefer you notify us before the day if you intend on having one.

**Order of Proceedings** Each bus shelter will be considered individually by the Committee, after receiving the summary of submissions report.

Introduction:

1. The Chair will commence the hearing by introducing themselves, the name of the bus shelter the Committee will consider objection(s) on, and the number of objection(s) received for the site.

Shelter Hearing

2. Council officers will present their response on the bus shelter being objected to.

3. The Chair will invite each objector to present to the Committee. Each objector will have 10 minutes to present to the Committee.

- If there is time, Committee members may ask clarifying questions of the objector.

4. Following each objector, the Chair will ask Council Officers if there are any matters they wish to clarify.

Shelter Deliberations

5. Members will move/ second the officer’s recommendation or a recommendation to either:

- Dismiss the objection(s) and progress with the site for the bus shelter  
**or**
- Decide not to proceed with the proposal for a bus shelter at that site  
**or**
- Make such modifications to the proposal to which the objection relates as it thinks fit.

6. Members will discuss the moved recommendation and vote.

Once voted on, the Committee will move the next objection.

**All recommendations will go to Council for confirmation on 1 November 2023.**

<b>Final Consideration of Objections</b>	<p>Council will consider the Committee's recommendation on the bus shelters at its meeting on <b>Wednesday 1 November 2023</b></p> <p>The media and public can attend this meeting, but it will not be possible for you to speak further to your objection at the Council meeting.</p>
<b>Changes to this Procedure</b>	<p>The Committee may, at its sole discretion, vary the procedure set out above if circumstances indicate that some other procedure would be more appropriate.</p>
<b>Further Information</b>	<p>If you have any questions about the procedure outlined above please contact <b>Sarah Claridge</b>, Democracy &amp; Governance Advisor, phone 06 356-8199 extension 7410 or email <a href="mailto:sarah.claridge@pncc.govt.nz">sarah.claridge@pncc.govt.nz</a></p>

## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 9 October 2023

**TITLE:** Transport Choices, Bus Stops - Summary of Submissions for Bus Shelters

**PRESENTED BY:** Bryce Hosking, Acting Group Manager - Transport and Development, Frances Duffin, Intermediate Project Manager

**APPROVED BY:** Chris Dyhrberg, Chief Infrastructure Officer  
David Murphy, Chief Planning Officer

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### RECOMMENDATION TO ECONOMIC GROWTH COMMITTEE

1. That the Committee receive the memorandum titled 'Transport Choices, Bus Stops – Summary of Submissions for Bus Shelters,' presented to the Economic Growth Committee on 9 October 2023.
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#### 1. ISSUE

- 1.1 On 16 August 2023, the report titled '*Transport Choices: Public Transport Consultation Process and Amendment to Delegations Manual*' was presented to Council which discussed the public engagement and hearings processes in respect to the installation of bus shelters throughout the city as part of the Transport Choices Programme. Council resolved:

1. *That the Economic Growth Committee hear objections to the installation of bus shelters and recommend determination to Council.*

- 1.2 Owners and occupiers of properties that are adjacent to a proposed bus shelter were notified of the shelter proposal and provided the opportunity to object to its location. Alongside the objection process, the public were also provided the opportunity to provide feedback on the bus stop project and locations etc. The feedback period matched the specific objection period.

- 1.3 This report:

- Provides an overview of the objections received alongside the Committee hearing and considering the submissions between the 9-13 October 2023; and
- Provides a summary of the general feedback received for the project.

## 2. BACKGROUND

- 2.1 Please refer to the report titled '[Transport Choices: Public Transport Consultation Process and Amendment to Delegations Manual](#)' that was presented to Council on 16 August 2023 for background information on the Transport Choices, Bus Shelters Programme.

### Bus Stops and Shelters Overview

- 2.2 During the process of choosing bus stop and shelter locations, officers followed Waka Kotahi guidelines and took into consideration requirements of Horizons Regional Council. The focus of this process was to create a well-planned public transport network that catered to the community's needs and accommodated future growth.
- 2.3 The location analysis determined 350 bus stops will be needed, with over half of them utilising existing stops.
- 2.4 The below table provides a comparison of the current number of stops and shelters with the number required for the implementation of the new routes on 19 February 2024.

CURRENT		NEW
520	BUS STOPS inclusive of shelters	343
259	Stops decommissioned	-
-	Stops retained	261
-	Stops in new locations	82
89 (17%)	% of stops with shelters	145 (42%)

- 2.5 In summary there is a reduction in the number of stops overall, but a significant increase in the provision of shelters at stops.

## 3. OVERVIEW OF OBJECTION SUBMISSIONS

### Objection Process – Bus Shelters

- 3.1 Staff assessed each site based on the statutory requirement as set out in section 339 of the Local Government Act 1974:
- 3.2 "The council may erect on the footpath of any road a shelter for use by intending public-transport passengers or small passenger service vehicle passengers, provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road".

- 3.3 The largely repealed Local Government Act 1974 sets out a notification and objection process relating to the placement of bus shelters but is silent on bus stops in section 339.
- 3.4 The Act sets out the requirement to notify and allow for the objection by anyone 'likely to be injuriously affected' by the proposed bus shelter. The requirement is summarised as:
- Council must give notice in writing to occupier and owner of affected land frontage.
  - Owner / occupier has 14 days to object.
  - Council shall hear objections no sooner than 7 days after the date the objection is received.
- 3.5 Owners and occupiers of properties that are adjacent to a proposed bus shelter have been notified of the shelter proposal and their right to object to its location. Neighbouring properties were also informed of the proposed change.
- 3.6 Both owners and tenants were sent a letter on the 25 August 2023 outlining Council's proposal to put a shelter on the berm outside the property. The letter detailed how the stop was selected, all the considerations, as well as facilities the shelter outside their property will have. In the letter officers offer to talk to or meet affected parties to discuss any concerns as well as offer the ability to object in writing (via email or post), and to be heard at a hearing.
- 3.7 The objection period was a total of three weeks, commencing on Monday 28 August 2023 and closing at 4pm on Sunday 17 September 2023. This is a week longer than the legal minimum.

#### Overview of submissions received

- 3.8 Council received 30 objections on the proposed bus shelters.
- 3.9 Of the 30 Bus Shelter objections received:
- 3 were resolved by officers, with written confirmation that the objection has been withdrawn.
  - 3 are no longer proposed locations as they have been revised to align with the Featherston Street Safety Upgrade (Cycleway) project.
  - 4 were decided by officers that a shelter is no longer necessary, but a bus stop in that location will be retained.
  - 5 are no longer proposed locations as the new information that was provided has meant alternative locations will now be considered by officers.
  - 2 were objecting to a bus stop; hearings are limited to shelters. The commentary will be considered by officers as a part of the wider stop feedback.

- 1 was a statement in support rather than an objection.

3.10 Of the remaining 12 objections received, at least 8 of these have signalled that they would like to be heard in person.

#### **4. GENERAL FEEDBACK ON BUS STOP PROJECT**

4.1 Whilst legally bus stops can be created in road reserves, without any requirement to notify, officers still sought general feedback from the public about bus stop project and locations etc. The feedback period matched the specific objection period.

4.2 Landowners and occupiers who had a proposed new stop outside their property received a letter and so did those where a stop was proposed to be removed.

4.3 The community could also give general feedback about stop locations. Feedback was captured via Council's website, social media, and a project email address.

4.4 Please refer to Appendix 1 for a summary of the project feedback that was received.

4.5 This feedback is being considered by officers, and summary of feedback and any changes resulting from this feedback, will be published on our website by November 2023.

#### **5. NEXT STEPS**

5.1 The Committee will hear the remaining 19 objections and recommend a determination for each shelter to Council. Council will then consider these recommendations in the Council Meeting on 1 November 2023.

5.2 There is no appeal process provided for under s.339 of the Local Government Act 1974.

5.3 Objectors will be informed of Council's decision in writing.

5.4 Notification of a 14-day objection period will be given to any newly affected parties of any addresses where we intend to locate a shelter because of hearing recommendation or feedback received. Further hearings will be required should objections be received.

5.5 The project team will notify affected residents within the construction area of construction and installation timelines. Tranche 1 shelters and new stops will be installed by 19 February 2024 to meet the new route requirements.

5.6 The upgrading of existing shelters, and the decommissioning of the existing redundant shelters, will be completed by the end of June 2024.

## 6. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide?	<b>Yes</b>
Are the decisions significant?	<b>No</b>
If they are significant do, they affect land or a body of water?	<b>Yes</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special Consultative procedure?	<b>Yes</b>
Is there funding in the current Annual Plan for these actions?	<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?	<b>No</b>
The recommendations contribute to Goal 1: An Innovative and Growing City	
The recommendations contribute to the achievement of action/actions in Transport	
The action is:	
<ul style="list-style-type: none"> <li>• Develop, maintain, operate, and renew the active and public transport network to deliver on Council goals, the purpose of this plan, and the Government Policy Statement on Transport.</li> <li>• Align city active and public transport programmes with Government direction (GPS Transport) and Waka Kotahi guidance to maximise our likelihood of securing funding.</li> <li>• Advocate to Horizons Regional Council for enhancements to the urban bus service and fleet.</li> </ul>	
Contribution to strategic direction and to social, economic, environmental, and cultural well-being	Council can support greater uptake of the new bus network by providing good quality infrastructure that increases the comfort, accessibility, and the appeal of public transport.

## ATTACHMENTS

1. Summary of General Feedback of the Bus Stop and Shelter Project

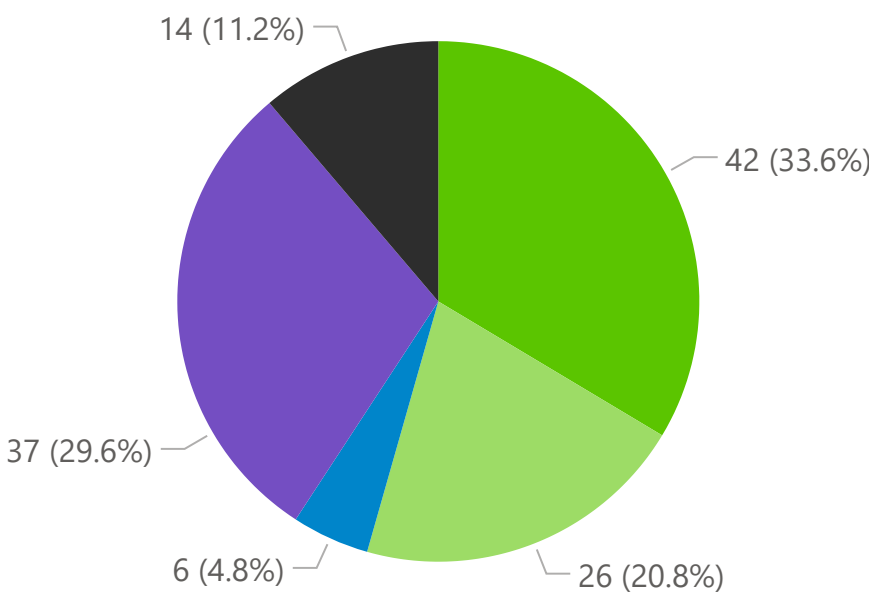






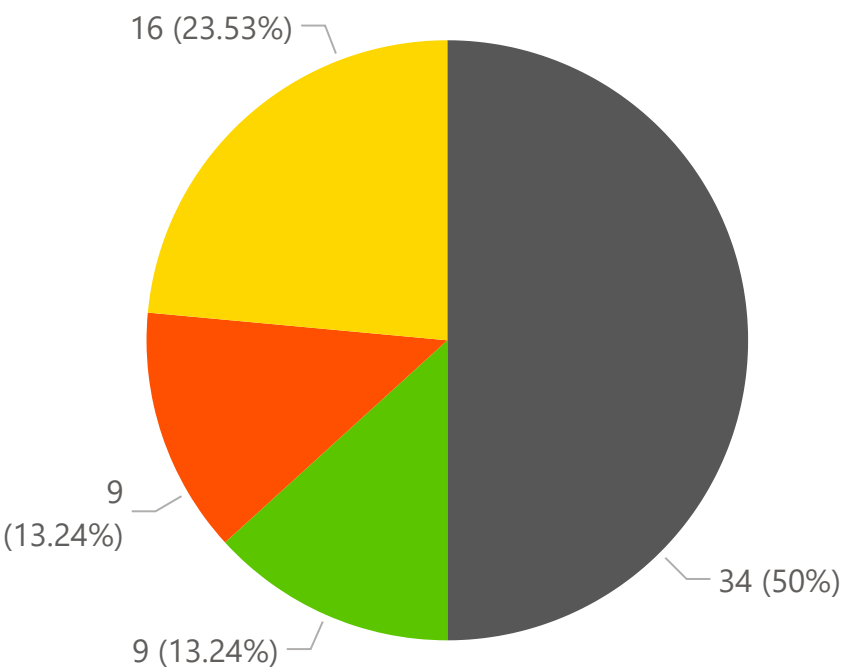
# Feedback Summary

Overall Feedback



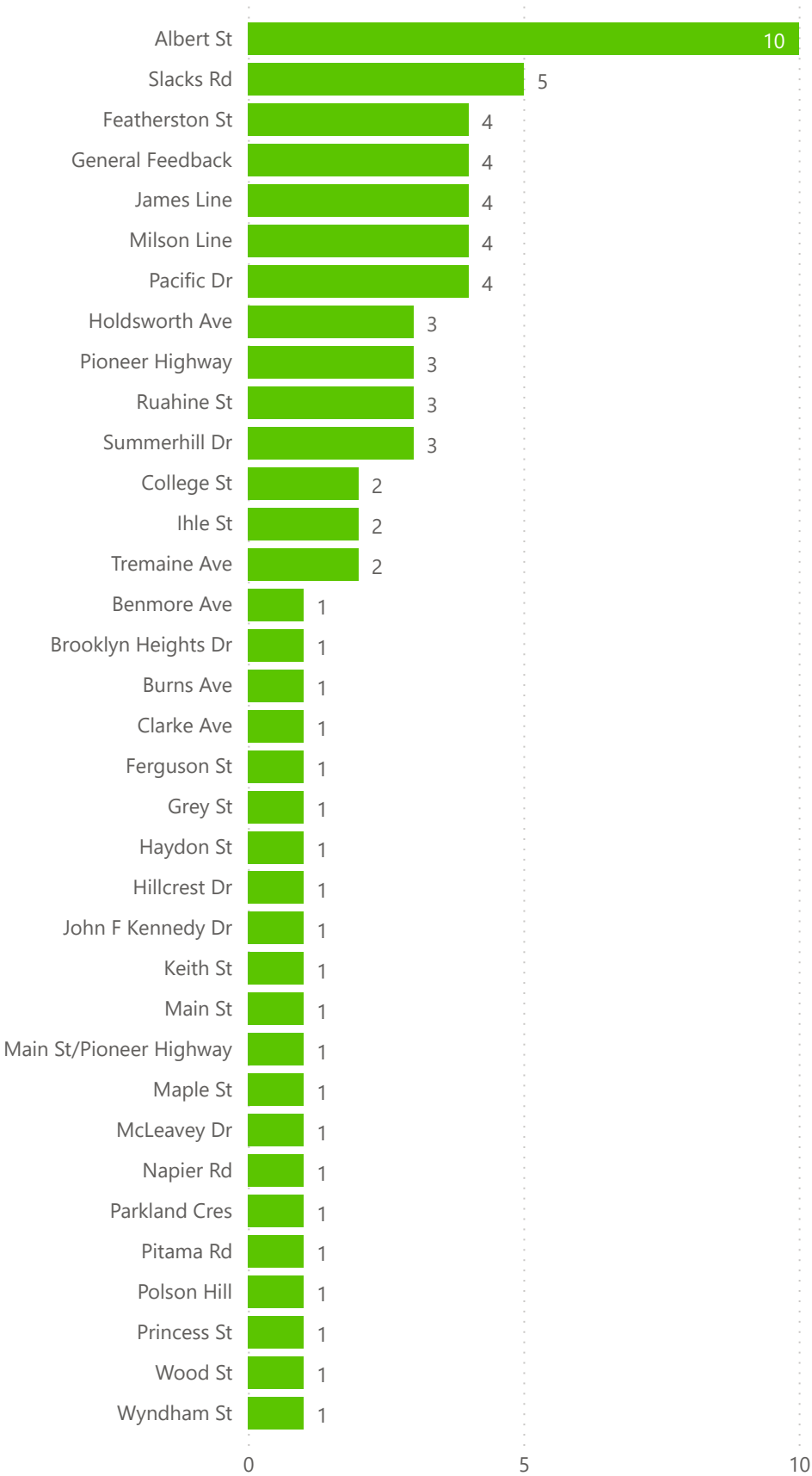
Subject ● Stop ● Shelter ● Route & Shelter ● Route ● Other

