



**PAPAIOEA**  
PALMERSTON  
NORTH  
CITY

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# **PALMERSTON NORTH CITY COUNCIL**

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AGENDA

## **EXTRAORDINARY ECONOMIC GROWTH COMMITTEE**

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9:00 AM - HEARINGS BUS SHELTERS, THURSDAY

15 FEBRUARY 2024

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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# EXTRAORDINARY ECONOMIC GROWTH COMMITTEE MEETING

15 February 2024

## 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 9.00am on Thursday, 15 February 2024 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. Objections Received - Bus Shelters 2024**

Page 7

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

Page 11

Memorandum, presented by Frances Duffin, Intermediate Project Manager.

## **OBJECTIONS TO BE HEARD**

**7. Proposed Bus Shelter: 92 Pacific Drive, Fitzherbert**

Page 17

Memorandum, presented by Frances Duffin, Intermediate Project Manager.

**8. Proposed Bus Shelter: 36 Airport Drive, Milson**

Page 25

Memorandum, presented by Frances Duffin, Intermediate Project Manager.

**9. Proposed Bus Shelter: 85 Amberley Avenue, Highbury**

Page 31

Memorandum, presented by Frances Duffin, Intermediate Project Manager.

**10. Proposed Bus Shelter: 17 Featherston Street, Takaro**

Page 41

Memorandum, presented by Frances Duffin, Intermediate Project Manager.

**11. Proposed Bus Shelter: 91 Milson Line, Milson** Page 51  
 Memorandum, presented by Frances Duffin, Intermediate Project Manager.

**12. Proposed Bus Shelter: 41 James Line, Kelvin Grove** Page 61  
 Memorandum, presented by Frances Duffin, Intermediate Project Manager.

**WRITTEN OBJECTIONS**

**13. Proposed Bus Shelter: 292 Ruahine Street, Terrace End** Page 71  
 Memorandum, presented by Frances Duffin, Intermediate Project Manager.

**14. Proposed Bus Shelter: 165 James Line, Kelvin Grove** Page 81  
 Memorandum, presented by Frances Duffin, Intermediate Project Manager.

**15. Proposed Bus Shelter: 552 Ruahine Street, Hokowhitu** Page 93  
 Memorandum, presented by Frances Duffin, Intermediate Project Manager.

**16. Karakia Whakamutunga**

**17. 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
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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.

## SUBMISSION FROM CONSULTATION

**TO:** Economic Growth Committee

**MEETING DATE:** 15 February 2024

**TITLE:** Objections Received - Bus Shelters 2024

### 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	Name	Page
11	92 Pacific Drive	17
3	36 Airport Drive	25
10	85 Amberley Avenue	31
4	17 Featherston Street	41
9	91 Milson Line	51
1	41 James Line	61

### WRITTEN OBJECTIONS TO BE DETERMINED

Objection Number	Bus Shelter	Page
13	292 Ruahine Street	71
6	165 James Line	81
14	552 Ruahine Street, Winchester Street School	93
7	91 Milson Line, Life Care Consultants	51

### ATTACHMENTS

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

**Procedure Sheet**  
**Hearing of Objections – Bus Shelters**

**Presenting your Objection** 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.

We recommend that you speak on the material reasons for objecting to a bus shelter (see the next page) as these are the only reasons the Committee can use to uphold an 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.

Questions are for clarifying matters raised in objections. Questions may only be asked by Committee members, with the Chair’s permission.

**Time Allocation** 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.

**Who will be there?** The Economic Growth Committee will hear the objections. The Committee comprises of elected members as identified on the frontispiece of the agenda.

There will also be other people there who are presenting their objection. The Hearing is open to the media and the public.

**Agenda** 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 ([Agendas and minutes](#)) and available to view at the Customer Service Centre.

Each objected bus shelter will be treated as a separate agenda item. It will include -

- A Council Officer’s response to the objections on the bus shelter
- Reference to the written submissions received for that bus shelter
- List of people who wish to present to the committee on the bus shelter.

The agenda will list the objected shelters in the order they will be considered by the Committee, although there may be some variation to this.

Written objections will be provided under separate cover to elected members but to protect the privacy of individuals, the objections will not be published in the agenda or on the Council’s website.



<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>
<b>Tikanga Māori</b>	<p>You may speak to your objection in Te Reo if you wish. If you intend to do so, please contact us no later than four 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.</p>
<b>Visual Aids</b>	<p>You’re welcome to provide a PowerPoint presentation. We prefer you notify us before the day if you intend on having one.</p>
<b>Order of Proceedings</b>	<p>Each bus shelter will be considered individually by the Committee.</p> <p><u>Introduction:</u></p> <p>1. The Chair will commence the hearing by introducing themselves, the name of the bus shelter the Committee will consider objections on, and the number of objections received for the site.</p> <p><u>Shelter Hearing</u></p> <p>2. The Chair will invite each objector to present to the committee. Each objector will have 10 minutes to present to the committee.</p> <ul style="list-style-type: none"> <li>• If there is time, committee members may ask clarifying questions of the objector.</li> </ul> <p>3. Council officers will present their response on the bus shelter being objected to.</p> <p><u>Shelter Deliberations</u></p> <p>4. Members will move/ second the officer’s recommendation or a recommendation to either:</p> <ul style="list-style-type: none"> <li>• Dismiss the objection(s) and progress with the site for the bus shelter</li> <li style="text-align: center;"><b>or</b></li> <li>• Decide not to proceed with the proposal for a bus shelter at that site <b>or</b></li> <li>• Make such modifications to the proposal to which the objection relates as it thinks fit.</li> </ul> <p>5. Members will discuss the moved recommendation and vote.</p> <p>Once voted on, the Committee will move to the next objection.</p> <p><b>All recommendations will go to the next Council meeting for confirmation</b></p>

<b>Final Consideration of Objections</b>	<p>Council will consider the Committee’s recommendation on the bus shelters at its meeting on <b>6 March 2024</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 or participate in the Council meeting.</p>
<b>Changes to this Procedure</b>	<p>The Committee may, in 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 Sina Lome, Democracy &amp; Governance Administrator, phone 06 356-8199 or email <a href="mailto:sina.lome@pncc.govt.nz">sina.lome@pncc.govt.nz</a></p>

## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 15 February 2024

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

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

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

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### RECOMMENDATION TO COUNCIL:

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 15 February 2024.
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### 1. ISSUE

- 1.1 The Economic Growth Committee heard objections from the initial round of consultation for proposed bus shelter locations on 9 October 2023.
- 1.2 A second round of consultation was required for the following reasons:
  - An objection was upheld by the Committee through the hearing meeting, resulting in alternative locations for shelters being explored and consulted on.
  - When new information was raised through the consultation period which required Officers to explore alternative locations for shelters and stops to get the best outcome.
  - Other projects such as the Featherston Street cycleway upgrade required specific bus stop locations to be reviewed as part of the wider project scope.

This consultation period occurred from 16 November to 3 December 2023.

- 1.3 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.
- 1.4 Alongside the objection process, any property owners which were getting a bus stop outside their property were also provided the opportunity to provide feedback on the proposed location.

- 1.5 Whilst the second round of consultation largely following the same consultation process as the original round. Three things differed:
- The required timeframe to submit an objection was reduced from 3 weeks to the legal minimum amount of time – 2 weeks (17 days).
  - Officers attached site specific drawings to each letter, which provided a lot more information such a specific location of bus stop, amount of car parks removed, location of shelter within the bus stop etc.
  - Letters were hand delivered by the Project Manager to each resident's address.

1.6 This report provides an overview of the objections received alongside the Committee hearing submissions.

## 2. BACKGROUND

2.1 The report titled '[Transport Choices: Public Transport Consultation Process and Amendment to Delegations Manual](#)' was presented to Council on 16 August 2023. Council resolved:

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

2.2 Please refer to the August report for detail on the background of Transport Choices, Bus Shelters Programme and for detail on the first round of consultation.

2.3 The original consultation period for the proposed shelter occurred from 28 August to 17 September 2023. Objections were heard by the Economic Growth Committee on 9 October 2023.

### Bus Stops and Shelters Overview

2.4 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.