Bus Stop Feedback by Type



Type ● Concern ● Positive ● Query ● Request

Bus Stop Feedback by Street Address





## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 9 October 2023

**TITLE:** Proposed Bus Shelter: 201 John F Kennedy Drive

**PRESENTED BY:** Frances Duffin, Intermediate Project Manager

**APPROVED BY:** Chris Dyhrberg, Chief Infrastructure Officer

### RECOMMENDATION TO COUNCIL

**That the Council dismiss the objection and the Chief Executive proceed with the installation of a bus shelter at this stop.**

#### 1. PROPOSED BUS SHELTER DETAILS

<b>Bus Stop</b>	201 John F Kennedy Drive, Milson
<b>Bus Route</b>	105 Milson to Summerhill
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	Existing
<b>Objector</b>	Owner / Business
<b>Objection</b>	21

#### 2. COUNCIL ANALYSIS CRITERIA

Council officers have undertaken road safety and bus stop best practice design assessments for each proposed shelter location. They assessed:

- The shelter will not restrict nearby driveway or intersection sightlines. This includes the ability for people to safely cross the road.
- The shelter is in an appropriate location at the suitable Bus Stop site.
- That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
- Does not adversely impact underground utilities.
- Avoids the removal of trees or vegetation, where possible.
- Considers adjacent resident privacy e.g. higher fences and/or distance to front facing windows
- A confirmed new Shelter Design to fit the PNCC Urban landscape.

The reasons and advantages of this recommended option include:

- Location deemed a main corridor with high use.
- Suitable location in correlation to the proposed stop before and after along the route.

<ul style="list-style-type: none"> <li>• Protection from the weather.</li> <li>• Seating and timetable information provided within the shelter.</li> <li>• Options for public transport compliment the site activity.</li> <li>• Increases the visibility and legibility of public transport.</li> </ul> <p>Other considerations of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Increases the number of bus shelters to be maintained by Council.</li> </ul>	
<b>Horizons Regional Council</b>	<ul style="list-style-type: none"> <li>• Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</li> </ul>
<b>Waka Kotahi (NZ Transport Agency)</b>	<ul style="list-style-type: none"> <li>• The installation of the bus passenger shelters is supported by Waka Kotahi.</li> </ul>

### 3. PUBLIC OBJECTION

Consultation has been carried out with the affected property at 201 John F Kennedy Drive. The consultation period for the proposed shelter occurred from 28 August to 17 September 2023.

During the consultation period, the following feedback was received from the property owner of 201 John F Kennedy Drive objecting to the proposed shelter installation.

*"It is well known that passing drivers are enticed by the sight of 'their next car' as they drive by. This value to Turners is part of our success".*

*"Although difficult to quantify, we estimate at least 20% of our foot traffic is still 'walk up' and the constantly changing cars on view from the road are definitely a driver of this. This translates to somewhere around the 20 to 30 car sales mark, per month. Another way to try and quantify this; If we were to purchase a billboard on a major road in Palmerston North, this would cost Turners anywhere from \$10k to \$20k rate card per month – which is a significant cost to this branch".*

*"The proposed shelter outside 201 John F Kennedy Drive / Fairs Road, has a negative impact by blocking the view towards our business and vehicles displayed for sale".*

*"Risks to Health and Safety arise from people being exposed to a hazard (a source or cause of harm). Based on your guidance criteria, the proposed bus shelter has also a negative impact on the safety of the community and our team members:*

- *Vehicles and pedestrians leaving the driveway next to 171 Fairs Road onto Fairs Road, will no longer have a clear sight on upcoming traffic that is turning from JFK Drive into Fairs Road or traffic approaching from Fairs Road towards JFK Drive.*
- *Under the Health and Safety at work act (2015) section 36, it is your and our obligation as PCBUs to provide and maintain a risk-free (work) environment and to monitor the conditions at the workplace in order to prevent injuries and illness. Work site traffic can be a major cause of harm to workers and other people at work sites. The driveway next to 171 Fairs Road on Fairs Road*

*has work site traffic for businesses relying on a clear sight which will be obstructed by the proposed bus shelter”.*

*“We also have some concerns around a bus stop encouraging people to congregate at the shelter, and by bringing more people to the area directly in front of our site, potentially resulting in increased property damage e.g. vandalism of vehicles, removal of number plates etc (both of which we have experienced in the past. You have expressed concerns around vandalism in your proposal letter which supports our concern that a bus shelter may increase issues around our worksite”.*

#### 4. COUNCIL RESPONSE TO OBJECTION

Council officers appreciate the objector taking part in this process and acknowledge the issues raised.

Bus Shelter Design	<ul style="list-style-type: none"> <li>• Use of lots of translucent material providing transparency, visibility, and amenity.</li> </ul>
Bus Shelter placement / Clear sight lines	<ul style="list-style-type: none"> <li>• Officers will work with the objector to determine the logical placement of the shelter in relation to the new bus stop</li> <li>• Assessing the site, the accessway will still have good sightlines toward JFK drive, as the shelter will be set back from the road edge meaning that vehicles pulling out will be forward of the shelter. There does appear to be issues with sightlines with the opposite direction where parked cars and trees create an obstruction for visibility</li> <li>• Turners is located on a corner sight with a large frontage for the car yard. The shelter is located on the end of the car yard.</li> <li>• The shelter will obstruct sightline on a small portion of their car yard.</li> </ul>
Congregation at the shelter / Vandalism / Security	<ul style="list-style-type: none"> <li>• Council will monitor the ongoing operations and consider approaches should these matters materialize as we do with existing shelters.</li> <li>• The shelter has been designed to minimise gatherings and vandalism – with the use of LED lights, and appropriate materials.</li> <li>• Under our Road Maintenance contract, Council can deploy the contractor to remedy any vandalism immediately.</li> </ul>

#### 5. OPTIONS AVAILABLE TO THE COMMITTEE

1. Dismiss the objection and recommend to Council that the installation of the bus shelter proceed at the site.
2. Decide not to proceed with the proposed bus shelter at the site.

3. Modify the proposed shelter installation plan at the site and recommend to Council the specific modification(s).

## 6. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide? If Yes quote relevant clause(s) from Delegations Manual	<b>No</b>
Are the decisions significant?	<b>No</b>
If they are significant do, they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special Consultative procedure?	<b>No</b>
Is there funding in the current Annual Plan for these actions?	<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?	<b>No</b>
The recommendations contribute to Goal 1: An Innovative and Growing City	
The recommendations contribute to the achievement of action/actions in Transport The action is: Active and Public transport are genuine mode choices	
Contribution to strategic direction and to social, economic, environmental, and cultural well-being	Increases the number of bus shelters to be maintained by Council.

## ATTACHMENTS

1. Proposed Bus Stop and Route [↓](#) 

Appendix 1: Bus stop and Route Map:



Black = Retain  
Orange = Decommission/Remove  
Blue = New

Appendix 2: Street View





## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 9 October 2023

**TITLE:** Proposed Bus Shelter: 128 Pacific Drive

**PRESENTED BY:** Frances Duffin, Intermediate Project Manager

**APPROVED BY:** Chris Dyhrberg, Chief Infrastructure Officer

### RECOMMENDATION TO COUNCIL

That the Council dismiss the objection and the Chief Executive proceed with the installation of a bus shelter at this stop.

#### 1. PROPOSED BUS SHELTER DETAILS

<b>Bus Stop</b>	128 Pacific Drive, Fitzherbert
<b>Bus Route</b>	123 Massey to City South; and 105 Summerhill to Milson
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<b>Objector</b>	Owner
<b>Objection</b>	17

#### 2. COUNCIL ANALYSIS CRITERIA

Council officers have undertaken road safety and bus stop best practice design assessments for each proposed shelter location. They assessed:

- The shelter will not restrict nearby driveway or intersection sightlines. This includes the ability for people to safely cross the road.
- The shelter is in an appropriate location at the suitable Bus Stop site.
- That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
- Does not adversely impact underground utilities.
- Avoids the removal of trees or vegetation, where possible.
- Considers adjacent resident privacy e.g. higher fences and/or distance to front facing windows
- A confirmed new Shelter Design to fit the PNCC Urban landscape.

The reasons and advantages of this recommended option include:

- Location deemed a main corridor with high use.
- Suitable location in correlation to the proposed stop before and after along

<p>the route.</p> <ul style="list-style-type: none"> <li>• Protection from the weather.</li> <li>• Seating and timetable information provided within the shelter.</li> <li>• Options for public transport compliment the site activity.</li> <li>• Increases the visibility and legibility of public transport.</li> </ul> <p>Other considerations of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Increases the number of bus shelters to be maintained by Council.</li> </ul>	
<b>Horizons Regional Council</b>	<ul style="list-style-type: none"> <li>• Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</li> </ul>
<b>Waka Kotahi (NZ Transport Agency)</b>	<ul style="list-style-type: none"> <li>• The installation of the bus passenger shelters is supported by Waka Kotahi.</li> </ul>

### 3. PUBLIC OBJECTION

Consultation has been carried out with the affected property at 128 Pacific Drive. The consultation period for the proposed shelter occurred from 28 August to 17 September 2023.

During the consultation period, the following feedback was received from the property owner of 128 Pacific Drive objecting to the proposed shelter installation.

*"With the constant flow of traffic that uses Pacific Drive I am concerned that a bus shelter on the berm of my property will block my view when backing out of my driveway as there is a slight corner further up the road which also obstructs my clear view I feel this is not the right place for this shelter for safety reasons".*

*"It is also not a good place for a bus to be stopping right where a future intersection is proposed across the road blocking the view of traffic on both sides of the road and making it unsafe for people to cross the road to catch the bus".*

*"I also have no road fence which gives me no privacy with a bus shelter right there when I am in my front gardens. (Which is supposed to be one of your considerations higher fences for privacy.)"*

*"I also feel that with the number of dog walkers now in the area it is just another lamp post for the dogs to use or do their business next to and as you did mention in your letter they do get vandalised and I do not need any vandalism happening outside my property".*

*"It appears that you have not followed all of your own considerations when considering the bus shelter outside my property".*

#### 4. COUNCIL RESPONSE TO OBJECTION

Council officers appreciate the objector taking part in this process and acknowledge the issues raised.

Location on roadside	<ul style="list-style-type: none"> <li>The location was identified by GHD as the best option along this bus route, in relation to the previous and following bust stops</li> <li>Sight lines were considered and deemed acceptable</li> </ul>
Future intersection	<ul style="list-style-type: none"> <li>The location was identified by GHD as suitable in relation to the future intersection on the opposite side of the road.</li> <li>Under Plan Change G, the intersection will connect to a local centre, which will be a high attraction location for future passengers.</li> </ul>
No fence / Privacy	<ul style="list-style-type: none"> <li>When the location was identified, it was considered adjacent resident privacy e.g higher fences and/or distance to front facing windows</li> </ul>
Dogs going toilet	<ul style="list-style-type: none"> <li>This is valid for any infrastructure in the public realm.</li> <li>Council will engage with contractor to schedule regular maintenance of all Bus Shelters</li> </ul>
Vandalism	<ul style="list-style-type: none"> <li>The shelter has been designed to minimise vandalism – with the use of LED lights, and appropriate materials</li> <li>Under the Road Maintenance contract, should there be any concerns with the vandalism within the shelter, Council will deploy the contractor to remedy immediately</li> </ul>

#### 5. OPTIONS AVAILABLE TO THE COMMITTEE

1. Dismiss the objection and recommend to Council that the installation of the bus shelter proceed at the site.
2. Decide not to proceed with the proposed bus shelter at the site.
3. Modify the proposed shelter installation plan at the site and recommend to Council the specific modification(s).

#### 6. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide?	<b>No</b>
If Yes quote relevant clause(s) from Delegations Manual	
Are the decisions significant?	<b>No</b>
If they are significant do, they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>

Does this decision require consultation through the Special Consultative procedure?		<b>No</b>
Is there funding in the current Annual Plan for these actions?		<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?		<b>No</b>
The recommendations contribute to Goal 1: An Innovative and Growing City		
The recommendations contribute to the achievement of action/actions in Transport		
The action is: Active and Public transport are genuine mode choices		
Contribution to strategic direction and to social, economic, environmental, and cultural well-being	Increases the number of bus shelters to be maintained by Council.	

## ATTACHMENTS

1. Proposed Bus Stop and Route [↓](#) 

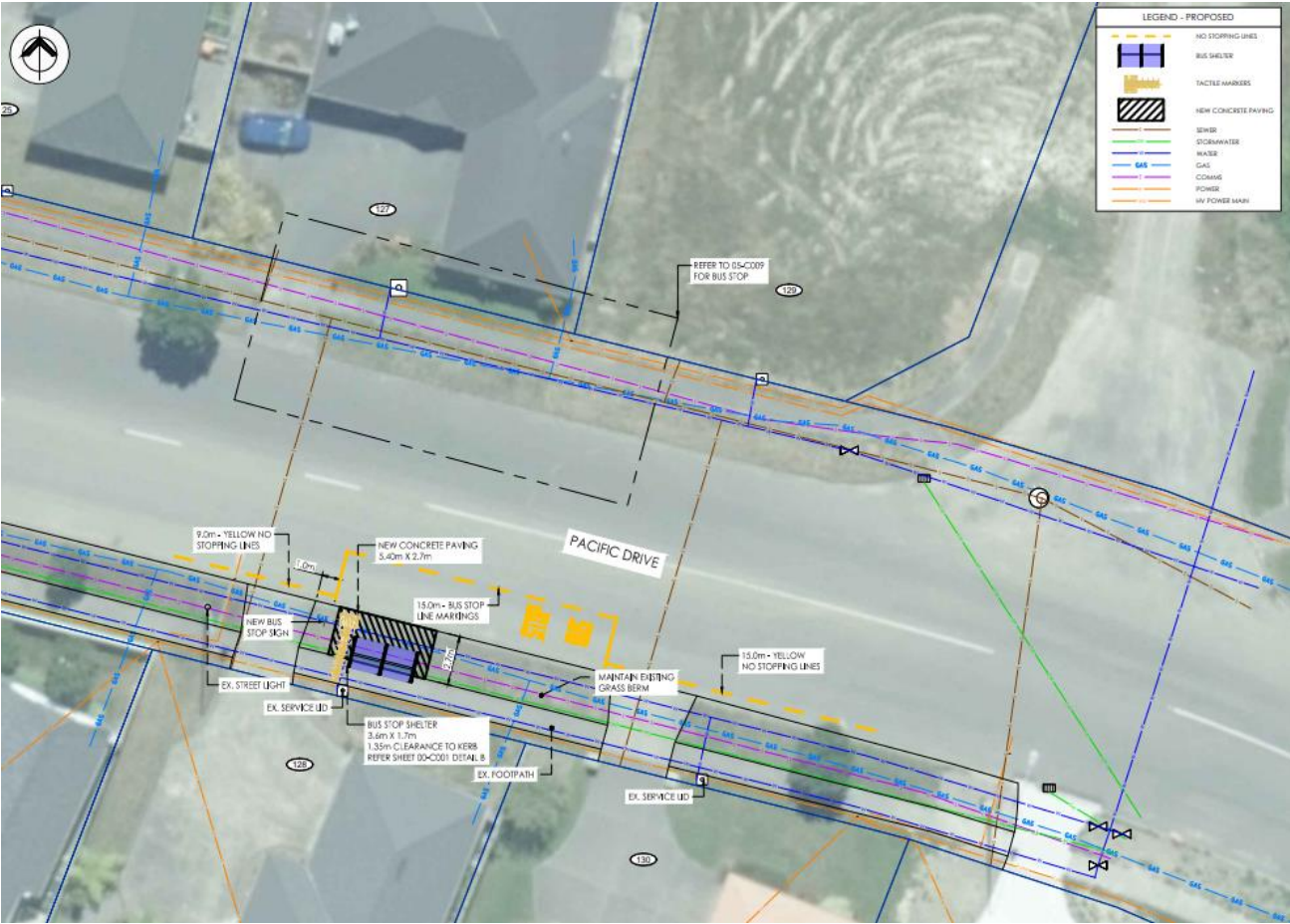
**Appendix 1: Bus stop and Route Map**



## Appendix 2: Street View



Appendix 3: Site Specific Bus Stop and Shelter design







## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 9 October 2023

**TITLE:** Proposed Bus Shelter: 742 Pioneer Highway

**PRESENTED BY:** Frances Duffin, Intermediate Project Manager

**APPROVED BY:** Chris Dyhrberg, Chief Infrastructure Officer

### RECOMMENDATION TO COUNCIL

**That the Council dismiss the objection and the Chief Executive proceed with the installation of a bus shelter at this stop.**

#### 1. PROPOSED BUS SHELTER DETAILS

<b>Bus Stop</b>	742 Pioneer Highway, Takaro
<b>Bus Route</b>	103 Hokowhitu to Cloverlea 106 Kelvin Grove to Pioneer Hwy
<b>Inbound / Outbound</b>	Outbound
<b>New / Existing Stop</b>	New
<b>Objector</b>	Tenant / Business
<b>Objection</b>	30

#### 2. COUNCIL ANALYSIS CRITERIA

Council officers have undertaken road safety and bus stop best practice design assessments for each proposed shelter location. They assessed:

- The shelter will not restrict nearby driveway or intersection sightlines. This includes the ability for people to safely cross the road.
- The shelter is in an appropriate location at the suitable Bus Stop site.
- That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
- Does not adversely impact underground utilities.
- Avoids the removal of trees or vegetation, where possible.
- Considers adjacent resident privacy e.g. higher fences and/or distance to front facing windows
- A confirmed new Shelter Design to fit the PNCC Urban landscape.

The reasons and advantages of this recommended option include:

- Location deemed a main corridor with high use.
- Suitable location in correlation to the proposed stop before and after along

<p>the route.</p> <ul style="list-style-type: none"> <li>• Protection from the weather.</li> <li>• Seating and timetable information provided within the shelter.</li> <li>• Options for public transport compliment the site activity.</li> <li>• Increases the visibility and legibility of public transport.</li> </ul> <p>Other considerations of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Increases the number of bus shelters to be maintained by Council.</li> </ul>	
<b>Horizons Regional Council</b>	<ul style="list-style-type: none"> <li>• Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</li> </ul>
<b>Waka Kotahi (NZ Transport Agency)</b>	<ul style="list-style-type: none"> <li>• The installation of the bus passenger shelters is supported by Waka Kotahi.</li> </ul>

### 3. PUBLIC OBJECTION

Consultation has been carried out with the affected property at 742 Pioneer Highway. The consultation period for the proposed shelter occurred from 28 August to 17 September 2023.

During the consultation period, the following feedback was received from the property owner of 742 Pioneer Highway objecting to the proposed shelter installation.

*"Where this proposed bus shelter is going to be is used as a dedicated loading zone outside the shop area (marked) sometimes up to 15 times per day by various sized trucks. They are opposing this bus stop as there is not sufficient room to unload trucks outside this site as there are cycle obstructions leading up to and after the loading zone to keep the cyclist safe. If you visit this site, there are no other options for a loading zone as the road and parking is all allocated to cycle lanes and safety poles".*

*"They have said they will lose business if they cannot load up their trucks for deliveries in a safe manner".*

### 4. COUNCIL RESPONSE TO OBJECTION

Council officers appreciate the objector taking part in this process and acknowledge the issues raised.

Location to Route and Stops	<ul style="list-style-type: none"> <li>• This stop is on a new Route.</li> <li>• This stop needs to service the disestablished Stops/Route from Pioneer to College Street (including Ferguson).</li> </ul>
Loading Zones	<ul style="list-style-type: none"> <li>• There are another 2 Loading Zones, at a minimum, close by – see image as appendix.</li> </ul>
Cycle way	<ul style="list-style-type: none"> <li>• The bus stop and shelter are being designed to integrate with the cycleway – as per appendix 3 image.</li> </ul>

## 5. OPTIONS AVAILABLE TO THE COMMITTEE

1. Dismiss the objection and recommend to Council that the installation of the bus shelter proceed at the site.
2. Decide not to proceed with the proposed bus shelter at the site.
3. Modify the proposed shelter installation plan at the site and recommend to Council the specific modification(s).

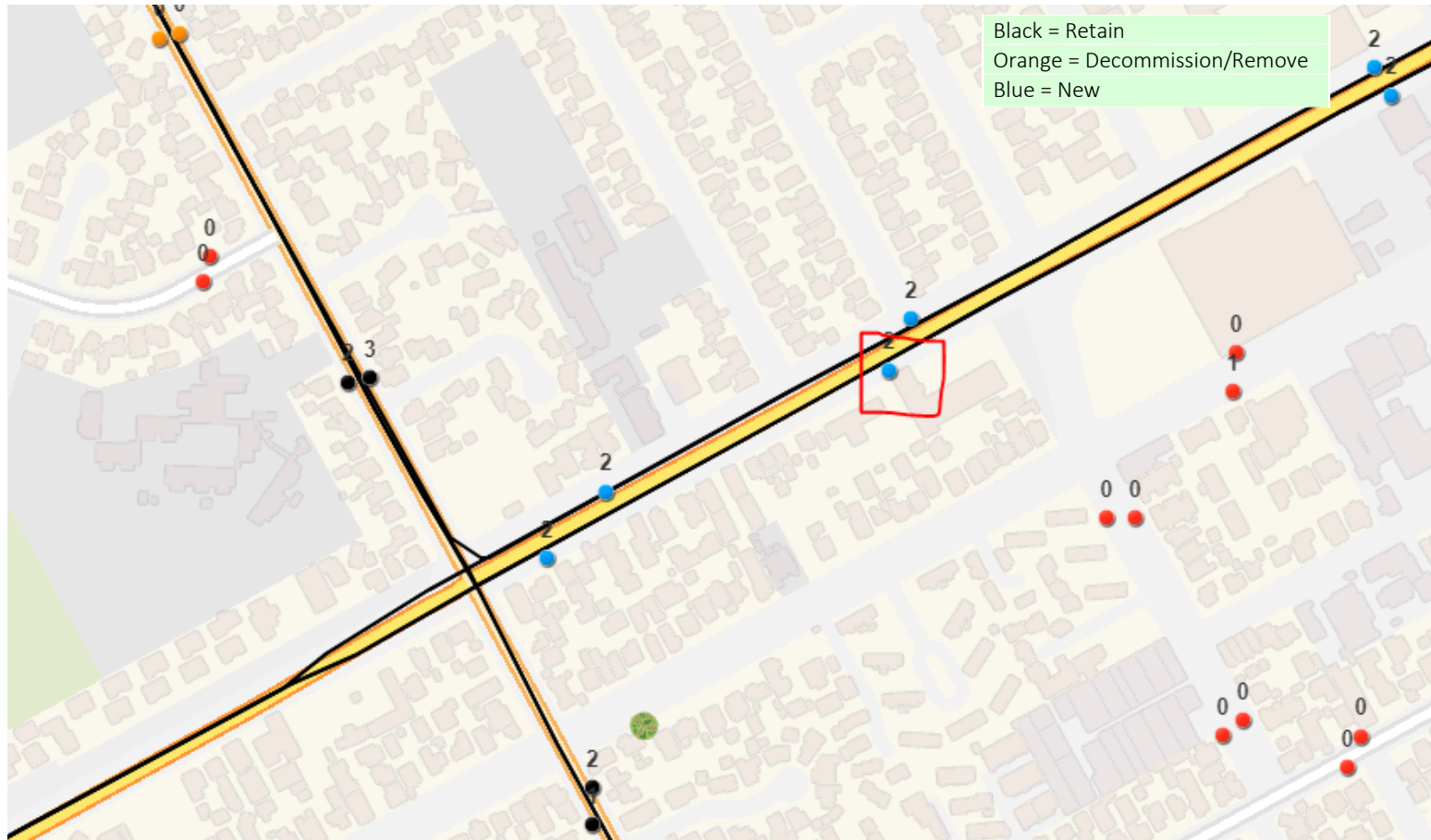
## 6. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide? If Yes quote relevant clause(s) from Delegations Manual	<b>No</b>
Are the decisions significant?	<b>No</b>
If they are significant do, they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special Consultative procedure?	<b>No</b>
Is there funding in the current Annual Plan for these actions?	<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?	<b>No</b>
The recommendations contribute to Goal 1: An Innovative and Growing City	
The recommendations contribute to the achievement of action/actions in Transport	
The action is: Active and Public transport are genuine mode choices	
Contribution to strategic direction and to social, economic, environmental, and cultural well-being	Increases the number of bus shelters to be maintained by Council.

## ATTACHMENTS

1. Proposed Bus Stop and Route [↓](#) 

Appendix 1: Bus stop and Route Map

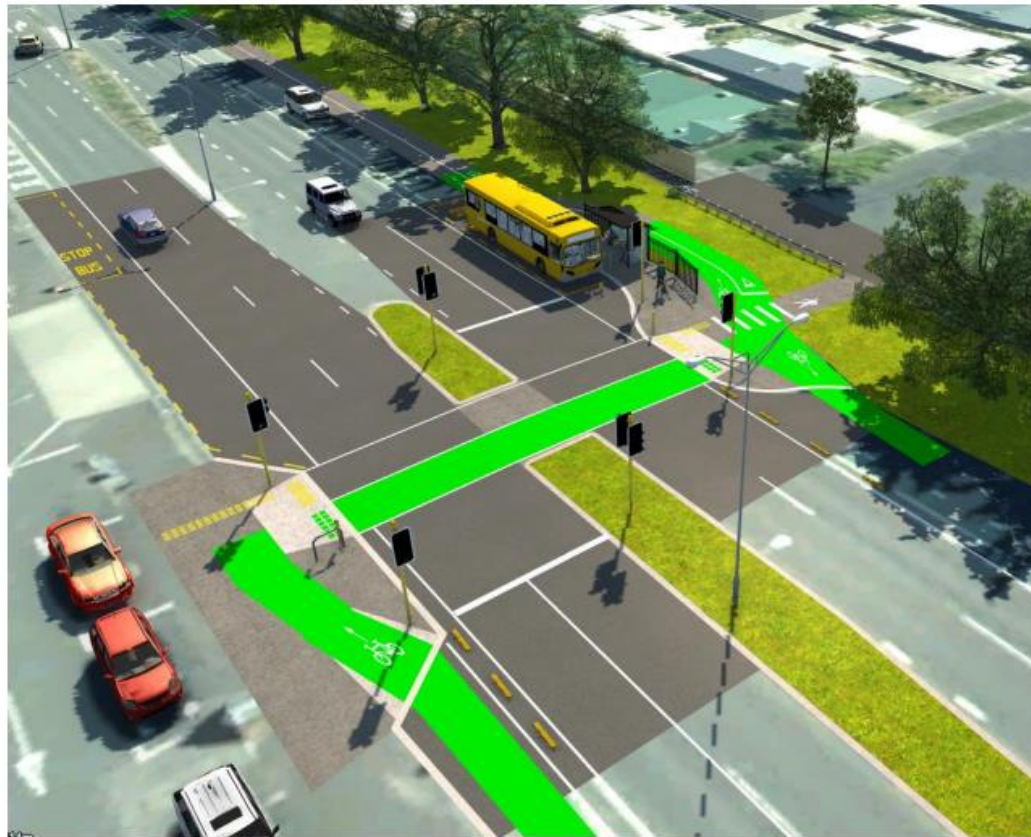


Appendix 2: Street View



### Appendix 3: Site Specific Bus Stop and Shelter design

\* The bus stop this objection refers to is on the left hand side of the below image. However, this shows the bigger scale of this piece of work, and signalised crossing with the new bus stop on the other side.





## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 9 October 2023

**TITLE:** Proposed Bus Shelter: 739 Tremain Avenue

**PRESENTED BY:** Frances Duffin, Intermediate Project Manager

**APPROVED BY:** Chris Dyhrberg, Chief Infrastructure Officer

### RECOMMENDATION TO COUNCIL

**That the Council dismiss the objection and the Chief Executive proceed with the installation of a bus shelter at this stop.**

#### 1. PROPOSED BUS SHELTER DETAILS

<b>Bus Stop</b>	739 Tremain Avenue
<b>Bus Route</b>	102 Awapuni to Kelvin Grove
<b>Inbound / Outbound</b>	Outbound
<b>New / Existing Stop</b>	Existing
<b>Objector</b>	Business Owner
<b>Objection</b>	14

#### 2. COUNCIL ANALYSIS CRITERIA

Council officers have undertaken road safety and bus stop best practice design assessments for each proposed shelter location. They assessed:

- The shelter will not restrict nearby driveway or intersection sightlines. This includes the ability for people to safely cross the road.
- The shelter is in an appropriate location at the suitable Bus Stop site.
- That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
- Does not adversely impact underground utilities.
- Avoids the removal of trees or vegetation, where possible.
- Considers adjacent resident privacy e.g. higher fences and/or distance to front facing windows
- A confirmed new Shelter Design to fit the PNCC Urban landscape.

The reasons and advantages of this recommended option include:

- Location deemed a main corridor with high use.
- Suitable location in correlation to the proposed stop before and after along the route.