2.5 The location analysis determined 350 bus stops will be needed, with over half of them utilising existing stops.

2.6 Overall, there will be a decrease in Bus Stops, but an increase in Bus Shelters around Palmerston North.

## 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:

*"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."*

- 3.2 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.
- 3.3 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.
- 3.4 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.
- 3.5 Both owners and tenants were sent or personally delivered a letter on the 16 November 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.
- 3.6 The objection period was a total of two weeks and 3 days, commencing on Friday 16 November 2023 and closing at 4pm on Sunday 3 December 2023.
- 3.7 The original scheduled date for the hearings to take place was Tuesday 19 December 2023. However due to Council requiring this date for other matters, the date for the Committee to conduct these Hearings was moved to 15 February 2024.
- 3.8 The 10 submitters of objections were informed about the change in hearings date, and that in the interim, a temporary stop would be constructed to allow for when the network goes live.
- 3.9 The Project Team deemed a temporary stop to be a bus stop sign, on a pole, with a concrete connection from kerb to berm to allow access to a bus for all users.

### Overview of submissions received

- 3.10 Council received 14 objections on the proposed bus shelters.
- 3.11 Of the 14 Bus Shelter objections received:
- 1 was 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.
  - 3 are no longer proposed locations as the new information that was provided has meant alternative locations will now be considered by Officers.
- 3.12 Of the remaining 10 objections received, at least 5 of these have signalled that they would like to be heard in person.

## **4. NEXT STEPS**

- 4.1 The Committee will hear the remaining 10 objections and recommend a determination for each shelter to Council. Council will then consider these recommendations in the Council Meeting on 6 March 2024.
- 4.2 There is no appeal process provided for under s.339 of the Local Government Act 1974.
- 4.3 Objectors will be informed of Council's decision in writing.
- 4.4 If the objection is upheld, a construction timeline will be shared with the objector as to when the remaining bus stop and shelter will be built.
- 4.5 If the objection is dismissed, a construction timeline will be shared with the objector as to when the remaining bus stop will be built.
- 4.6 And if for any reason the location of the entire Bus Stop is to be moved, the temporary bus stop will actively stay in its location until the new location is ready to be live.
- 4.7 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.
- 4.8 The project team will notify affected residents within the construction area of construction and installation timelines. New stops will be installed by 4 March to align with the roll out of the new network.
- 4.9 The upgrading of existing shelters, and the decommissioning of the existing redundant shelters, will be completed by the end of June 2024.

## 5. 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>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>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

NIL





## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 15 February 2024

**TITLE:** Proposed Bus Shelter: 92 Pacific Drive, Fitzherbert

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

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

### RECOMMENDATION TO COUNCIL:

1. 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>	92 Pacific Drive, Fitzherbert
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<b>Objector</b>	Owner
<b>Objection</b>	11

### 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.

<p>The reasons and advantages of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Complimenting new Route.</li> <li>• Location deemed a main corridor with high use.</li> <li>• Protection from the weather.</li> <li>• Suitable location in correlation to the proposed stop before and after along the route.</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>	
<p><b>Horizons Regional Council</b></p>	<p>Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</p>
<p><b>Waka Kotahi (NZ Transport Agency)</b></p>	<p>The installation of the bus passenger shelters is supported by Waka Kotahi.</p>

**3. PUBLIC OBJECTION**

*“To whom it concerns,*

*We are formally objecting to your proposal of the location of the bus shelter in front of house at 92 Pacific Drive, Fitzherbert Palmerston North. We are against it for the following reasons:*

- 1) Our bedrooms are in front of the house. Therefore, a shelter will significantly impact our privacy, with a profound impact in our wellbeing and mental health.*
- 2) Our property has no fence, it is the same level as the street and with the bedrooms very close to the front boundary of the property.*
- 3) There are many other properties in the proximity that would be more appropriated to place a bus shelter: including:*
  - a. Properties that are far from the front boundary.*
  - b. Properties where the bedrooms are in the back of the property.*
  - c. Properties in elevated position, therefore with enhanced privacy compared to our property.*
- 4) We are the property owners. Our daughter's bedroom is in front of the house (ground floor). We are concerned that vandalism might take place, as observed in other bus shelters of the city, and will have a profound impact in her wellbeing/mental health and associated traumas due to the proximity to her bedroom.*

5) *In front of our house there are fibreoptics cables, water services and manholes.*

*Please consider our concerns and we would like to present to elected members in person"*

**4. COUNCIL RESPONSE TO OBJECTION**

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

<p>Privacy / Proximity to front windows</p>	<ul style="list-style-type: none"> <li>• When the location was identified, adjacent resident privacy was considered e.g. higher fences and/or distance to front facing windows.</li> <li>• This stop and shelter sits in line with the resident's garage, not towards the driveway access or in front of the front facing windows</li> <li>• This stop and shelter is also shared with the boundary of number 94 Pacific Drive which is one of the only residential houses on this street that have a high fence.</li> <li>• There is a public park directly across the street.</li> </ul>
<p>Fencing and other locations</p>	<ul style="list-style-type: none"> <li>• This bus stop sits on the boundary with number 94, which has a fence. The shelter sits as close to this fence as possible, considering the large tree and services.</li> <li>• There are very little properties along this street that have fences. This has been explored by the Project Team when the objection was received.</li> <li>• The location is necessary in relation to the stop before, the stop after, and the paired stop on the other side of the road. This stop serves as a catchment to residents and bus users from Johnstone Drive.</li> </ul>
<p>Concerns about security and safety</p>	<ul style="list-style-type: none"> <li>• Council will monitor the ongoing operations and consider any approaches should these matters materialize.</li> <li>• Crime Prevention Through Environmental Design principles highlight that passive surveillance, like that provided by passengers waiting for the bus help to increase the security of an area.</li> <li>• There is no-correlation between a bus stop and residential burglaries.</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> <li>• There is a streetlight directly outside this property.</li> <li>• The bus shelter is designed with Safety in mind, for the</li> </ul>

	user of the bus stop as well as the residents – for example LED lighting and glass panels that can be seen through,
Services	<ul style="list-style-type: none"> <li>All services have been taken into consideration as part of the Bus Stop and shelter design.</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**

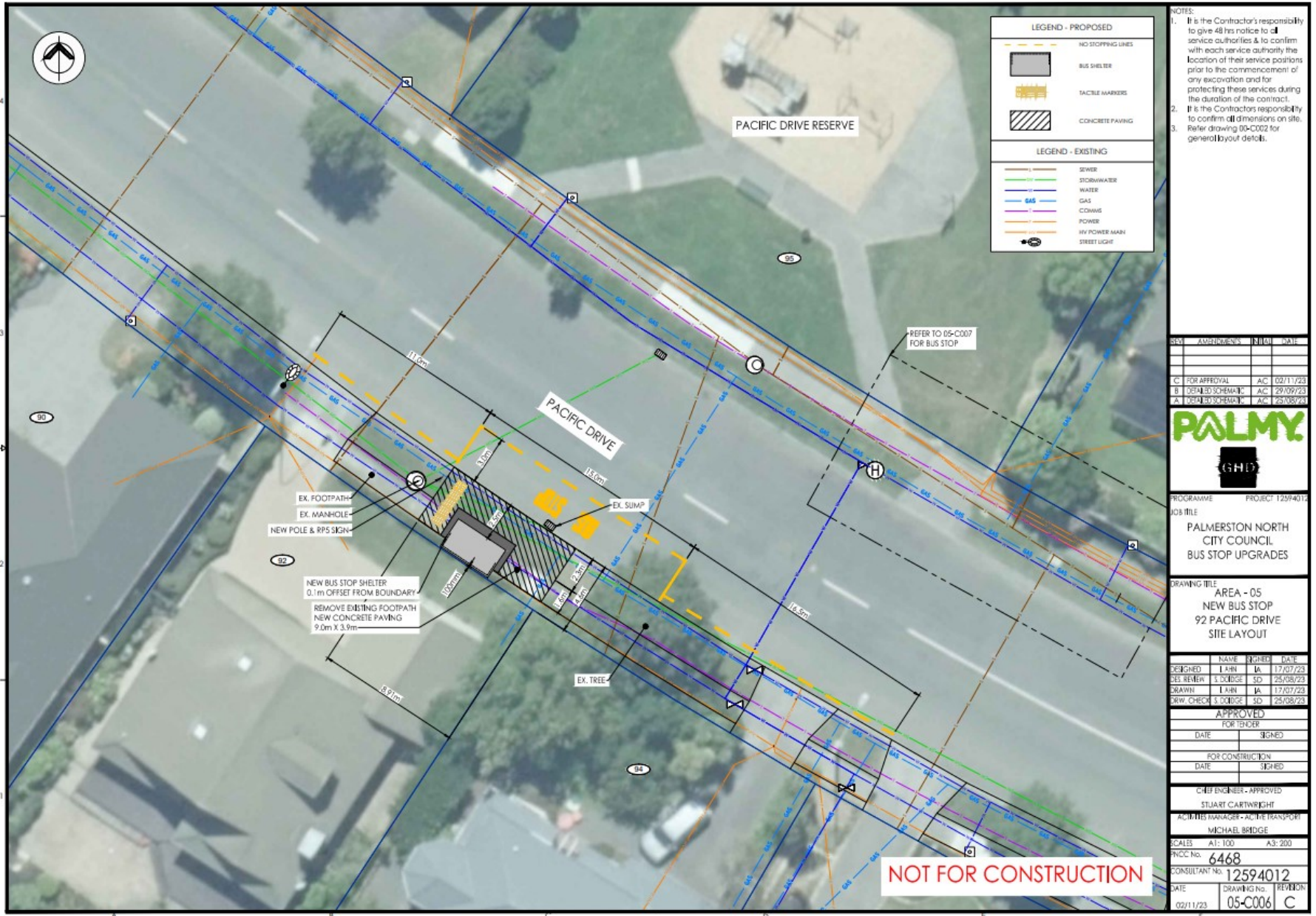
Does the Committee have delegated authority to decide?	<b>No</b>
Are the decisions significant?	<b>No</b>
If they are significant do, they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does this decision require consultation through the Special 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**