<ul style="list-style-type: none"> <li>• Protection from the weather.</li> <li>• Seating and timetable information provided within the shelter.</li> <li>• Options for public transport compliment the site activity.</li> <li>• Increases the visibility and legibility of public transport.</li> </ul> <p>Other considerations of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Increases the number of bus shelters to be maintained by Council.</li> </ul>	
<b>Horizons Regional Council</b>	Horizons has been consulted on the proposed shelter and have no concerns with the proposal.
<b>Waka Kotahi (NZ Transport Agency)</b>	The installation of the bus passenger shelters is supported by Waka Kotahi.

### 3. PUBLIC OBJECTION

Consultation has been carried out with the affected property at 739 Tremaine Avenue. The consultation period for the proposed shelter occurred from 28 August to 17 September 2023.

During the consultation period, the following feedback was received from the property owner of 739 Tremaine Avenue objecting to the proposed shelter installation.

*"The reason we are objecting to the erection of the proposed bus shelter is that as part of this move (and after consulting with the PNCC) we erected a luminated roadside monolith sign the cost us just on \$25,000 including construction, Hiab's, wiring and foundations. This sign has been placed in the middle of the property just inside the front fence for maximum visibility."*

*"The erection of a bus shelter will block the visibility of this sign, making it difficult for people to find us, and to be able to see the services our business offers to the public. It may also impede the vision of drivers being able to see south down Tremaine Avenue as they exit from our business creating a traffic hazard."*

*"We would like you and your project team to consider the financial and safety implications to our business should a shelter be placed in front of our road sign obscuring its and drivers' vision."*

### 4. COUNCIL RESPONSE TO OBJECTION

Council officers appreciate the objector taking part in this process and acknowledge the issues raised.

Blocking business signage	<ul style="list-style-type: none"> <li>• Officers will work with the objector to determine the logical placement of the shelter, minimising impact on signage.</li> </ul>
Sight lines	<ul style="list-style-type: none"> <li>• When the site is assessed, the shelter will be placed in a location that mitigates any effect on sight lines.</li> </ul>



## 5. OPTIONS AVAILABLE TO THE COMMITTEE

1. Dismiss the objection and recommend to Council that the installation of the bus shelter proceed at the site.
2. Decide not to proceed with the proposed bus shelter at the site.
3. Modify the proposed shelter installation plan at the site and recommend to Council the specific modification(s).

## 6. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide? If Yes quote relevant clause(s) from Delegations Manual	<b>No</b>
Are the decisions significant?	<b>No</b>
If they are significant do, they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special Consultative procedure?	<b>No</b>
Is there funding in the current Annual Plan for these actions?	<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?	<b>No</b>
The recommendations contribute to Goal 1: An Innovative and Growing City	
The recommendations contribute to the achievement of action/actions in Transport	
The action is: Active and Public transport are genuine mode choices	
Contribution to strategic direction and to social, economic, environmental, and cultural well-being	Increases the number of bus shelters to be maintained by Council.

## ATTACHMENTS

1. Bus Stop and Route Map [↓](#) 









## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 9 October 2023

**TITLE:** Proposed Bus Shelter: 61 Albert Street

**PRESENTED BY:** Frances Duffin, Intermediate Project Manager

**APPROVED BY:** Chris Dyhrberg, Chief Infrastructure Officer

### RECOMMENDATION TO COUNCIL

**That the Council dismiss the objection and the Chief Executive proceed with the installation of a bus shelter at this stop.**

#### 1. PROPOSED BUS SHELTER DETAILS

<b>Bus Stop</b>	61 Albert Street
<b>Bus Route</b>	121 Massey to City East
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<b>Objector</b>	Owner
<b>Objection</b>	27

#### 2. COUNCIL ANALYSIS CRITERIA

Council officers have undertaken road safety and bus stop best practice design assessments for each proposed shelter location. They assessed:

- The shelter will not restrict nearby driveway or intersection sightlines. This includes the ability for people to safely cross the road.
- The shelter is in an appropriate location at the suitable Bus Stop site.
- That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
- Does not adversely impact underground utilities.
- Avoids the removal of trees or vegetation, where possible.
- Considers adjacent resident privacy e.g. higher fences and/or distance to front facing windows
- A confirmed new Shelter Design to fit the PNCC Urban landscape.

The reasons and advantages of this recommended option include:

- Location deemed a main corridor with high use.
- Suitable location in correlation to the proposed stop before and after along the route.

<ul style="list-style-type: none"> <li>• Protection from the weather.</li> <li>• Seating and timetable information provided within the shelter.</li> <li>• Options for public transport complement the site activity.</li> <li>• Increases the visibility and legibility of public transport.</li> </ul> <p>Other considerations of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Increases the number of bus shelters to be maintained by Council.</li> </ul>	
<b>Horizons Regional Council</b>	<ul style="list-style-type: none"> <li>• Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</li> </ul>
<b>Waka Kotahi (NZ Transport Agency)</b>	<ul style="list-style-type: none"> <li>• The installation of the bus passenger shelters is supported by Waka Kotahi.</li> </ul>

### 3. PUBLIC OBJECTION

Consultation has been carried out with the affected property at 61 Albert Street. The consultation period for the proposed shelter occurred from 28 August to 17 September 2023.

During the consultation period, the following feedback was received from the property owner of 61 Albert Street objecting to the proposed shelter installation.

*"Our house is located close to the front of the property; we have a fence that is easy to see over and no gate. We also have a tree that was planted in the last 4 years outside our property".*

*"All the things that were meant to be considered for placement of a bus stop with shelter appear to have been ignored for the stop suggested to go outside our property. We note the park outside our property regularly has a vehicle parked there both during day and night".*

*"Additionally, a childcare facility is located next door and the car park outside our property is used regularly by employees and parents".*

*"Closer to the Broadway roundabout and outside the New World loading area is the ideal place for a stop that would have no impact on any residences in the street. Additionally, car parks outside New World are often free throughout the day and overnight".*

*"As a family we are already picking up rubbish out of our garden as our fence is low enough for people to just drop their rubbish into our property. The addition of a bus stop will likely increase this problem".*

*"The street is also very busy at peak times and needing to navigate a bus stopping regularly also will increase the difficulty in leaving and entering for us and the day care neighbours".*

*"I would request to see the research papers and documents in which the decision was made that a stop outside 61 Albert Street was the best option".*

#### 4. COUNCIL RESPONSE TO OBJECTION

Council officers appreciate the objector taking part in this process and acknowledge the issues raised.

No fence / Privacy	<ul style="list-style-type: none"> <li>When the location was identified, it was considered adjacent resident privacy e.g. higher fences and/or distance to front facing windows.</li> </ul>
Removal of on street parking	<ul style="list-style-type: none"> <li>Parking needs to be removed to enable a Bus Stop to be built this will enable an additional mode of transport to be provided at the site which may improve any parking issues.</li> </ul>

#### 5. OPTIONS AVAILABLE TO THE COMMITTEE:

1. Dismiss the objection and recommend to Council that the installation of the bus shelter proceed at the site.
2. Decide not to proceed with the proposed bus shelter at the site.
3. Modify the proposed shelter installation plan at the site and recommend to Council the specific modification(s).

#### 6. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide?	<b>No</b>
If Yes quote relevant clause(s) from Delegations Manual	
Are the decisions significant?	<b>No</b>
If they are significant do, they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special Consultative procedure?	<b>No</b>
Is there funding in the current Annual Plan for these actions?	<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?	<b>No</b>
The recommendations contribute to Goal 1: An Innovative and Growing City	
The recommendations contribute to the achievement of action/actions in Transport	
The action is: Active and Public transport are genuine mode choices	
Contribution to strategic direction and to social, economic,	Increases the number of bus shelters to be maintained by Council.

environmental, and cultural well-being	
----------------------------------------	--

## ATTACHMENTS

1. Proposed Bus Stop and Route [↓](#) 



**Appendix 1: Bus stop and Route Map**



## Appendix 2: Street View



Appendix 3: Site Specific Bus Stop and Shelter design





## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 9 October 2023

**TITLE:** Proposed Bus Shelter: 550 Ruahine Street

**PRESENTED BY:** Frances Duffin, Intermediate Project Manager

**APPROVED BY:** Chris Dyhrberg, Chief Infrastructure Officer

### RECOMMENDATION TO COUNCIL

**That the Council dismiss the objection and the Chief Executive proceed with the installation of a bus shelter at this stop.**

#### 1. PROPOSED BUS SHELTER DETAILS

<b>Bus Stop</b>	550 Ruahine Street, Hokowhitu
<b>Bus Route</b>	103 Cloverlea - Hokowhitu
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	Existing
<b>Objector</b>	Owner
<b>Objection</b>	23

#### 2. COUNCIL ANALYSIS CRITERIA

Council officers have undertaken road safety and bus stop best practice design assessments for each proposed shelter location. They assessed:

- The shelter will not restrict nearby driveway or intersection sightlines. This includes the ability for people to safely cross the road.
- The shelter is in an appropriate location at the suitable Bus Stop site.
- That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
- Does not adversely impact underground utilities.
- Avoids the removal of trees or vegetation, where possible.
- Considers adjacent resident privacy e.g. higher fences and/or distance to front facing windows
- A confirmed new Shelter Design to fit the PNCC Urban landscape.

The reasons and advantages of this recommended option include:

- Location deemed a main corridor with high use.
- Suitable location in correlation to the proposed stop before and after along the route.

<ul style="list-style-type: none"> <li>• Protection from the weather.</li> <li>• Seating and timetable information provided within the shelter.</li> <li>• Options for public transport compliment the site activity.</li> <li>• Increases the visibility and legibility of public transport.</li> </ul> <p>Other considerations of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Increases the number of bus shelters to be maintained by Council.</li> </ul>	
<b>Horizons Regional Council</b>	<ul style="list-style-type: none"> <li>• Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</li> </ul>
<b>Waka Kotahi (NZ Transport Agency)</b>	<ul style="list-style-type: none"> <li>• The installation of the bus passenger shelters is supported by Waka Kotahi.</li> </ul>

### 3. PUBLIC OBJECTION

Consultation has been carried out with the affected property at 550 Ruahine Street. The consultation period for the proposed shelter occurred from 28 August to 17 September 2023.

During the consultation period, the following feedback was received from the property owner of 550 Ruahine Street objecting to the proposed shelter installation.

*"Visibility exiting our driveway onto the road would be blocked. We live right next to a school and in the mornings and afternoons it can be hard enough getting out of our driveway without another barrier in the way. This would make it more dangerous".*

*"Often bus shelters get vandalised and we do not want to attract that right outside our house especially since we have young children living there. This is a safety concern".*

*"We do not have a high fence out the front of our property and we have two bedrooms at the front of our house, which are not far from the street. This would affect our privacy".*

*"Our opinion is that the bus shelter will detract from the visual street appeal of our home therefore substantially effecting the value of our home".*

*"As an observation we note that in close proximity in front of the school field there could be a bus shelter there that would have little to no impact to any residential properties".*

### 4. COUNCIL RESPONSE TO OBJECTION

Council Officers appreciate the objector taking part in this process and acknowledge the issues raised.

Sight lines	<ul style="list-style-type: none"> <li>• When the site is assessed, the shelter will be placed in a location that will mitigate any effect on sight lines.</li> </ul>
Placement in relation to house	<ul style="list-style-type: none"> <li>• The shelter would be as close to the neighbouring property and driveway, away from the driveway at this address – sitting as close to the front of the bus</li> </ul>

	stop road marking as possible.
Vandalism and destruction	<ul style="list-style-type: none"> <li>• Council will monitor the ongoing operations and consider approaches should these matters materialise as we do with the existing shelter network.</li> <li>• The shelter has been designed to minimise gatherings and vandalism – with the use of LED lights, and appropriate materials.</li> <li>• Under our Road Maintenance contract, Council can deploy the contractor to remedy any vandalism immediately.</li> </ul>
Proximity to bedroom window	<ul style="list-style-type: none"> <li>• The lights within the shelter will be scheduled to turn off after the last bus.</li> <li>• The lights within the shelter are going to be the appropriate LUX level so not to affect adjacent properties.</li> <li>• When the location was identified, it was considered adjacent resident privacy e.g. higher fences and/or distance to front facing windows.</li> </ul>
Devalue Home	<ul style="list-style-type: none"> <li>• Value of property is linked to amenity, and public transport increases amenities in the area. Current research conducted in NZ, supports that where houses are located to Bus Stops, there is a minor increase to value. Council is not aware of any evidence of bus stops decreasing property value.</li> </ul>
Alternative location	<ul style="list-style-type: none"> <li>• We have not assessed the objector's alternative location.</li> </ul>

## 5. OPTIONS AVAILABLE TO THE COMMITTEE

1. Dismiss the objection and recommend to Council that the installation of the bus shelter proceed at the site.
2. Decide not to proceed with the proposed bus shelter at the site.
3. Modify the proposed shelter installation plan at the site and recommend to Council the specific modification(s).

## 6. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide?	<b>No</b>
If Yes quote relevant clause(s) from Delegations Manual	
Are the decisions significant?	<b>No</b>
If they are significant do, they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special	<b>No</b>



Consultative procedure?		
Is there funding in the current Annual Plan for these actions?		<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?		<b>No</b>
The recommendations contribute to Goal 1: An Innovative and Growing City		
The recommendations contribute to the achievement of action/actions in Transport		
The action is: Active and Public transport are genuine mode choices		
Contribution to strategic direction and to social, economic, environmental, and cultural well-being	Increases the number of bus shelters to be maintained by Council.	

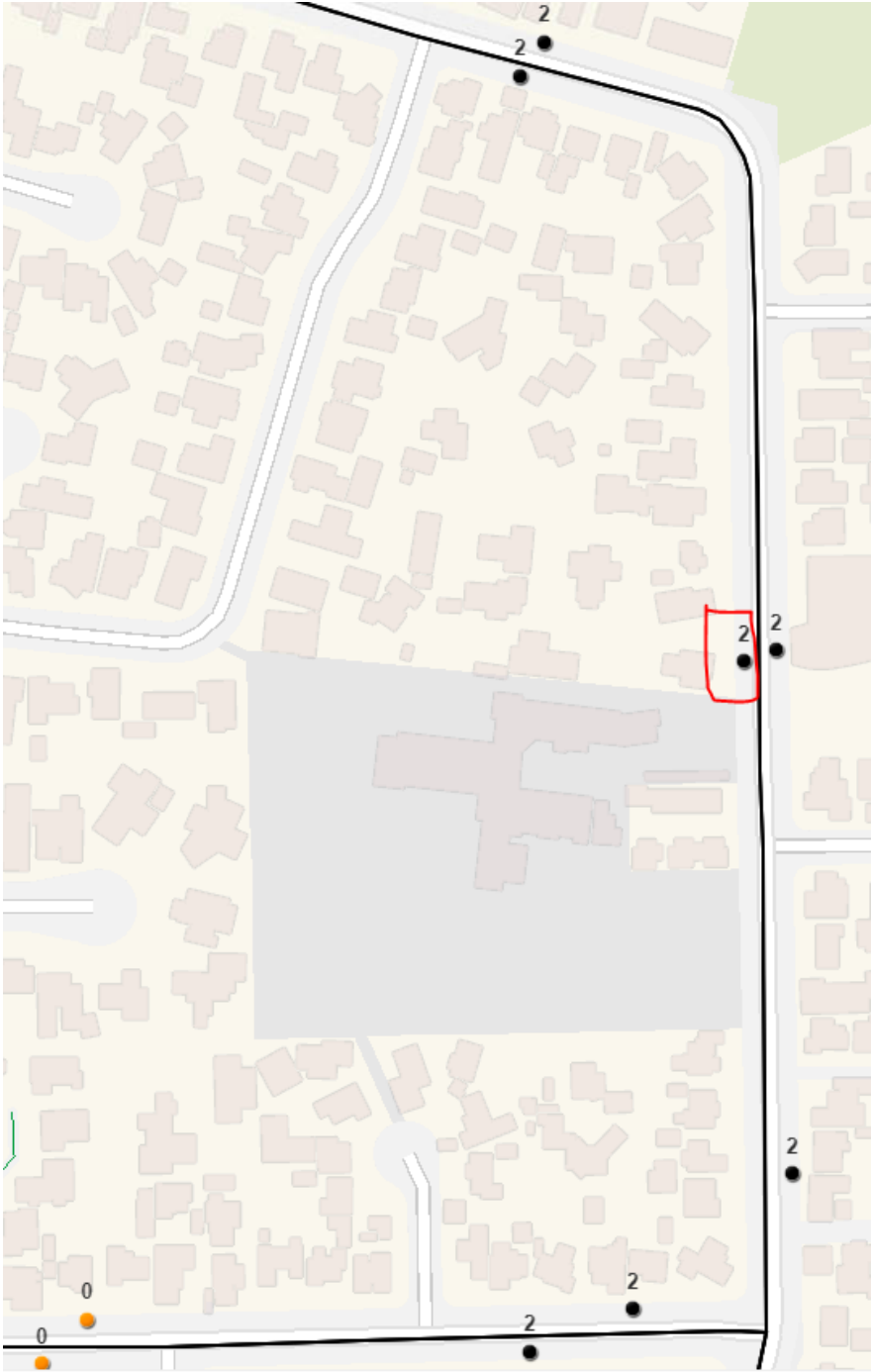
## ATTACHMENTS

1. Proposed Bus Stop and Route [↓](#) 



Appendix 1: Bus stop and Route Map:

- Black = Retain
- Orange = Decommission/Remove
- Blue = New



Appendix 2: Street View 1 of 2



Street View 2 of 2





## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 9 October 2023

**TITLE:** Proposed Bus Shelter: 296 Ruahine Street

**PRESENTED BY:** Frances Duffin, Intermediate Project Manager

**APPROVED BY:** Chris Dyhrberg, Chief Infrastructure Officer

### RECOMMENDATION TO COUNCIL

**That the Council dismiss the objection and the Chief Executive proceed with the installation of a bus shelter at this stop.**

#### 1. PROPOSED BUS SHELTER DETAILS

<b>Bus Stop</b>	296 Ruahine Street, Terrace End
<b>Bus Route</b>	103 Hokowhitu to Cloverlea
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<b>Objector</b>	Owner
<b>Objection</b>	24

#### 2. COUNCIL ANALYSIS CRITERIA

Council officers have undertaken road safety and bus stop best practice design assessments for each proposed shelter location. They assessed:

- The shelter will not restrict nearby driveway or intersection sightlines. This includes the ability for people to safely cross the road.
- The shelter is in an appropriate location at the suitable Bus Stop site.
- That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
- Does not adversely impact underground utilities.
- Avoids the removal of trees or vegetation, where possible.
- Considers adjacent resident privacy e.g. higher fences and/or distance to front facing windows
- A confirmed new Shelter Design to fit the PNCC Urban landscape.

The reasons and advantages of this recommended option include:

- Location deemed a main corridor with high use.
- Suitable location in correlation to the proposed stop before and after along the route.



<ul style="list-style-type: none"> <li>• Protection from the weather.</li> <li>• Seating and timetable information provided within the shelter.</li> <li>• Options for public transport compliment the site activity.</li> <li>• Increases the visibility and legibility of public transport.</li> </ul> <p>Other considerations of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Increases the number of bus shelters to be maintained by Council.</li> </ul>	
<b>Horizons Regional Council</b>	<ul style="list-style-type: none"> <li>• Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</li> </ul>
<b>Waka Kotahi (NZ Transport Agency)</b>	<ul style="list-style-type: none"> <li>• The installation of the bus passenger shelters is supported by Waka Kotahi.</li> </ul>

### 3. PUBLIC OBJECTION

Consultation has been carried out with the affected property at 296 Ruahine Street. The consultation period for the proposed shelter occurred from 28 August to 17 September 2023.

During the consultation period, the following feedback was received from the property owner of 296 Ruahine Street objecting to the proposed shelter installation.

*"The proposed bus stop is too close to the major intersection, that being the roundabout Ruahine & Ferguson Streets. Waka Kotahi denied us widening our existing vehicle accessway as part of the sub-division we are undertaking as the accessway was too close to the busy intersection. A bus stopping outside 296 Ruahine will no doubt result in further vehicle congestion on Ferguson and Ruahine Streets".*

*"I intend replacing the existing tall timber fence with a small white picket fence that will be more 'in keeping' with a 100+ year old Villa which we have recently restored. A bus stops out the front will be very imposing and reduce our privacy as it would be positioned right outside our front door and front window".*

*"The distance between the two-existing vehicle accessways (296 to 298) is slightly over 10m in length. According to the information I have regarding the PNCC bus fleet, the average length of the buses is approximately 12m. This will mean that the buses will block the vehicle accessway of 298 Ruahine St every time the bus is stopped. I consider this unacceptable. What would happen in the case of a bus breakdown and 298 needing to use their accessway in the event of an emergency?"*

*"The accessway of 296 will be shortly servicing two households, increasing the frequency of vehicles utilising the accessway".*

*"There appears to be a more viable option for the bus stop outside 292 Ruahine St. It has sufficient lighting for safety and the distance between those two accessways is approximately 17m (enough room for a bus to stop safely and not block any vehicle accessways)".*

#### 4. COUNCIL RESPONSE TO OBJECTION

Council Officers appreciate the objector taking part in this process and acknowledge the issues raised.

Location on roadside	<ul style="list-style-type: none"> <li>The location was identified by GHD as the best option along this bus route, in relation to the previous and following bus stops.</li> <li>The level of service is to provide stops every 400m-500m in line with Waka Kotahi bus stop spacing guidance.</li> <li>Sight lines were considered acceptable.</li> </ul>
No fence / Privacy	<ul style="list-style-type: none"> <li>When the location was identified, it was considered adjacent resident privacy e.g. higher fences and/or distance to front facing windows.</li> </ul>
Access to driveway	<ul style="list-style-type: none"> <li>It is acknowledged the bus overhangs the driveway on both sides of this Bus Stop, this is not best practice however it is not uncommon.</li> <li>Shelters are designed with transparency to mitigate these risks. Caution of road use still applies.</li> <li>This is a pickup drop-off location only, not a terminus or waiting location.</li> </ul>
Alternative location	<ul style="list-style-type: none"> <li>We have not assessed the objector's alternative location.</li> </ul>

#### 5. OPTIONS AVAILABLE TO THE COMMITTEE

1. Dismiss the objection and recommend to Council that the installation of the bus shelter proceed at the site.
2. Decide not to proceed with the proposed bus shelter at the site.
3. Modify the proposed shelter installation plan at the site and recommend to Council the specific modification(s).

#### 6. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide? If Yes quote relevant clause(s) from Delegations Manual	No
Are the decisions significant?	No
If they are significant do, they affect land or a body of water?	No
Can this decision only be made through a 10 Year Plan?	No
Does this decision require consultation through the Special Consultative procedure?	No
Is there funding in the current Annual Plan for these actions?	Yes

Are the recommendations inconsistent with any of Council's policies or plans?	<b>No</b>
The recommendations contribute to Goal 1: An Innovative and Growing City	
The recommendations contribute to the achievement of action/actions in Transport	
The action is: Active and Public transport are genuine mode choices	
Contribution to strategic direction and to social, economic, environmental, and cultural well-being	Increase the number of bus shelters to be maintained by Council.

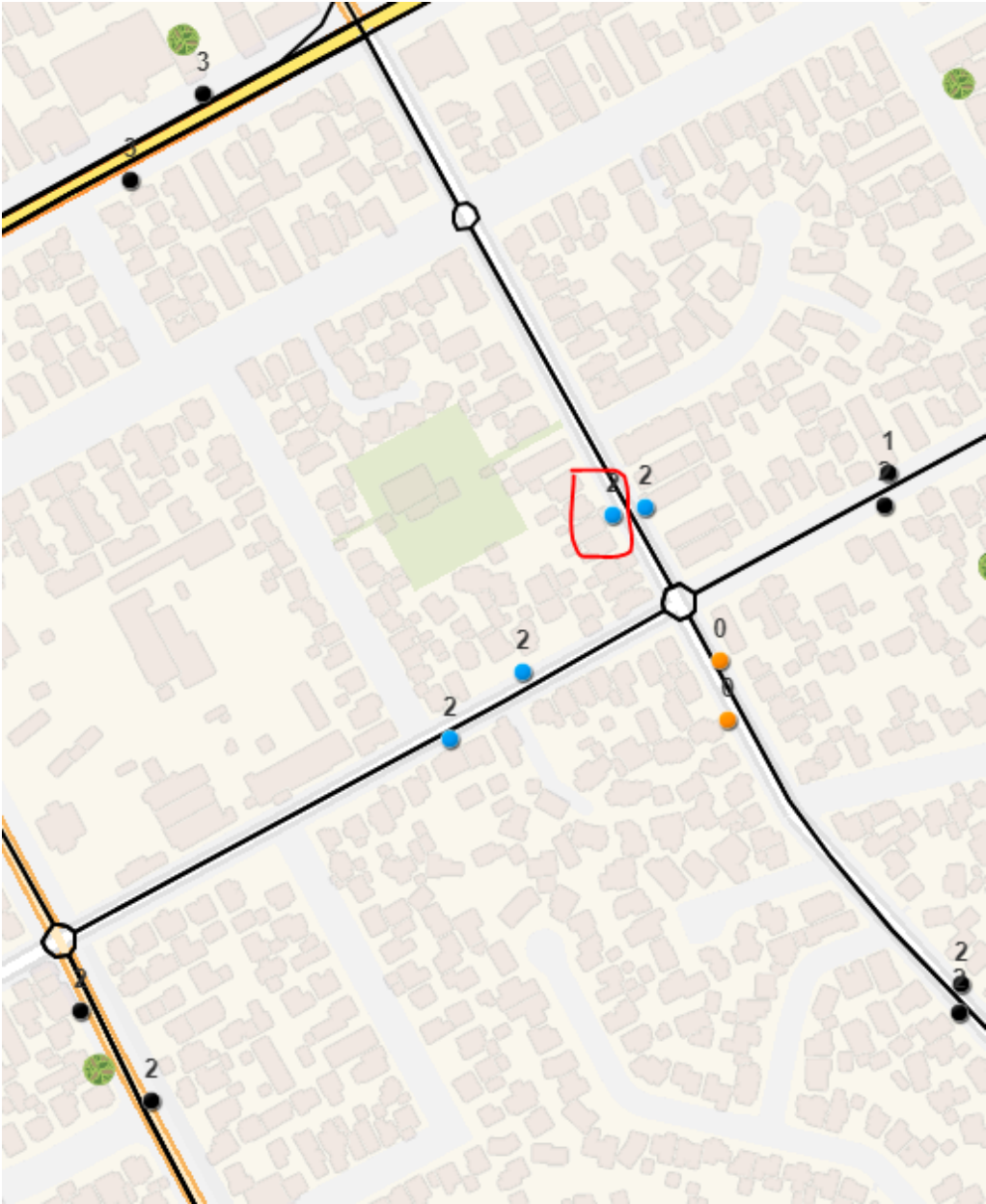
## ATTACHMENTS

1. Proposed Bus Stop and Route [↓](#) 



Appendix 1: Bus stop and Route Map:

- Black = Retain
- Orange = Decommission/Remove
- Blue = New



**Appendix 2: Street View:**



Appendix 3: Site Specific Bus Stop and Shelter design





## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 9 October 2023

**TITLE:** Proposed Bus Shelter: 64 Clarke Avenue

**PRESENTED BY:** Frances Duffin, Intermediate Project Manager

**APPROVED BY:** Chris Dyhrberg, Chief Infrastructure Officer

### RECOMMENDATION TO COUNCIL

**That the Council dismiss the objection and the Chief Executive proceed with the installation of a bus shelter at this stop.**

#### 1. PROPOSED BUS SHELTER DETAILS

<b>Bus Stop</b>	64 Clarke Avenue, Highbury
<b>Bus Route</b>	104 Highbury - Kelvin Grove
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<b>Owner / Tennant</b>	Owner
<b>Objection</b>	26

#### 2. COUNCIL ANALYSIS CRITERIA

Council officers have undertaken road safety and bus stop best practice design assessments for each proposed shelter location. They assessed:

- The shelter will not restrict nearby driveway or intersection sightlines. This includes the ability for people to safely cross the road.
- The shelter is in an appropriate location at the suitable Bus Stop site.
- That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
- Does not adversely impact underground utilities.
- Avoids the removal of trees or vegetation, where possible.
- Considers adjacent resident privacy e.g. higher fences and/or distance to front facing windows
- A confirmed new Shelter Design to fit the PNCC Urban landscape.

The reasons and advantages of this recommended option include:

- Location deemed a main corridor with high use.
- Suitable location in correlation to the proposed stop before and after along the route.

<ul style="list-style-type: none"> <li>• Protection from the weather.</li> <li>• Seating and timetable information provided within the shelter.</li> <li>• Options for public transport compliment the site activity.</li> <li>• Increases the visibility and legibility of public transport.</li> </ul> <p>Other considerations of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Increases the number of bus shelters to be maintained by Council.</li> </ul>	
<b>Horizons Regional Council</b>	<ul style="list-style-type: none"> <li>• Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</li> </ul>
<b>Waka Kotahi (NZ Transport Agency)</b>	<ul style="list-style-type: none"> <li>• The installation of the bus passenger shelters is supported by Waka Kotahi.</li> </ul>

### 3. PUBLIC OBJECTION

Consultation has been carried out with the affected property at 64 Clarke Avenue. The consultation period for the proposed shelter occurred from 28 August to 17 September 2023.

During the consultation period, the following feedback was received from the property owner of 64 Clarke Avenue objecting to the proposed shelter installation.

*"I don't know if has been put into consideration, but the bus shelter if it is installed where you wish it will be on a bend of the road".*

*"I think it would be safer and more beneficial for the bus shelter to be outside 50 Clarke Ave".*

*"I believe putting a bus shelter outside my property will be a bigger risk to public than an advantage. With the speed that some people do around the bend having a bus stopped at the shelter picking up passengers then having another car go around the bus the chance of a head on crash would be high".*

*"The bus's currently when travelling around the bend and past my house the already drift into both lanes occasionally when they are taking their route".*

*"The bus shelter will be outside the master bedroom of my house which if you say there are to be lights installed in them then I could image the light coming through into the room at night which would be frustrating".*

*"Also, with having the bus shelter out front it would be a matter of time before it is crashed into, the neighbours and I have experienced multiple car crashes, incidents in this area".*

*"I think in the act of health and safety of the neighbourhood I think it would be better place down the road towards Dalwood Grove; if there is a requirement for a bus stop in this area If it was placed down the road at least it would be on a straight piece of road and have plenty of safe area to go around the bus when it is stopped at the shelter".*



#### 4. COUNCIL RESPONSE TO OBJECTION

Council officers appreciate the objector taking part in this process and acknowledge the issues raised.