- Bus Stop and Route Map [↓](#) 
- Street View [↓](#) 
- Site Specific Bus Stop and Shelter Design [↓](#) 







NOTES:

- It is the Contractor's responsibility to give 48 hrs notice to all service authorities & to confirm with each service authority the location of their service positions prior to the commencement of any excavation and for protecting these services during the duration of the contract.
- It is the Contractor's responsibility to confirm all dimensions on site.
- Refer drawing 05-C002 for general layout details.

REV	DESCRIPTION	DATE	BY

C1	FOR APPROVAL	AC	02/11/23
B	DETAILED SCHEMATIC	AC	29/09/23
A	PROPOSED SCHEMATIC	AC	26/08/23



PROGRAMME PROJECT 12594012  
 JOB TITLE PALMERSTON NORTH CITY COUNCIL BUS STOP UPGRADES

DRAWING TITLE AREA - 05  
 NEW BUS STOP  
 92 PACIFIC DRIVE  
 SITE LAYOUT

NAME	SIGNED	DATE
DESIGNED	L.H.N.	17/07/23
CHEF REVIEWER	S.D.	25/08/23
DRAWN	L.H.N.	17/07/23
DRW. CHECK	S.D.	25/08/23

APPROVED FOR TENDER	
DATE	SIGNED
FOR CONSTRUCTION	
DATE	SIGNED

CHEF ENGINEER - APPROVED  
 STUART CARTWRIGHT  
 ACTIVITIES MANAGER - ACTIVE TRANSPORT  
 MICHAEL BRIDGE  
 SCALES A1: 100 A3: 200  
 PNC No. 6468  
 CONSULTANT No. 12594012  
 DATE 02/11/23 DRAWING No. 05-C006 REVISION C





## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 15 February 2024

**TITLE:** Proposed Bus Shelter: 36 Airport Drive, Milson

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

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

### RECOMMENDATION TO COUNCIL:

1. 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>	36 Airport Drive, Milson
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	Existing
<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.

<p>The reasons and advantages of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Complimenting new Route.</li> <li>• Location deemed a main corridor with high use.</li> <li>• Protection from the weather.</li> <li>• Suitable location in correlation to the proposed stop before and after along the route.</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>	
<p><b>Horizons Regional Council</b></p>	<p>Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</p>
<p><b>Waka Kotahi (NZ Transport Agency)</b></p>	<p>The installation of the bus passenger shelters is supported by Waka Kotahi.</p>

### 3. PUBLIC OBJECTION

*Consultation has been carried out with the affected property at 36 Airport Drive, Milson. The consultation period for the proposed shelter took place as part of the second round which occurred from 16 November to 3 December 2023.*

*During the consultation period, the following feedback was received from the property owner of 36 Airport Drive, Milson, objecting to the proposed shelter installation at the existing stop.*

*“We are writing to object to the erection of a permanent bus shelter to be built outside our property of 36 Airport Drive.*

*We are the proud owners of the property at 36 Airport Drive and have paid rates on this for 17 years. We have worked extremely hard to complete our home to a high standard and to give our home a good street appeal, for perhaps future re-sale.*

*We strongly reject a permanent bus shelter to be built. We have observed the others around the city, and they are an eyesore. We have viewed the new proposed shelters & timetable also. Over time they are scratched, tagged, broken, litter collectors, and bring down the value and aesthetics outside all properties.*

*Our area has an elderly walking community and also a young dog walking community, we have more walkers past our front gate than the 6 people that wait for the bus every day. I am very concerned for our dog paws and elderly pedestrians.*

*We are strongly against having advertising outside our home. We live in the suburbs for a reason and that is not to have consumerism in our face on a daily basis. If we chose to have that we would live in the inner city.*

*With the speed of the traffic, the increase from the commercial business that will eventuate, the increase from the business park at railway road, two lanes of traffic, Massey students already parking on the road side, this makes it challenging for us to get in and out of our driveway on a daily basis.*

*We ask you to seriously reconsider this permanent structure."*

**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>• 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>
Devalue of property and surrounding area	<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>
Against advertising	<ul style="list-style-type: none"> <li>• PNCC have a contract with oOh Media and their advertising shelters, of which there are 5 locations being decommissioned around the city.</li> <li>• PNCC are retaining their contract and need to relocate those 5 shelters to alternate locations around the city.</li> <li>• oOh media have requested this location to replace an advertising shelter, due to its proximity to the Airport and the daily road users who will see this.</li> </ul>
Difficulty getting out of driveway	<ul style="list-style-type: none"> <li>• The shelter would be on then left-hand side of this resident's driveway.</li> <li>• It is a requirement that the shelters sit no less than 1.5m off the kerb, giving car users enough space to see in both directions to enable safe access to the road.</li> <li>• There is no design yet, however the shelter will sit as close to the front of the stop as possible, away from</li> </ul>

	the driveway and in front of the boundary fence.
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**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>
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 [↓](#) 
2. Street View [↓](#) 





## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 15 February 2024

**TITLE:** Proposed Bus Shelter: 85 Amberley Avenue, Highbury

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

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

### RECOMMENDATION TO COUNCIL:

1. 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>	85 Amberley Avenue, Highbury
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<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.

<p>The reasons and advantages of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Complimenting new Route.</li> <li>• Location deemed a main corridor with high use.</li> <li>• Protection from the weather.</li> <li>• Suitable location in correlation to the proposed stop before and after along the route.</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>	
<p><b>Horizons Regional Council</b></p>	<p>Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</p>
<p><b>Waka Kotahi (NZ Transport Agency)</b></p>	<p>The installation of the bus passenger shelters is supported by Waka Kotahi.</p>

**3. PUBLIC OBJECTION**

Consultation has been carried out with the affected property at 85 Amberley Avenue. The consultation period for the proposed shelter took place as part of the second round which occurred from 16 November to 3 December 2023.

During the consultation period, the following feedback was received from the property owner of 85 Amberley Avenue, objecting to the proposed shelter installation.

**Objection:**

*"I xxx, the property owner of 85 Amberley Avenue would like to formally lodge an objection to the proposal of a bus shelter being erected outside my property and would like to present to the elected members in person.*

*My reasons for this objection are as follows*

*If this proposed bus stop and shelter were to go ahead you will be creating an extremely hazardous environment for the bus driver, their passengers, motorists, pedestrians and residents, which in my mind and my neighbours a huge health and safety issue.*

*It is absurd to propose situating a bus stop and shelter at the entry point to a corner in the road, especially on a road which is used as a major thoroughfare by vehicles who are travel at high speed. If this were to go ahead it would be an accident waiting to happen and more than likely a fatality - would you want this on your conscience?*



We constantly have vehicles travelling up Amberley Avenue at speed (from Pioneer Highway end) and as they are making a right hand turn into Clarke Ave they cut the corner and end up drifting out to the exact place that a bus would be stopped. As recently as a few weeks ago we witnessed from our lounge window a vehicle do exactly this but this time they mounted the kerb, drove along the footpath and grass verge right through where you are proposing to put a bus shelter and then back down onto the road via our neighbours driveway.