Location on roadside	<ul style="list-style-type: none"> <li>The location was identified by GHD as suitable. The site and shelter design allow for safe operations. Sight lines were considered and deemed acceptable. Caution of road use still applies.</li> </ul>
Location to Route and Stops	<ul style="list-style-type: none"> <li>This stop is the first stop on the Route.</li> <li>This stop services the disestablished Stops/Route on Amberley Avenue.</li> <li>The level of service is to provide bus stops every 400m -500m in line with Waka Kotahi bus stop spacing guidance.</li> </ul>
Proximity to bedroom window	<ul style="list-style-type: none"> <li>The position of the shelter will be on the boundary of 64 and 62 Clarke Ave.</li> <li>The lights within the shelter will be scheduled to turn off after the last bus.</li> <li>The lights within the shelter are going to be the appropriate LUX level so not to affect adjacent properties</li> </ul>
Alternative location	<ul style="list-style-type: none"> <li>We have not assessed the objector's alternative location</li> </ul>

#### 5. OPTIONS AVAILABLE TO THE COMMITTEE

1. Dismiss the objection and recommend to Council that the installation of the bus shelter proceed at the site.
2. Decide not to proceed with the proposed bus shelter at the site.
3. Modify the proposed shelter installation plan at the site and recommend to Council the specific modification(s).

#### 6. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide? If Yes quote relevant clause(s) from Delegations Manual	<b>No</b>
Are the decisions significant?	<b>No</b>
If they are significant do, they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special Consultative procedure?	<b>No</b>
Is there funding in the current Annual Plan for these actions?	<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or	<b>No</b>

plans?	
The recommendations contribute to Goal 1: An Innovative and Growing City	
The recommendations contribute to the achievement of action/actions in Transport	
The action is: Active and Public transport are genuine mode choices	
Contribution to strategic direction and to social, economic, environmental, and cultural well-being	Increases the number of bus shelters to be maintained by Council.

## ATTACHMENTS

1. Proposed Bus Stop and Route [↓](#) 



**Appendix 1: Bus stop and Route Map**



**Appendix 2: Street View**



Appendix 3: Site Specific Bus Stop and Shelter design





## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 9 October 2023

**TITLE:** Proposed Bus Shelter: 48 Holdsworth Avenue

**PRESENTED BY:** Frances Duffin, Intermediate Project Manager

**APPROVED BY:** Chris Dyhrberg, Chief Infrastructure Officer

### RECOMMENDATION TO COUNCIL

**That the Council dismiss the objection and the Chief Executive proceed with the installation of a bus shelter at this stop.**

#### 1. PROPOSED BUS SHELTER DETAILS

<b>Bus Stop</b>	48 Holdsworth Avenue, Milson
<b>Bus Route</b>	105 Milson to Summerhill
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<b>Objector</b>	Owner
<b>Objection</b>	3

#### 2. COUNCIL ANALYSIS CRITERIA

Council officers have undertaken road safety and bus stop best practice design assessments for each proposed shelter location. They assessed:

- The shelter will not restrict nearby driveway or intersection sightlines. This includes the ability for people to safely cross the road.
- The shelter is in an appropriate location at the suitable Bus Stop site.
- That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
- Does not adversely impact underground utilities.
- Avoids the removal of trees or vegetation, where possible.
- Considers adjacent resident privacy e.g. higher fences and/or distance to front facing windows
- A confirmed new Shelter Design to fit the PNCC Urban landscape.

The reasons and advantages of this recommended option include:

- Location deemed a main corridor with high use.
- Suitable location in correlation to the proposed stop before and after along the route.



<ul style="list-style-type: none"> <li>• Protection from the weather.</li> <li>• Seating and timetable information provided within the shelter.</li> <li>• Options for public transport compliment the site activity.</li> <li>• Increases the visibility and legibility of public transport.</li> </ul> <p>Other considerations of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Increases the number of bus shelters to be maintained by Council.</li> </ul>	
<b>Horizons Regional Council</b>	Horizons has been consulted on the proposed shelter and have no concerns with the proposal.
<b>Waka Kotahi (NZ Transport Agency)</b>	The installation of the bus passenger shelters is supported by Waka Kotahi.

### 3. PUBLIC OBJECTION

Consultation has been carried out with the affected property at 48 Holdsworth Avenue. The consultation period for the proposed shelter occurred from 28 August to 17 September 2023.

During the consultation period, the following feedback was received from the property owner of 48 Holdsworth Avenue objecting to the proposed shelter installation.

*"I do not believe due diligence has been carried out thoroughly, as – in your Document you state that Bus Stops are situated outside a Residence with high fencing. We do not have Front fence at all, & neither do the neighbours, (46 & 50 Holdsworth), located on either side of our Property".*

*"There is evidence to support a Property being devalued because of a Bus Stop being directly located in front of the Site. We cannot afford our Property to be degraded to anything less than its current value".*

*"We have a 4 bedroom house & currently many vehicles – two of our vehicles are usually parked on the roadside in front of our house – we would lose this parking area to accommodate the Bus Stop & have to park our cars further away from our home – this is a Security Issue as well as safety a one".*

*"Holdsworth Avenue is a very narrow Street – Traffic is very congested especially before & after School. Adding a Bus Route to this end of Holdsworth Ave. will only compound this problem. This also increases the safety risk to Students of the two schools".*

*"School Traffic - normally cars are parked outside our House when collecting Students from Milson School (& sometimes St. Peters). Having the Bus Stop there – would require these cars to park even further away down our street – this is not ideal".*

*"Our House is situated 50 Metres from the corner of Langley Ave. a Bus pulling up outside our house would force Traffic to build up behind it & around the corner into Langley – this would increase the risk of Traffic Accidents & stem the flow of Traffic".*

*"There is currently a Bus Stop 350 metres from our house in one direction & another one 150 Metres away in the other direction so we cannot understand the need for another one outside our Home?"*

*"We are concerned about our loss of Privacy with people waiting outside our house (especially because we do not have front fence)".*

*"We do not have Net Curtains in our Home as we maximise the Sunlight to reduce our Heating Costs. – People waiting outside our House for a Bus would have full view of the inside of our Home – we are certainly not comfortable with this".*

*"We are concerned with the people this will attract at unknown hours of the evening and concerned for our Security & Safety".*

*"All occupants of our Homework full time & our house is quite often unoccupied for lengths of time. Our house is open & inviting - People waiting outside for a Bus could easily take advantage of this. This increases the risk of burglary immensely".*

*"We know these shelters attract Vandals & Graffiti (as well as Litter & Rubbish) – once again confirming the devaluation of our Property & neighbouring Properties".*

*"While we understand the need for Bus Shelters & can see the benefits of improving the Bus Routes – we feel there are more suitable sites for you to consider other than ours".*

#### 4. COUNCIL RESPONSE TO OBJECTION

Council officers appreciate the objector taking part in this process and acknowledge the issues raised.

No fence / Privacy	<ul style="list-style-type: none"> <li>When the location was identified, it was considered adjacent resident privacy e.g. higher fences and/or distance to front facing windows.</li> <li>This shelter is location on the boundary of 48 and the neighbouring property.</li> </ul>
Devalue of property	<ul style="list-style-type: none"> <li>Value of property is linked to amenity, and public transport increases amenities in the area. Current research conducted in NZ, supports that where houses are located to Bus Stops, there is a minor increase to value. Council is not aware of any evidence of bus stops decreasing property value.</li> </ul>
Removal of on street parking	<ul style="list-style-type: none"> <li>Parking needs to be removed to enable a Bus Stop to be built but will enable other modes of transport to be available at this site which will assist with parking issues.</li> </ul>
Busy and narrow street Bus stops already nearby	<ul style="list-style-type: none"> <li>The new bus route network was determined by Horizons.</li> <li>Bus stops on Langley Ave are being removed due to the network route changes.</li> <li>These new stops are to compliment the new route and provide minimal changes for the public who have previous caught the bus from the now disestablished routes.</li> </ul>
Concerns about security and safety	<ul style="list-style-type: none"> <li>Council will monitor the ongoing operations and consider any approaches should these matters</li> </ul>

	<p>materialize.</p> <ul style="list-style-type: none"> <li>• There is no-correlation between a bus stop and residential burglaries.</li> <li>• CPTED principles highlight that passive surveillance, like that provided by passengers waiting for the bus help to increase the security of an area.</li> <li>• Buses are fitted with security cameras at the front door that capture part of the roadside. This can be used by police to help with investigations.</li> </ul>
Vandalism and destruction "People it will attract"	<ul style="list-style-type: none"> <li>• The shelter has been designed to minimise gatherings and vandalism – with the use of LED lights, and appropriate materials</li> <li>• Under our Road Maintenance contract, Council can deploy the contractor to remedy any vandalism immediately</li> </ul>
Rubbish	<ul style="list-style-type: none"> <li>• Officers will be monitoring the shelter locations and bins may be added at a later stage.</li> </ul>

## 5. OPTIONS AVAILABLE TO THE COMMITTEE

1. Dismiss the objection and recommend to Council that the installation of the bus shelter proceed at the site.
2. Decide not to proceed with the proposed bus shelter at the site.
3. Modify the proposed shelter installation plan at the site and recommend to Council the specific modification(s).

## 6. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide?	<b>No</b>
If Yes quote relevant clause(s) from Delegations Manual	
Are the decisions significant?	<b>No</b>
If they are significant do, they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special Consultative procedure?	<b>No</b>
Is there funding in the current Annual Plan for these actions?	<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?	<b>No</b>
The recommendations contribute to Goal 1: An Innovative and Growing City	
The recommendations contribute to the achievement of action/actions in Transport	
The action is: Active and Public transport are genuine mode choices	



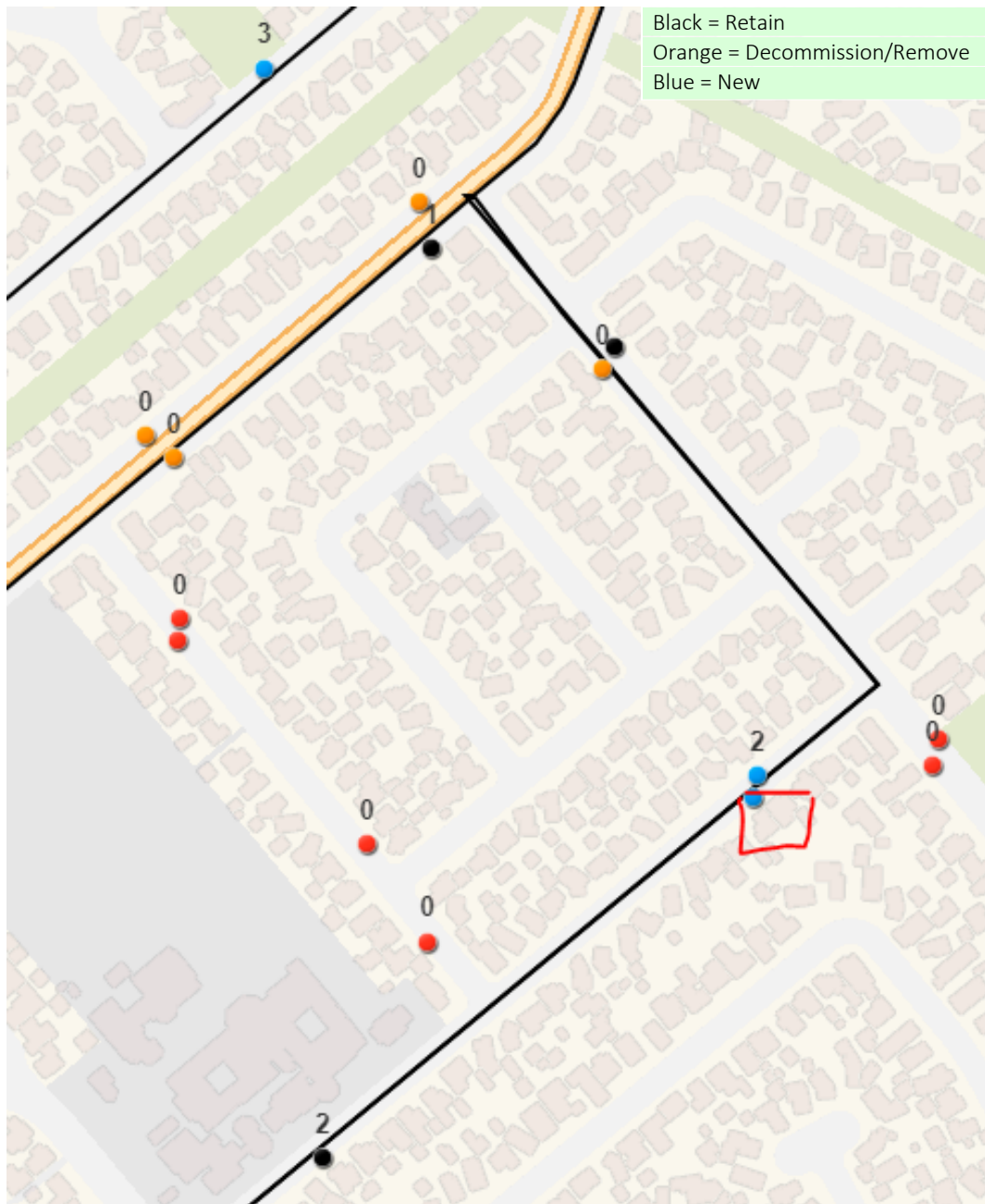
Contribution to strategic direction and to social, economic, environmental, and cultural well-being	Increases the number of bus shelters to be maintained by Council.
-----------------------------------------------------------------------------------------------------	-------------------------------------------------------------------