We also constantly contend with vehicles who while travelling down Clarke Ave at speed in the opposite direction to that of the proposed bus stop and shelter, straddle the centre line making the lane extremely narrow on what is a dangerous stretch of road and if are are to believe what Horzions Regional Council have published in their 'Across the Region' flyer, where they state that the number of buses in the fleet is to increase from 25 to 42 buses and that they want buses to be arriving at bus stops every 15 minutes in peak times and every 30 minutes during off peak times with the buses operation 7 days a week from 6.30am to 9pm then this stretch of road is going to be even more hazardous.

The proposal letter that was sent out states that the following things have been considered when deciding to situate a bus stop and shelter - but clearly this doesn't seem to be the case.

- 1) Whether there is a more suitable location for a bus stop –  
 Yes there is a far safer location to have a bus stop and shelter, this is just around the corner from this proposed sight, there is a clear straight section of road with great visibility for drivers travelling in both directions, a street light for safety and on the other side of the road is a big grass area which joins onto David Spring park - so no residential housing, no issues with vehicles parking on the road decreasing the size of the lane.
- 2) Avoid removing as few on-street carparks as possible –  
 Well if this proposal goes ahead you will be removing all on-street parking outside the front entrance to my property, due to having yellow no parking lines and 15mtrs of bus stop which encompasses my complete driveway. We will even be unable to double stack vehicles in our driveway as they will protrude over the footpath, which in a recent social media post by the council advise that their parking wardens are going to on the lookout for this and the council have even set up a web page where the public can report in and advise if the see someone doing this.
- 3) Considered privacy –  
 I struggle to see how this has been considered when we have a lounge window that faces out to Clarke Ave and our driveway and the proposed shelter is 2mtrs from the edge of our driveway and 100mm from our front fence.
- 4) Location of key utilities or services –  
 At the site of the proposed bus shelter there is an existing power box, a phone cable junction box, access panel / box to the fibre network, gas and sewer lines.

If this proposal goes ahead, we not only lose all on-road parking outside of our

property but also the ability to access our property, as right where you are proposing to put a bus shelter is where we are looking at installing a gate to gain access into our back yard so as to provide more secure parking for our vehicles.

I am astounded that you are proposing to build a shelter which is only 100mm from my front boundary - is the council going to be liable for the cost of repairs to any damage or graffiti that more than likely will occur if this proposal goes ahead?

I think you all need to take a minute and be honest with yourselves and acknowledge that these bus shelters and especially the ones in this neighbourhood attract a lot of attention from people who are set on vandalising them, whether it be through breaking the glass in them or covering them with graffiti, we already have enough trouble with finding empty beer cans and bottles strewn on or front verge, we don't need to encourage anymore of this to happen."

**4. COUNCIL RESPONSE TO OBJECTION**

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

<p>Busy thoroughfare, Speed of road users</p>	<ul style="list-style-type: none"> <li>• PNCC to consider what else can be included in the wider road design to deter speed and behaviour of vehicles at the intersection.</li> </ul>
<p>Alternative Stop location</p>	<ul style="list-style-type: none"> <li>• The new bus route network was determined by Horizons.</li> <li>• Bus stops on Amberley Ave are being removed due to the network route changes.</li> <li>• This is an important location for a pair of stops – this stop is the first stop on the line, required to be as close to the intersection, to cater for those from Amberley Ave.</li> <li>• The suggested location opposite the park is too far from the intersection.</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 and stops.</li> </ul>
<p>Removal of on street parking</p>	<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>
<p>Privacy</p>	<ul style="list-style-type: none"> <li>• When the location was identified, resident privacy was considered e.g. higher fences, boundary line with neighbour, and/or distance to front facing windows.</li> </ul>

	<ul style="list-style-type: none"> <li>This shelter is in front of a high fence, towards the boundary with 64 Clarke Ave.</li> </ul>
Utilities / Services	<ul style="list-style-type: none"> <li>Services do sit within the berm in most instances around the City, it is a regular occurrence to encounter them when conducting work</li> <li>The designer has incorporated all services into the construction drawing and will be managed accordingly by the construction team</li> </ul>
Vandalism and destruction	<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> <li>Council will monitor the ongoing operations and consider any approaches should these matters materialize.</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:**




- 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?	<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 [↓](#) 
2. Street View [↓](#) 
3. Site Specific Bus Stop and Shelter Design [↓](#) 

**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:** 15 February 2024

**TITLE:** Proposed Bus Shelter: 17 Featherston Street, Takaro

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

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

### RECOMMENDATION TO COUNCIL:

1. 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>	17 Featherston Street, Takaro
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<b>Objector</b>	Owner
<b>Objection</b>	4

### 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.

<p>The reasons and advantages of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Complimenting new Route.</li> <li>• Location deemed a main corridor with high use.</li> <li>• Protection from the weather.</li> <li>• Suitable location in correlation to the proposed stop before and after along the route.</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 17 Featherston Street, Takaro. The consultation period for the proposed shelter took place as part of the second round which occurred from 16 November to 3 December 2023.

During the consultation period, the following feedback was received from the property owner of 17 Featherston Street, objecting to the proposed shelter installation.

**Objection:**

*“My name is xxx and I am the homeowner at 17 Featherston Street Palmerston North.*

*Last week I received a letter about a bus stop going up outside our property. While we are*

*thrilled to have a bus stop in the area, we have some concerns about the location that we wanted to discuss with you but were unable to reach you by phone a couple of times. The letter says we were consulted about this bus stop (we weren't) and that there was a public meeting we could've raised these issues at back in October, but we didn't know about that either. The letter dated 16/11/23 is the first communication we have received.*

*Because of the location of our house on Featherston st, there are some issues we have with placing a bus shelter that you (as the council) may not be aware of as*

you don't see that area on a day to day basis and at various times of the day.

Firstly, it is very close to an intersection (Featherston & botanical) controlled by a traffic light. This light only lets through a couple cars each change and cars are often backed up Featherston street past our house which will make it difficult for a bus to both turn and park.

As we live across the road from the Takaro Bowls club, that area is also often filled with parked cars as the bowls clubs has events multiple times per week at different times day or night for different sports as well as hiring out the hall as a venue. This includes buses that park there when tournaments occur etc which take up any extra swing space a bus may need.

It's already difficult to navigate around those cars coming and going and the light-controlled intersection for those who need to turn to botanical or turn down any driveways near my house.

Secondly, our driveway is next door to a shared driveway for 3 other properties, one of whom runs a small business (based on the frequent courier deliveries every day). They also all put their rubbish, glass and recycling bins outside our house as they can't put it in front of their shared driveway, meaning that there are 8 bins each week where the bus stop would be, and as the house on the other side of us has a very large driveway those bins couldn't move to the other side.

Thirdly, our house has a small front fence and established trees out the front which may need to be regularly trimmed or permanently cut for safety to have the bus shelter there and allow pedestrians to pass on scooters etc. if the trees need to be removed (as I am disabled and can't regularly cut them back myself) that would remove our barrier to road noise which would then increase with a bus regularly stopping outside. We already have boy racers and other noise that we can hear despite these trees, so without them it would be very impactful. If we had no trees and a high fence that would not be an issue but that is not something I can afford to sort for this process.

Ideally the bus shelter would be placed further up the road, outside somewhere like number 23 and up, so to avoid the bowls club and close intersection, and houses further up do not have trees or shared driveways next door. It may only be a few metres different, but it will make all the difference to traffic flow, potential hazards, or accidents with the bus in that intersection and other people using that high traffic area.

I know this is a lot of information, but I personally didn't know until I lived in this house either how busy that intersection is or how popular the bowls club is so I doubt the council knew that information when they made this plan and we would've been happy to be involved in the consultation process and helped find solutions so a bus stop could be down this end of Featherston street had we been informed earlier than we were.

I will be overseas for the next 2 weeks so I am unable to be contacted in person during this time but can be emailed which I will read when I get back."