## ATTACHMENTS

1. Proposed Bus Stop and Route [↓](#) 

**ITEM 16 - ATTACHMENT 1**

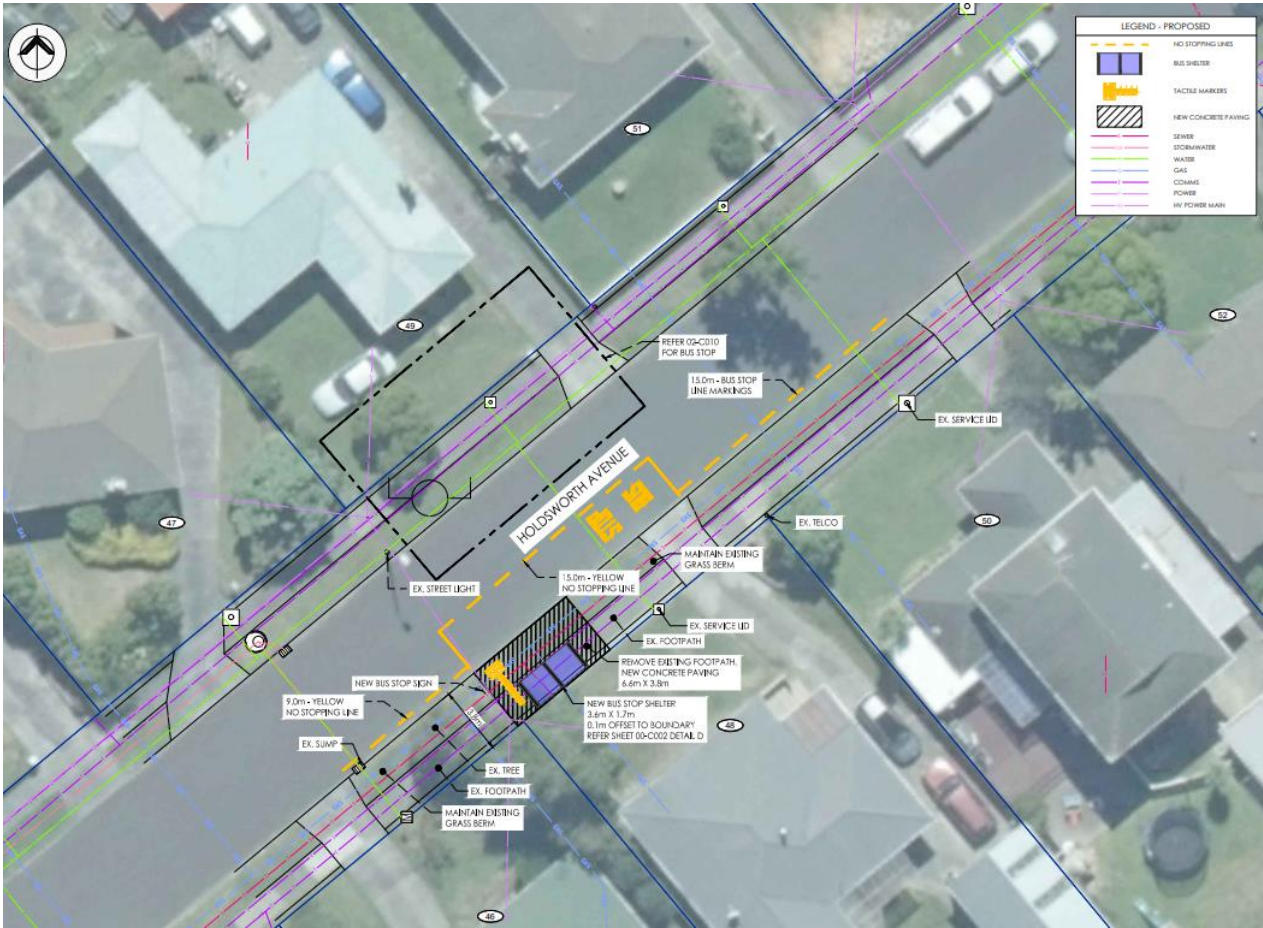
### Appendix 1: Bus stop and Route Map:



**Appendix 2: Street View:**



Appendix 3: Site Specific Bus Stop and Shelter design



## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 9 October 2023

**TITLE:** Proposed Bus Shelter: 278 Featherston Street

**PRESENTED BY:** Frances Duffin, Intermediate Project Manager

**APPROVED BY:** Chris Dyhrberg, Chief Infrastructure Officer

### RECOMMENDATION TO COUNCIL

**That the Council dismiss the objection and the Chief Executive proceed with the installation of a bus shelter at this stop.**

#### 1. PROPOSED BUS SHELTER DETAILS

<b>Bus Stop</b>	278 Featherston Street
<b>Bus Route</b>	106 Kelvin Grove-Pioneer
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<b>Objector</b>	Business Owner
<b>Objection</b>	25

#### 2. COUNCIL ANALYSIS CRITERIA

Council officers have undertaken road safety and bus stop best practice design assessments for each proposed shelter location. They assessed:

- The shelter will not restrict nearby driveway or intersection sightlines. This includes the ability for people to safely cross the road.
- The shelter is in an appropriate location at the suitable Bus Stop site.
- That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
- Does not adversely impact underground utilities.
- Avoids the removal of trees or vegetation, where possible.
- Considers adjacent resident privacy e.g. higher fences and/or distance to front facing windows
- A confirmed new Shelter Design to fit the PNCC Urban landscape.

The reasons and advantages of this recommended option include:

- Location deemed a main corridor with high use.
- Suitable location in correlation to the proposed stop before and after along the route.

<ul style="list-style-type: none"> <li>• Protection from the weather.</li> <li>• Seating and timetable information provided within the shelter.</li> <li>• Options for public transport compliment the site activity.</li> <li>• Increases the visibility and legibility of public transport.</li> </ul> <p>Other considerations of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Increases the number of bus shelters to be maintained by Council.</li> </ul>	
<b>Horizons Regional Council</b>	<ul style="list-style-type: none"> <li>• Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</li> </ul>
<b>Waka Kotahi (NZ Transport Agency)</b>	<ul style="list-style-type: none"> <li>• The installation of the bus passenger shelters is supported by Waka Kotahi.</li> </ul>

### 3. PUBLIC OBJECTION

Consultation has been carried out with the affected property at 278 Featherston Street. The consultation period for the proposed shelter occurred from 28 August to 17 September 2023.

During the consultation period, the following feedback was received from the property owner of 278 Featherston Street objecting to the proposed shelter installation.

*"My concern with this proposed bus stop was a shelter being built that would obscure our proposed show room, providing it does not include a shelter I will accept the bus stop."*

### 4. COUNCIL RESPONSE TO OBJECTION

Council officers appreciate the objector taking part in this process and acknowledge the issues raised.

Bus Shelter placement	<ul style="list-style-type: none"> <li>• This location has been recently purchased and is yet to be developed by the adjoining business/new owner. Officers will work with the objector to determine the logical placement of the shelter in relation to the new bus stop.</li> </ul>
Cycleways project	<ul style="list-style-type: none"> <li>• This Bus Stop location has been suitably identified as part of the Transport Choices, Cycleways project.</li> <li>• It is the preferred location, identified by the Cycleways project team, in consultation with affected party 282/288 Featherston Street.</li> </ul>

### 5. OPTIONS AVAILABLE TO THE COMMITTEE

1. Dismiss the objection and recommend to Council that the installation of the bus shelter proceed at the site.
2. Decide not to proceed with the proposed bus shelter at the site.



3. Modify the proposed shelter installation plan at the site and recommend to Council the specific modification(s).

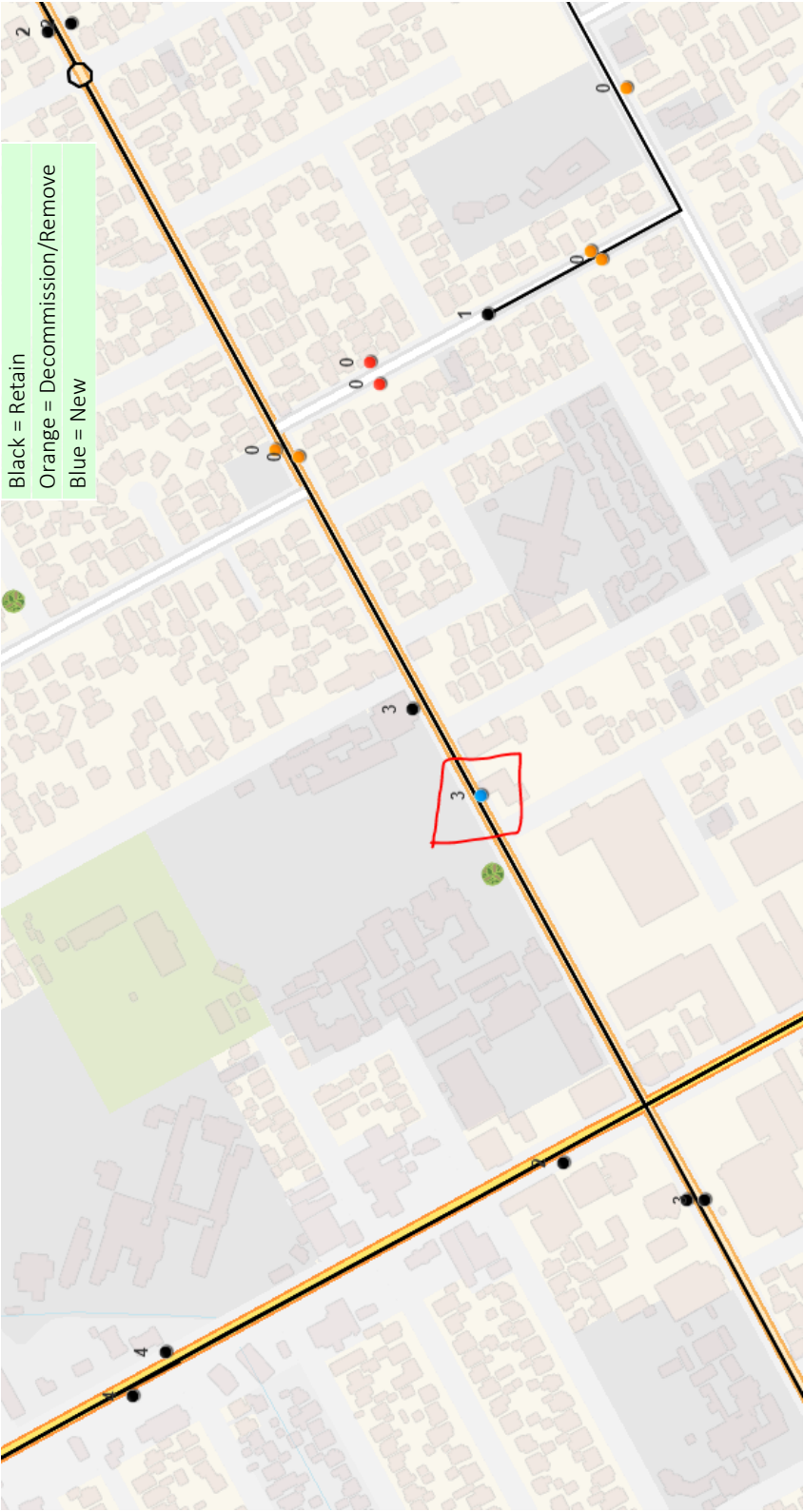
## 6. COMPLIANCE AND ADMINISTRATION

Does the Committee have delegated authority to decide? If Yes quote relevant clause(s) from Delegations Manual	<b>No</b>
Are the decisions significant?	<b>No</b>
If they are significant do, they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special Consultative procedure?	<b>No</b>
Is there funding in the current Annual Plan for these actions?	<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?	<b>No</b>
The recommendations contribute to Goal 1: An Innovative and Growing City	
The recommendations contribute to the achievement of action/actions in Transport	
The action is: Active and Public transport are genuine mode choices	
Contribution to strategic direction and to social, economic, environmental, and cultural well-being	Increases the number of bus shelters to be maintained by Council.

## ATTACHMENTS

1. Proposed Bus Stop and Route [↓](#) 

Appendix 1: Bus stop and Route Map





Appendix 2: Street View





## MEMORANDUM

**TO:** Economic Growth Committee  
**MEETING DATE:** 9 October 2023  
**TITLE:** Proposed Bus Shelter: 82 Te Awe Awe Street  
**PRESENTED BY:** Frances Duffin, Intermediate Project Manager  
**APPROVED BY:** Chris Dyhrberg, Chief Infrastructure Officer

### RECOMMENDATION TO COUNCIL

That the Council dismiss the objection and the Chief Executive proceed with the installation of a bus shelter at this stop.

#### 1. PROPOSED BUS SHELTER DETAILS

<b>Bus Stop</b>	82 Te Awe Awe Street, Hokowhitu
<b>Bus Route</b>	121 City East to Massey
<b>Inbound / Outbound</b>	Outbound
<b>New / Existing Stop</b>	Existing
<b>Objector</b>	Owner
<b>Objection</b>	10

#### 2. COUNCIL ANALYSIS CRITERIA

Council officers have undertaken road safety and bus stop best practice design assessments for each proposed shelter location. They assessed:

- The shelter will not restrict nearby driveway or intersection sightlines. This includes the ability for people to safely cross the road.
- The shelter is in an appropriate location at the suitable Bus Stop site.
- That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
- Does not adversely impact underground utilities.
- Avoids the removal of trees or vegetation, where possible.
- Considers adjacent resident privacy e.g. higher fences and/or distance to front facing windows
- A confirmed new Shelter Design to fit the PNCC Urban landscape.

The reasons and advantages of this recommended option include:

- Protection from the weather.
- Suitable location in correlation to the proposed stop before and after along the route.
- Seating and timetable information provided within the shelter.

<ul style="list-style-type: none"> <li>Options for public transport compliment the site activity.</li> <li>Alternate modes of transport will assist with the removal of car parking.</li> <li>Increases the visibility and legibility of public transport.</li> </ul> <p>Other considerations of this recommended option include:</p> <ul style="list-style-type: none"> <li>Increases the number of bus shelters to be maintained by Council.</li> </ul>	
<b>Horizons Regional Council</b>	<ul style="list-style-type: none"> <li>Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</li> </ul>
<b>Waka Kotahi (NZ Transport Agency)</b>	<ul style="list-style-type: none"> <li>The installation of the bus shelters is supported by Waka Kotahi.</li> </ul>

### 3. PUBLIC OBJECTION

Consultation has been carried out with the affected property at 82 Te Awe Awe Street. The consultation period for the proposed shelter occurred from 28 August to 17 September 2023.

During the consultation period, the following feedback was received from the property owner of 82 Te Awe Awe Street objecting to the proposed shelter installation.

*"I am happy to have the bus stop where you have placed it. I have seen one or two people very occasionally using the bus. A shelter would not be cost effective. There is no rubbish. A recent look at the shelter opposite Victoria Avenue shows there is a lot of rubbish on the ground around it. At night when passing in the car I see people using it for pleasure. I would not like the noise".*

*"People waiting for the bus are sheltered by my fence from the South, East and West winds and rain. The North/West wind would blow straight into the shelter anyway".*

*"For the next ten years that you are planning there will be no infill on my property. Hokowhitu has its own special ambience, helped in part by many of my 100-year-old trees. They were planted in 1907 (Bagnall letter of 1st Owner), (2nd owner Sturtevant)".*

*"If there has to be a shelter please paint leaves and trees in keeping with the natural background behind it. No advertising or design work please".*

### 4. COUNCIL RESPONSE TO OBJECTION

Council officers appreciate the objector taking part in this process and acknowledge the issues raised.

Rubbish	<ul style="list-style-type: none"> <li>Officers will be monitoring the bus shelter locations and should this become a problem then rubbish bins may be retrofitted at a later stage.</li> </ul>
Increasing infrastructure at current Bus Stop	<ul style="list-style-type: none"> <li>This stop on the Massey University Route; these are historically well patronised, and we anticipate high usage in the future.</li> </ul>

	<ul style="list-style-type: none"> <li>Increased infrastructure gives a better-quality service which will encourage increased patronage.</li> </ul>
Shelter from weather conditions	<ul style="list-style-type: none"> <li>A Bus Shelter will provide the maximum amount of shelter available when waiting for a bus.</li> <li>The Shelter will provide additional protection for passenger from the elements, sheltering them from the rain alongside the wind.</li> </ul>
Trees	<ul style="list-style-type: none"> <li>No trees would be removed as part of this Shelter installation.</li> </ul>
Shelter Design	<ul style="list-style-type: none"> <li>Shelter is designed to complement the natural surroundings.</li> <li>Use of lots of translucent material to see through.</li> <li>The decorative design elements have been developed in collaboration with Rangitāne.</li> </ul>

## 5. OPTIONS AVAILABLE TO THE COMMITTEE:

- Dismiss the objection and recommend to Council that the installation of the bus shelter proceed at the site.
- Decide not to proceed with the proposed bus shelter at the site.
- Modify the proposed shelter installation plan at the site and recommend to Council the specific modification(s).