**4. COUNCIL RESPONSE TO OBJECTION**

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

<p>Consultation Process</p>	<ul style="list-style-type: none"> <li>• The original location was at number 30, upon which the first round of consultation took place</li> <li>• The Project Team for the Featherston cycleway design determined this new location to be more suitable for the overall project</li> <li>• Therefore, consultation with number 17 Featherston St took place as part of Round 2</li> <li>• We have since tried to call and have left a message but have not been able to get through to discuss this process</li> </ul>
<p>Parking and use of opposite side of the road</p>	<ul style="list-style-type: none"> <li>• There is going to be a new Bus Stop installed on the Takaro Bowls side of the road</li> <li>• Takaro Bowls have been consulted on about this stop and have no concerns</li> <li>• This will enable an additional mode of transport to be provided at the site which may improve any parking issues.</li> </ul>
<p>Controlled Lights at intersection</p>	<ul style="list-style-type: none"> <li>• PNCC will monitor whether the Bus impacts the movement of cars in and out of this traffic light intersection</li> </ul>
<p>Privacy</p>	<ul style="list-style-type: none"> <li>• When the location was identified, adjacent resident privacy was considered e.g. greenery on the fence line and distance to house from roadside</li> </ul>
<p>Use of berm by residents</p>	<ul style="list-style-type: none"> <li>• There will still be plenty of space either side of the stop and shelter, at other berms, for rubbish bins to be placed</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>
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 [↓](#) 
2. Street View [↓](#) 
3. Site Specific Bus Stop and Shelter Design [↓](#) 



Appendix 1: Bus stop and Route Map:

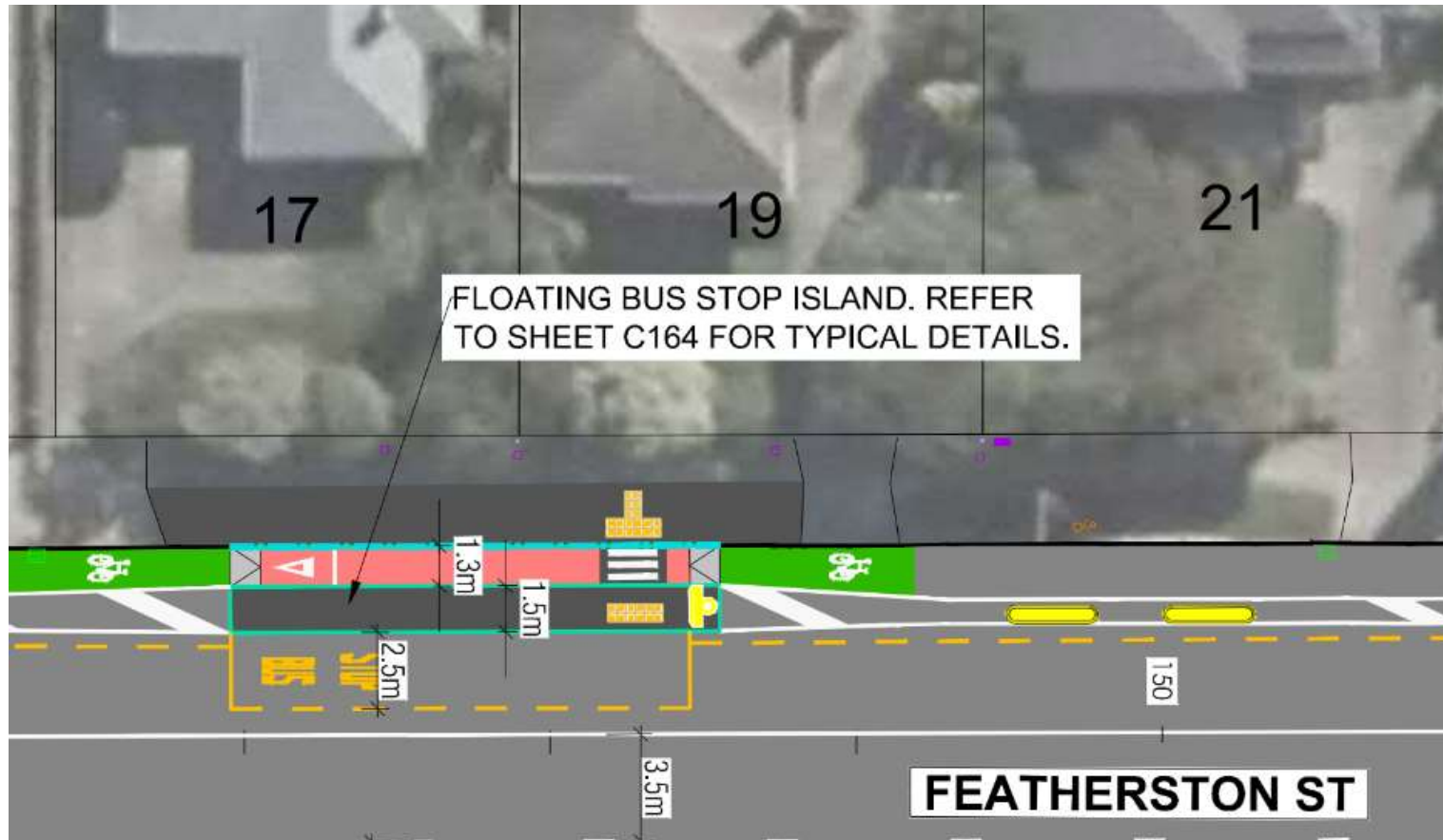


**Appendix 2: Street View:**





Appendix 3: Site Specific Bus Stop and Shelter design





## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 15 February 2024

**TITLE:** Proposed Bus Shelter: 91 Milson Line, Milson

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

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

### RECOMMENDATION TO COUNCIL:

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

### 1. PROPOSED BUS SHELTER DETAILS

<b>Bus Stop</b>	91 Milson Line, Milson
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<b>Two Objectors</b>	Business, Owner
<b>Objections</b>	7 and 9

### 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.

<p>The reasons and advantages of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Complimenting new Route.</li> <li>• Location deemed a main corridor with high use.</li> <li>• Protection from the weather.</li> <li>• Suitable location in correlation to the proposed stop before and after along the route.</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>	
<p><b>Horizons Regional Council</b></p>	<p>Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</p>
<p><b>Waka Kotahi (NZ Transport Agency)</b></p>	<p>The installation of the bus passenger shelters is supported by Waka Kotahi.</p>

**3. PUBLIC OBJECTION 7 (BUSINESS)**

*“Each year Life Care trains more than 35,000 first aiders and conducts over 35,000 health assessments for NZ workplaces.*

*We have been in the forefront of delivering occupational health and training services to New Zealand businesses since 1994 covering the following services:*

- *Training services*
- *Health Services*
- *Pre-Employment Services*
- *Training in Schools*
- *Nutrition*
- *Injury Management and*
- *Mental Health*

*One of the reasons Life Care chose this location for our new premises was because this site offered the ability to provide roadside parking close to our location for our clients and course participants.*

**“The Pillars” Location**

*‘The Pillars’ is becoming a Health Hub offering various types of health-related services.*

*Currently, **many senior people, people with injuries, and other physical impairments,** attend the existing businesses at this location for their Health and Wellbeing related requirements.*

*The proposed repositioning of the bus location will result in reduced access to close parking for those individuals and will, no doubt, significantly impact those individuals*

accessing this site easily to utilise the necessary services.  
 This is of concern to Life Care too.

**Life Care Consultants reasons for objecting to the proposed repositioning of the bus stop location**

- Our course participants cannot park in the site carpark (as requested by the building owner), participants vehicles may be there for a length of time taking up the limited carparking available, which also services the other tenants. Our participants are advised at the time of their booking that they are required to park on the roadside.
- We provide our services any day of the week Monday to Friday, and we can have up to 18-20 people at our location at a time (potentially 20 vehicles) – removing these limited parking options will have a significant impact on this (see below: a typical day when parking is required for our courses and health related services).



- At times, people attending our services may have a physical impairment, therefore easy access to our site was part of our consideration when choosing this location we have access to a lift).
- There are several vacancies for this site and when these are tenanted, they will require access to parking, and it is likely some businesses will deal with people who will have a physical impairment too, making easy access to this site an important consideration when choosing this location.

**Existing Bus Site**

The existing bus site is positioned on the outer area of Palmerston North, and there appears to be minimal demand at this location. The current bus stop location seems ideally situated between the Milson Shopping Centre and The Pillars; therefore, it does not make sense to reposition this. Why not retain the existing site and make the improvements proposed which will surely still be of benefit and cost less in the long run?

Thank you for your consideration.

Yours sincerely"

**4. PUBLIC OBJECTION 9 (OWNER)**

*“Thank you for the opportunity to make this submission. I offer the following points on behalf of the other owners of this property.*

*We support PNCC's objective of making Palmerston North a well-connected city, with appropriately placed bus shelters. However, we object to the proposed location of the bus shelter for the reasons outlined in points 1-3 below:*

- 1. It would create safety issues for the many cars that enter and exit our property. Milson Line is a busy road, so accessing our property is already challenging for motorists. Installing a bus shelter in the proposed location will hinder visibility and dramatically increase motorists' risks.*
- 2. The Pillars car park is insufficient to accommodate demand, so many visitors park on both sides of Milson Line. The proposed bus stop will remove six car parks which will force more visitors to park on the opposite side of the road. There is no pedestrian crossing, so crossing the road involves a safety risk to pedestrians. The proposed bus stop location will increase this risk.*
- 3. A location closer to Dogwood Way would future-proof the bus network for the Central Healthcare Ltd medical facility that will be built on the corner of Milson Line and Dogwood Way. This will be an asset for Palmerston North, attracting significant people flows. This will include people groups particularly dependent on public transport due to their inability to access other transport options. There is common ownership between The Pillars property and Central Healthcare Ltd. We are happy to work with PNCC to share details regarding vehicle access points so that the bus shelter can be in the optimal location nearer to Central Healthcare Ltd to avoid traffic safety issues. Central Healthcare Ltd is planning a large car park with access off Milson Line and Dogwood Way. There will be no need for users of this facility to park on Milson Line and incur risk crossing at the point of the bus shelter location we propose.”*

**5. COUNCIL RESPONSE TO OBJECTIONS**

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

<p>Safety issues for cars accessing the property</p>	<ul style="list-style-type: none"> <li>• There is 1.7m clearance from roadside to the front of the shelter.</li> <li>• The side wall is glass and can be seen through.</li> <li>• The shelter is positioned a long way from the entry and exit of the car park at this property.</li> <li>• Horizons determine the new routes and they are on busy thoroughfares.</li> <li>• The new bus stop and shelter proposed at 75 Milson</li> </ul>
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	Line is busier and closer to the intersection of Fairs Road, of which PNCC will be progressing with.
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> <li>• The bus stop slightly further towards the signalised lights is proposed to be decommissioned, opening more parking opportunities should they be required.</li> <li>• There are many car parks already available within the complex, in front and behind the building. PNCC are unaware of the use of these car parks service the property.</li> </ul>
Large number of cars	<ul style="list-style-type: none"> <li>• Providing a bus stop directly outside the property, and a network that is more regular and reliable, means those who use the Life Care services have a secondary mode of transport available to them to reduce car parking concerns</li> </ul>
Those users of Life Care who need a park close by	<ul style="list-style-type: none"> <li>• There looks to be many car parks already available within the complex, in front and behind the building.</li> </ul>
Alternate location	<ul style="list-style-type: none"> <li>• The residents at the local old folks' home has requested a stop closer to the access alleyway to Milson Line.</li> <li>• PNCC are proposing stops based on what is available on the now, it can be reviewed when the development referenced is closer to completion.</li> <li>• The location is suitable in relation to the stop before, and the stop after.</li> </ul>

## 6. OPTIONS AVAILABLE TO THE COMMITTEE





1. Dismiss the objections 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).

## 7. COMPLIANCE AND ADMINISTRATION

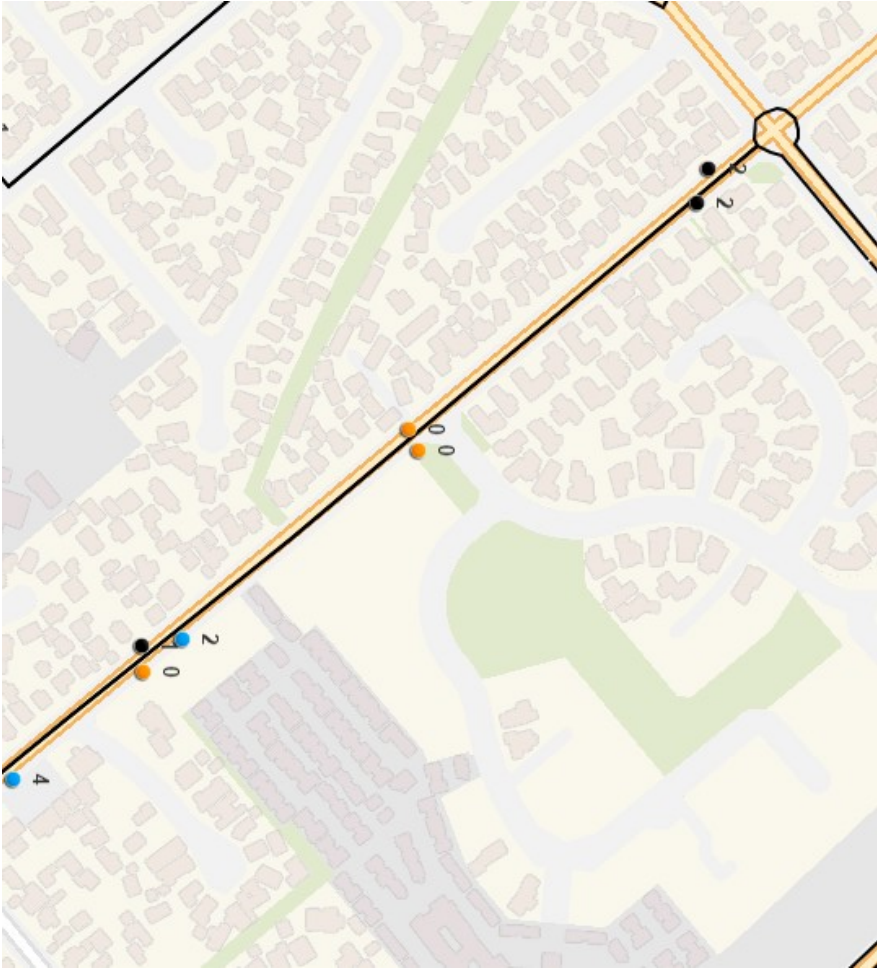
Does the Committee have delegated authority to decide?	<b>No</b>
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Are the decisions significant?	<b>No</b>
If they are significant do, they affect land or a body of water?	<b>No</b>
Can this decision only be made through a 10 Year Plan?	<b>No</b>
Does 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**

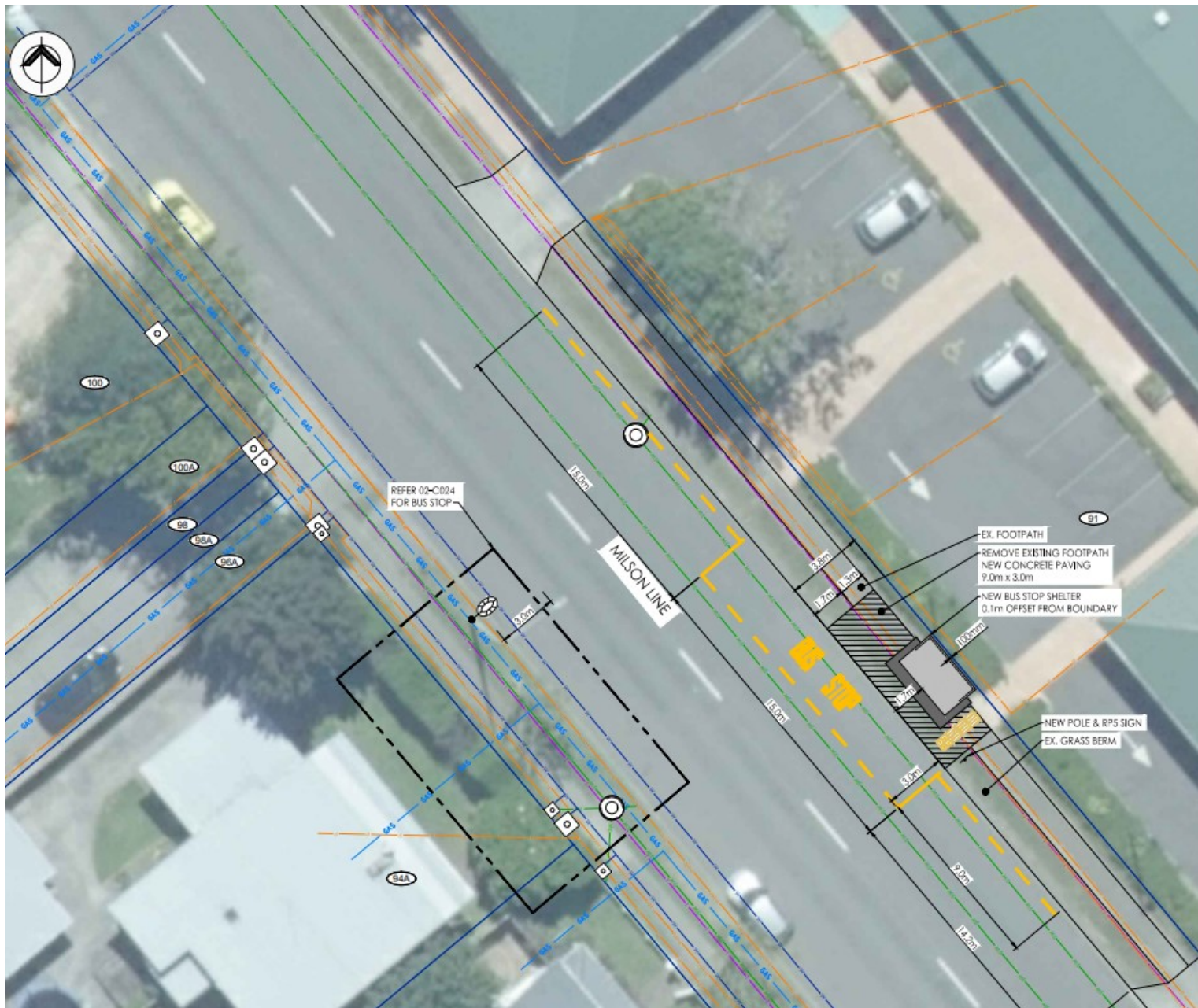
1. Bus Stop and Route Map [↓](#) 
2. Street View (a) [↓](#) 
3. Street View (b) [↓](#) 
4. Site Specific Bus Stop and Shelter Design [↓](#) 











## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 15 February 2024

**TITLE:** Proposed Bus Shelter: 41 James Line, Kelvin Grove

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

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

### RECOMMENDATION TO COUNCIL:

1. 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>	41 James Line, Kelvin Grove
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<b>Objector</b>	Owner
<b>Objection</b>	1

### 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:

<ul style="list-style-type: none"> <li>• Complimenting new network.</li> <li>• Protection from the weather.</li> <li>• Suitable location in relation to the proposed stop before and after.</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 41 James Line, Kelvin Grove. The consultation period for the proposed shelter took place as part of the second round which occurred from 16 November to 3 December 2023.

During the consultation period, the following feedback was received from the property owner of 41 James Line, Kelvin Grove, objecting to the proposed shelter installation.

**Objection:**

*"I am writing in objection to the proposed bus shelter outside my address: 41 James Line, Whakarongo, Palmerston North. My husband and I own this property and have some objections to the proposed location, those being:"*

*Our property recedes down, and the front rooms are both bedrooms this poses a serious risk of loss of privacy to our property and therefore value. Given we cannot heighten our fence to restrict any view we are concerned that the rooms that will be visible will be bedrooms. Also, as our property doesn't have a back lawn our front lawn is our only space for enjoyment again this will be severely impacted by the proposal.*

*The proximity to the train tracks. Given the proximity to the train tracks and pedestrian crossing island we do not think this is a suitable location for a bus shelter. Cars passing around a bus are at risk of having impaired vision of the train tracks/ pedestrian crossing island that was recently installed and could pose a serious threat to the health and safety of drivers and pedestrians.*

*There are more suitable locations with high retaining walls further down James Line where the above points are not of concern or alternatively outside MiLife on*

James line.

At times this is a very congested area as this area is used heavily for drop off and pickup to utilise the walkway to Whakarongo school, the loss of on street parking would cause/ encourage congestion and unsafe practices we believe.

There is already a bus stop much closer and suitable for the elderly at MiLife- this is only 250m around the corner from our proposed site. This is another suitable location due to being positioned next to a high fence.

There are four houses currently who utilise the berm for rubbish/ recycling etc pickup that would be hindered with the current proposal of a bus shelter. On our particular recycling day, we often see four + wheelie bins plus several council rubbish bags taking up a large amount of the berm.

With the encouragement of condensed housing we find that residents guests from both the ten houses down Ivy Lane and the three houses down the shared driveway behind us have limited parking currently and will have even less available roadside parking with this proposal. There is currently very limited on street parking as it is the further removal of this will have an impact to the area.

Point 2. Highlighted by attached photo. – this is included as Appendix 1

**4. COUNCIL RESPONSE TO OBJECTION**

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

<p>Privacy</p>	<ul style="list-style-type: none"> <li>• When the location was identified, adjacent resident privacy was considered e.g. greenery on the fence line and distance to front facing windows.</li> <li>• This shelter sits in the middle of the bus stop, rather than at the front as is usual practice.</li> </ul>
<p>Proximity to Train Tracks</p>	<ul style="list-style-type: none"> <li>• An external transport consultant was engaged to locate the best location for all bus stops, taking into consideration the whole surrounding area. This was then reviewed by PNCC Chief Engineer and issued for approval.</li> <li>• The location was determined with no concerns regarding proximity to train tracks</li> <li>• Pedestrian refuges are a positive when near bus stops, to allow bus users safe road crossing.</li> </ul>
<p>Alternative location</p>	<ul style="list-style-type: none"> <li>• Officers acknowledge the suggested alternate location.</li> <li>• There is an existing stop at MiLife that is going to be</li> </ul>

	<p>retained</p> <ul style="list-style-type: none"> <li>The area by the retaining wall was considered however it is not believed to be the optimal location – ideal is closest to ped refuge and new PNCC development.</li> </ul>
Use of berm by residents	<ul style="list-style-type: none"> <li>There will still be plenty of space either side of the stop and shelter, at other berms, for rubbish bins to be placed.</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. NEXT STEPS**

- Dismiss the objections 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?	<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,	Increases the number of bus shelters to be maintained by Council.



environmental, and cultural well-being	
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**ATTACHMENTS**

1. Objectors Image [↓](#) 
2. Bus Stop and Route Map [↓](#) 
3. Street View [↓](#) 
4. Site Specific Bus Stop and Shelter Design [↓](#) 



Appendix 1: Objectors "Point 2" image referred to in objection commentary



Appendix 2: Bus stop and Route Map:



Black = Retain  
Orange = Decommission/Remove  
Blue = New

**Appendix 3: Street View:**



**Appendix 4: Site Specific Bus Stop and Shelter design**



## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 15 February 2024

**TITLE:** Proposed Bus Shelter: 292 Ruahine Street, Terrace End

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

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

### RECOMMENDATION TO COUNCIL:

1. 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>	292 Ruahine Street, Terrace End
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<b>Objector</b>	Owner
<b>Objection</b>	13

### 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.

<p>The reasons and advantages of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Complimenting new Route.</li> <li>• Location deemed a main corridor with high use.</li> <li>• Protection from the weather.</li> <li>• Suitable location in correlation to the proposed stop before and after along the route.</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>	
<p><b>Horizons Regional Council</b></p>	<p>Horizons has been consulted on the proposed shelter and have no concerns with the proposal.</p>
<p><b>Waka Kotahi (NZ Transport Agency)</b></p>	<p>The installation of the bus passenger shelters is supported by Waka Kotahi.</p>

### 3. PUBLIC OBJECTION

*“Our objections to the bus shelter are as follows:*

*- We have 2 bedrooms at the front of the house closest to the road. xxx works shift work which means sometimes he has to sleep during the day, we believe the extra noise from the bus shelter and the buses stopping and going will impact his sleep. Also, we have a 7-year-old boy who shares our room, he is in partial remission from cancer and he can be required at any stage to undertake chemotherapy again. This can make him very sick and he will need his rest without being disturbed by buses and people outside our front gate.*

*- We are concerned about the vandalism of our property and possible people entering our property without permission. We gave our permission for neighbourhood support to install a bench seat outside our property for people to rest on but we are often getting homeless people sleeping on it at night and we believe this would increase with the added bus top and shelter.*

*- We also believe the extra lighting from the bus shelter will shine into our bedrooms and affect our sleep and that of our children.*

*- We object to the bus shelter outside our house as well because we will lose the on-street parking outside our property.*

*- We note also in the letter you have sent us that you have considered 'avoiding the removal of trees or vegetation' but on your map you also sent you have said you*



would need to trim branches of existing trees. We believe that doing so, would further reduce our privacy and allow people waiting for the bus to look into our property.

- The next closest bus stop is at 312 Ruahine Street which is 200 metres away from 292 Ruahine Street. This is well under the guidance criteria that was mentioned in the letter as 'The distance between stops needing to be between 400-500m.

In conclusion, we strongly object to a bus shelter/stop being installed outside our house and hope that you would consider changing the location to somewhere else along Ruahine Street."

**4. COUNCIL RESPONSE TO OBJECTION**

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

Proximity to front rooms	<ul style="list-style-type: none"> <li>• When the location was identified, adjacent resident privacy was considered e.g. higher fences and/or distance to front facing windows.</li> <li>• There are no houses any further back from the road</li> <li>• This house has a high fence and lots of shrubbery.</li> <li>• This is an existing bus route, noise from the network already exists however the busses will be electric, reducing street noise.</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 materialize.</li> <li>• There is no-correlation between a bus stop and residential burglaries.</li> <li>• Crime Prevention Through Environmental Design 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>
Lighting	<ul style="list-style-type: none"> <li>• The bus stop is designed with internal LED lighting that is of a level that does not shine out onto the street.</li> <li>• It was a key requirement of the Project Team to design this lighting to prevent any disruption for residential houses.</li> </ul>

	<ul style="list-style-type: none"> <li>The lights turn off after the last bus each night and turn on just before the first bus is scheduled each morning.</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>
Trimming of trees	<ul style="list-style-type: none"> <li>The tree mentioned in the GHD drawing are of the resident's tree on their private property.</li> <li>The reason it is required to be trimmed is it is overhanging the fence on to the PNCC footpath.</li> <li>The height of the shelter will touch this tree if it is not trimmed.</li> <li>It is not deemed that there needs to be much trimmed, only a small amount that sits over the fence line, and PNCC would work with the residents to ensure only the required is trimmed and no more.</li> </ul>
Other bus stops nearby	<ul style="list-style-type: none"> <li>The mention of 312 Ruahine St – this stop is being decommissioned.</li> <li>This new stop at 292 Ruahine St is better positioned between the stop before and the stop after.</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?	<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 [↓](#) 
2. Street View [↓](#) 
3. Site Specific Bus Stop and Shelter Design [↓](#) 













## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 15 February 2024

**TITLE:** Proposed Bus Shelter: 165 James Line, Kelvin Grove

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

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

### RECOMMENDATION TO COUNCIL:

1. 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>	165 James Line, Kelvin Grove
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<b>Objector</b>	Owner
<b>Objection</b>	4

### 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.

<p>The reasons and advantages of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Complimenting new Route.</li> <li>• Location deemed a main corridor with high use.</li> <li>• Protection from the weather.</li> <li>• Suitable location in correlation to the proposed stop before and after along the route.</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**

*“Thank you for taking time to consider my objections to your proposal. My name is xxx and along with my wife xxx, we are the owners and have resided at the above address for the past 20 years. My strong objection to the proposal has a number of facets which I will highlight in my submission.*

**The Proposed Bus Stop**

*I understand from discussing this matter with neighbours that 165 was not the preferred site.*

*My strong objection to the current proposal is Topographical and Safety orientated. Part of the issue stems from the road level being higher than the current foot path and the drainage issues we would incur (I had a discussion on water management when the road was being altered with xxx Project Manager PNCC). The grass verge and footpath currently meet in a 120mm wide egress designed to remove surface water from the front of both 163 and 165 James Line. (please refer to the attached photos Fig 3,4,5,).*

*The runoff from the proposed paving and concrete will add to an already limited drainage network, making the access unsafe through the winter months for not only the occasional bus passenger, but the many regular walkers some of whom have mobility issues. Pet owners who use the path daily would also be adversely affected. I am sure that PNCC would not wish to face litigation as a result of someone slipping and injuring themselves through excessive surface water or associated algae growth.*

*This will also disrupt access to the current inspection plate as shown in your drawing 06-C005. I understand your wish to keep the stops at regular intervals, however I cannot understand why you have picked the narrowest part of the road to site it. Since reopening the road in September, heavy construction traffic has more than trebled, preferring to use James line rather than Stoney Creek Road (reasoning behind this seems to be to avoid the school and a better feed in to Napier Road for the Large Units) and with the "No Stopping Line " painted down one side from Kelvin Grove Road to Schnell Drive, it has made a bottleneck not to mention a parking nightmare. We would lose 5 to 6 'on street' carparks with this proposal Fig 1&2 and although we have space for our vehicles on our property, many of our neighbours do not and these parks are currently utilised on a regular basis. One would think these factors would be high on your "Risk Assessment Register".*

**The Proposed Shelter**

*We strongly object to the proposed shelter being sited partially on our boundary as shown in your drawing. We along with our neighbours (163) have low fences Fig 6 and a structure would create visual pollution for us as most of it would be above the fence line. I find it unacceptable that every time we exited our back door our street view would be the back of an objectionable structure.*

*The proposed shelter would also add to the stormwater runoff issue mentioned previously and this is not acceptable.*

*Historically these structures tend to be a magnet for antisocial behaviour (See attached photos of the current first shelter on this run in James Line Fig7,8,9,10). We ourselves have been on the receiving end of this behaviour having had to replace two letterboxes in the past 18 months due to late night antics. There is no street lighting directly in front of the property.*

**In Conclusion**

*I would like it noted that as a pensioner I have found this process very stressful, but as a ratepayer and homeowner I feel it is my right to strongly object to events that will severely impede my family's lifestyle. Alternate solutions to this scenario could be sighting the stop in Parnell Heights Road thus avoiding traffic safety issues or below Schnell drive where there are large areas of unimpeded land adjacent to high fences and the road is wider.*

*I feel this submission data clearly states my position of objection. Should you wish to contact me further, my details are below. If you need me to address the relevant body, please contact me."*

**4. COUNCIL RESPONSE TO OBJECTION**

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

<p>Angle of current space and bus shelter</p>	<ul style="list-style-type: none"> <li>• The design consultant has measured the gradient of the berm at each bus stop.</li> <li>• Where the measurement is deemed too steep, an</li> </ul>
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	<p>alternate design feature such as a build out platform or ramps at either side of the stop has been designed.</p> <ul style="list-style-type: none"> <li>• All shelter foundations slope slightly towards the kerb and channel, to assist with the runoff/slow of water.</li> <li>• The shelter guttering system is designed to capture and distribute water from the roof, down the outside of the shelter wall, and to the kerb.</li> <li>• However, it is great to have heard from this resident that the collation of water is an issue at this location.</li> <li>• PNCC will ensure GHD have designed a shelter with the appropriate considerations.</li> </ul>
<p>"Narrowest part of the road"</p>	<ul style="list-style-type: none"> <li>• There is 2.8m of space that will be retained from kerb to front of shelter side panel.</li> <li>• The minimum required amount of space is 1.8m.</li> </ul>
<p>Removal of on street parking</p>	<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>
<p>No fence / Privacy</p>	<ul style="list-style-type: none"> <li>• When the location was identified, adjacent resident privacy was considered e.g. higher fences and/or distance to front facing windows.</li> <li>• This shelter is located on the boundary with the neighbouring property.</li> <li>• This shelter is in line with this resident's garage, and the neighbour's fence.</li> </ul>
<p>Concerns about security and safety</p>	<ul style="list-style-type: none"> <li>• Council will monitor the ongoing operations and consider any approaches should these matters materialize.</li> <li>• There is no-correlation between a bus stop and residential damage/burglaries.</li> <li>• Crime Prevention Through Environmental Design 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>

Alternate location suggestion	<ul style="list-style-type: none"> <li>The stops on Parnell Heights are being retained, and this new stop is the recommended distance between the stop before, and the stop after.</li> <li>There is no service going along Schnell Drive therefore no ability to put a stop there.</li> </ul>
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**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?	<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**

- Objectors Photos [!\[\]\(b7e1c8bc060ab2af8bc42ce81bfcf3c4\_img.jpg\)](#) [!\[\]\(2d0771195b0e0240efcbd9d75c7cddb8\_img.jpg\)](#)
- Bus Stop and Route Map [!\[\]\(2877759bcf4a3609f6b92cbc19de8848\_img.jpg\)](#) [!\[\]\(28f8e7c07e6223706c823723c822f20f\_img.jpg\)](#)
- Street View [!\[\]\(d87d73a74f22e314c531cbe6e8724268\_img.jpg\)](#) [!\[\]\(c32625d3acdc466104f8dc7eeb786ca3\_img.jpg\)](#)
- Site Specific Bus Stop and Shelter Design [!\[\]\(7486dd45c262a021fc222b21507aae5d\_img.jpg\)](#) [!\[\]\(b81ed5f945ee062b32bd9cdaad6aca44\_img.jpg\)](#)



Appendix 1: Objectors Photos



Fig 1



Fig 2



Fig 3



Fig 4



Fig 5



Fig 6



Fig 7



Fig 8