## 6. COMPLIANCE AND ADMINISTRATION

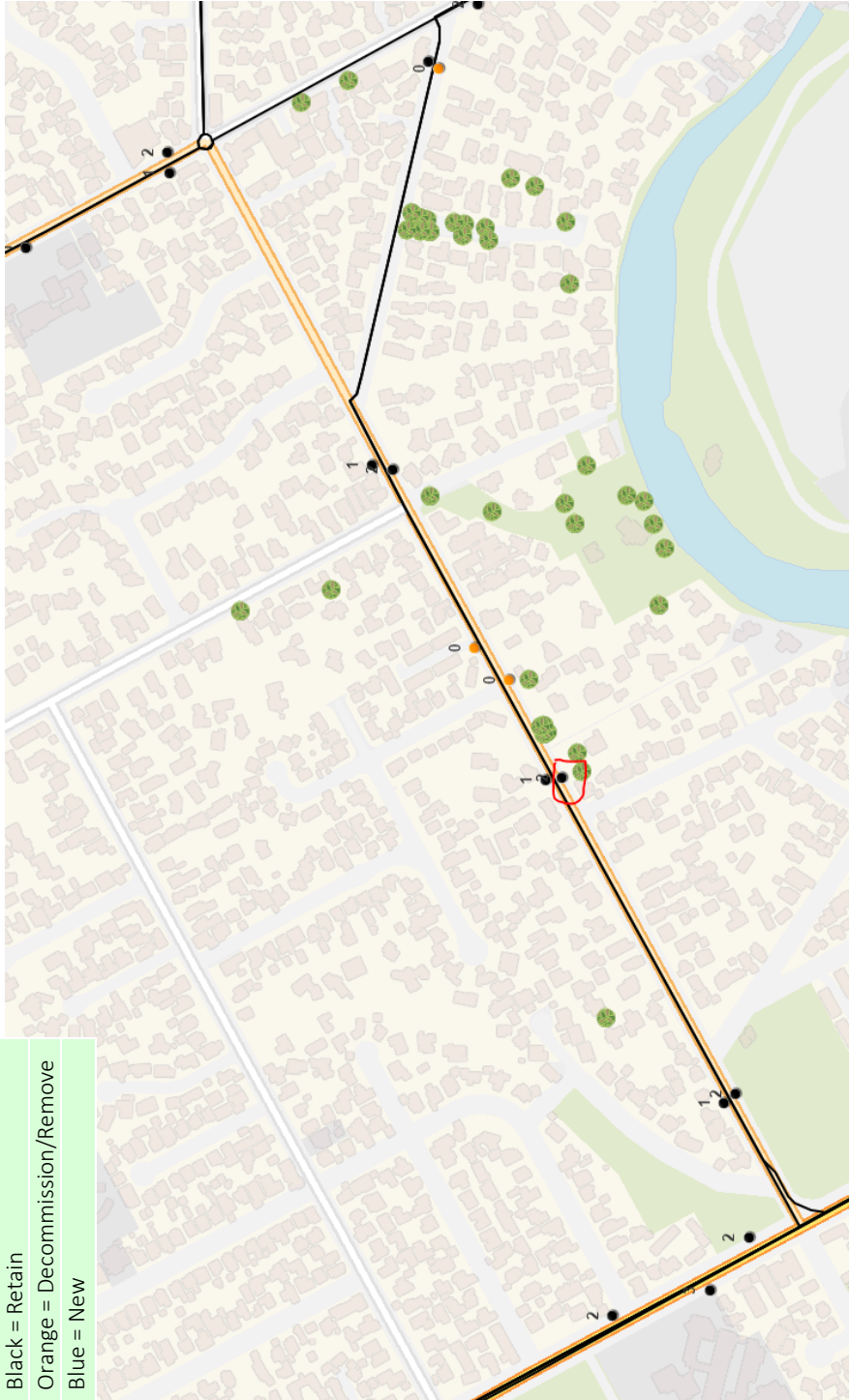
Does the Committee have delegated authority to decide? If Yes quote relevant clause(s) from Delegations Manual	<b>No</b>
Are the decisions significant?	<b>No</b>
If they are significant do, they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special Consultative procedure?	<b>No</b>
Is there funding in the current Annual Plan for these actions?	<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?	<b>No</b>
The recommendations contribute to Goal 1: An Innovative and Growing City	
The recommendations contribute to the achievement of action/actions in Transport	
The action is: Active and Public transport are genuine mode choices	
Contribution to strategic direction	Increases the number of bus shelters to be maintained by Council.

and to social, economic, environmental, and cultural well-being	
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## ATTACHMENTS

1. Bus Stop and Route Map [↓](#) 

Appendix 1: Bus Stop and Route Map





## Appendix 2: Street View





## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 9 October 2023

**TITLE:** Proposed Bus Shelter: 593 Ferguson Street, Terrace End

**PRESENTED BY:** Frances Duffin, Intermediate Project Manager

**APPROVED BY:** Chris Dyhrberg, Chief Infrastructure Officer

### RECOMMENDATION TO COUNCIL

That the Council dismiss the objection and the Chief Executive proceed with the installation of a bus shelter at this stop.

#### 1. PROPOSED BUS SHELTER DETAILS

<b>Bus Stop</b>	593 Ferguson Street, Terrace End
<b>Bus Route</b>	107 Terrace End - Westbrook
<b>Inbound / Outbound</b>	Outbound
<b>New / Existing Stop</b>	New
<b>Objector</b>	Owner
<b>Objection</b>	15

#### 2. COUNCIL ANALYSIS CRITERIA

Council officers have undertaken road safety and bus stop best practice design assessments for each proposed shelter location. They assessed:

- The shelter will not restrict nearby driveway or intersection sightlines. This includes the ability for people to safely cross the road.
- The shelter is in an appropriate location at the suitable Bus Stop site.
- That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
- Does not adversely impact underground utilities.
- Avoids the removal of trees or vegetation, where possible.
- Considers adjacent resident privacy e.g. higher fences and/or distance to front facing windows
- A confirmed new Shelter Design to fit the PNCC Urban landscape.

The reasons and advantages of this recommended option include:

- Complimenting new Route.
- Location deemed a main corridor with high use.
- Protection from the weather.
- Suitable location in correlation to the proposed stop before and after along

<p>the route.</p> <ul style="list-style-type: none"> <li>• Seating and timetable information provided within the shelter.</li> <li>• Options for public transport compliment the site activity.</li> <li>• Increases the visibility and legibility of public transport.</li> </ul> <p>Other considerations of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Increases the number of bus shelters to be maintained by Council.</li> </ul>	
<b>Horizons Regional Council</b>	Horizons has been consulted on the proposed shelter and have no concerns with the proposal.
<b>Waka Kotahi (NZ Transport Agency)</b>	The installation of the bus passenger shelters is supported by Waka Kotahi.

### 3. PUBLIC OBJECTION

Consultation has been carried out with the affected property at 593 Ferguson Street. The consultation period for the proposed shelter occurred from 28 August to 17 September 2023.

During the consultation period, the following feedback was received from the property owner of 593 Ferguson Street objecting to the proposed shelter installation.

*"We have valid concerns over people congregating and even sleeping in the shelter. We walk around the block often with Grandchildren and my wife had no concerns on her own. Example: Lately, with the council erected wooden seat placed in Ruahine Street between Church and Ferguson there is often someone sleeping on it with a pile of junk. Rubbish left around it as well. I sympathise with people's personal situations, but it is frightening. I really sympathise with the owners of that house having this now placed under their beautiful tree and never knowing each day what they will encounter within their home aesthetic environment. We as a family enjoying our community are now often limited to taking the children the other way - which is ridiculous, but there is a fear. What is stopping this same element basing themselves at our doorstep?"*

*"We have lived here for 30 plus years, both turning 65 in the coming six months and looking to put a small unit on the front of our property to move into within 24-18 months. Part of the plan was to potentially remove a part of the olive tree hedge to provide some street view. Now we will be looking at the back of a bus stop!"*

*"The fence height is only around 40cm. Was the fence height given consideration in this decision? There are neighbours 50mtrs each side of our property with 2 metre fences - privacy was noted as one of your considerations".*

*"Width of footpath: Has anyone considered the fact, our hedged area is possibly the narrowest piece of the footpath in both directions. It is currently still wide, but a bus stop erected is not going to leave a lot of space left for pedestrians".*

*"Location of proposed bus stop in relation to current bus stop: We already have a bus stop approx. 2-220 metres North, is it not logical to move this proposed site further south (towards Town) and towards the Community Leisure centre to:*

- 1. Provide a better spread of the facilities.*
- 2. Provide better access for Stewart Crescent residence at Ferguson Street end.*
- 3. Provide easy access for Summerhays Residence.*
- 4. Better serve the community locating the bus stop towards the Community Leisure centre for better transport options to and from events there as well. The houses across the road from there have high fences and sections drop away from the road so they are not reliant on street views?*
- 5. Have the least negative impact on the street/residence".*

*"For the considered thoughts detailed above I believe there is a better position for the bus stop proposed at 593 Ferguson Street Palmerston North. In the event the committee engaged to find the best community solutions remain focused on the bus stop being require it at this address, would a bus stop without the shelter structure be an option?"*

*"The reality is with a 15-minute bus timetable, and bus patrons getting to and from the bus stop with suitable attire, the less convenient no shelter option should provide minimal disruption".*

*"This bus stop without a structure (sign only) has the effect of negating some of the emotive concerns and the practical concerns.*

- The mess, physical damage, broken glass, habitation, and loitering would not be factors.*
- The view from our section/home would remain unchanged when the hedge or part of the hedge is removed.*
- The narrowing of the footpath space left for pedestrians would not be impaired.*
- We could retain our 40cm fence and not require the expenditure of a large fence and security gate".*

#### **4. COUNCIL RESPONSE TO OBJECTION**

Council officers appreciate the objector taking part in this process and acknowledge the issues raised.

Vandalism and destruction	<ul style="list-style-type: none"> <li>• Council will monitor the ongoing operations and consider approaches should these matters materialize as we do with existing shelters.</li> <li>• The shelter has been designed to minimise gatherings and vandalism – with the use of LED lights, and appropriate materials.</li> <li>• Under our Road Maintenance contract, Council can deploy the contractor to remedy any vandalism</li> </ul>
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	immediately.
No fence / Privacy	<ul style="list-style-type: none"> <li>When the location was identified, it was considered adjacent resident privacy e.g. higher fences and/or distance to front facing windows.</li> </ul>
Full footpath	<ul style="list-style-type: none"> <li>It is a Waka Kotahi requirement to have an entire footpath when adding a shelter.</li> <li>Officers are designing all shelters with a retained footpath of 1.5m at a minimum in all Shelter locations.</li> </ul>
Alternative location	<ul style="list-style-type: none"> <li>Officers have assessed the suggested alternate location.</li> <li>There is not the required space for a bus stop or shelter at the Depot / Community Centre.</li> </ul>
Increasing infrastructure at Bus Stop	<ul style="list-style-type: none"> <li>Increased infrastructure gives a better-quality service to the public which will encourage increased patronage.</li> </ul>

## 5. OPTIONS AVAILABLE TO THE COMMITTEE:

- Dismiss the objection and recommend to Council that the installation of the bus shelter proceed at the site.
- Decide not to proceed with the proposed bus shelter at the site.
- Modify the proposed shelter installation plan at the site and recommend to Council the specific modification(s).

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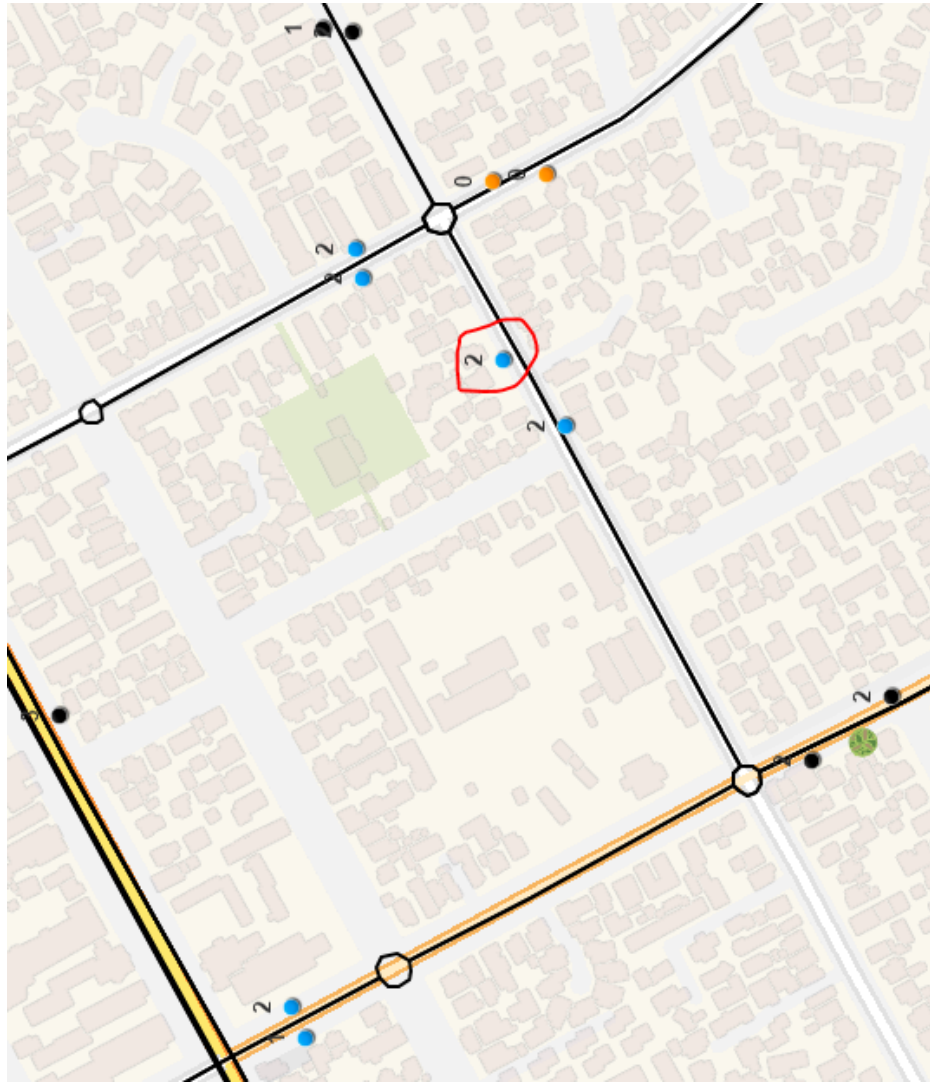
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If Yes quote relevant clause(s) from Delegations Manual	
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Is there funding in the current Annual Plan for these actions?	<b>Yes</b>
Are the recommendations inconsistent with any of Council's policies or plans?	<b>No</b>
The recommendations contribute to Goal 1: An Innovative and Growing City	
The recommendations contribute to the achievement of action/actions in Transport	
The action is: Active and Public transport are genuine mode choices	

Contribution to strategic direction and to social, economic, environmental, and cultural well-being	Increases the number of bus shelters to be maintained by Council.
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## ATTACHMENTS

1. Proposed Bus Shelter Site and Route [↓](#) 

Appendix 1: Bus stop and Route Map:



Black = Retain
Orange = Decommission/Remove
Blue = New

**Appendix 2: Street View:**





Appendix 3: Site Specific Bus Stop and Shelter design:

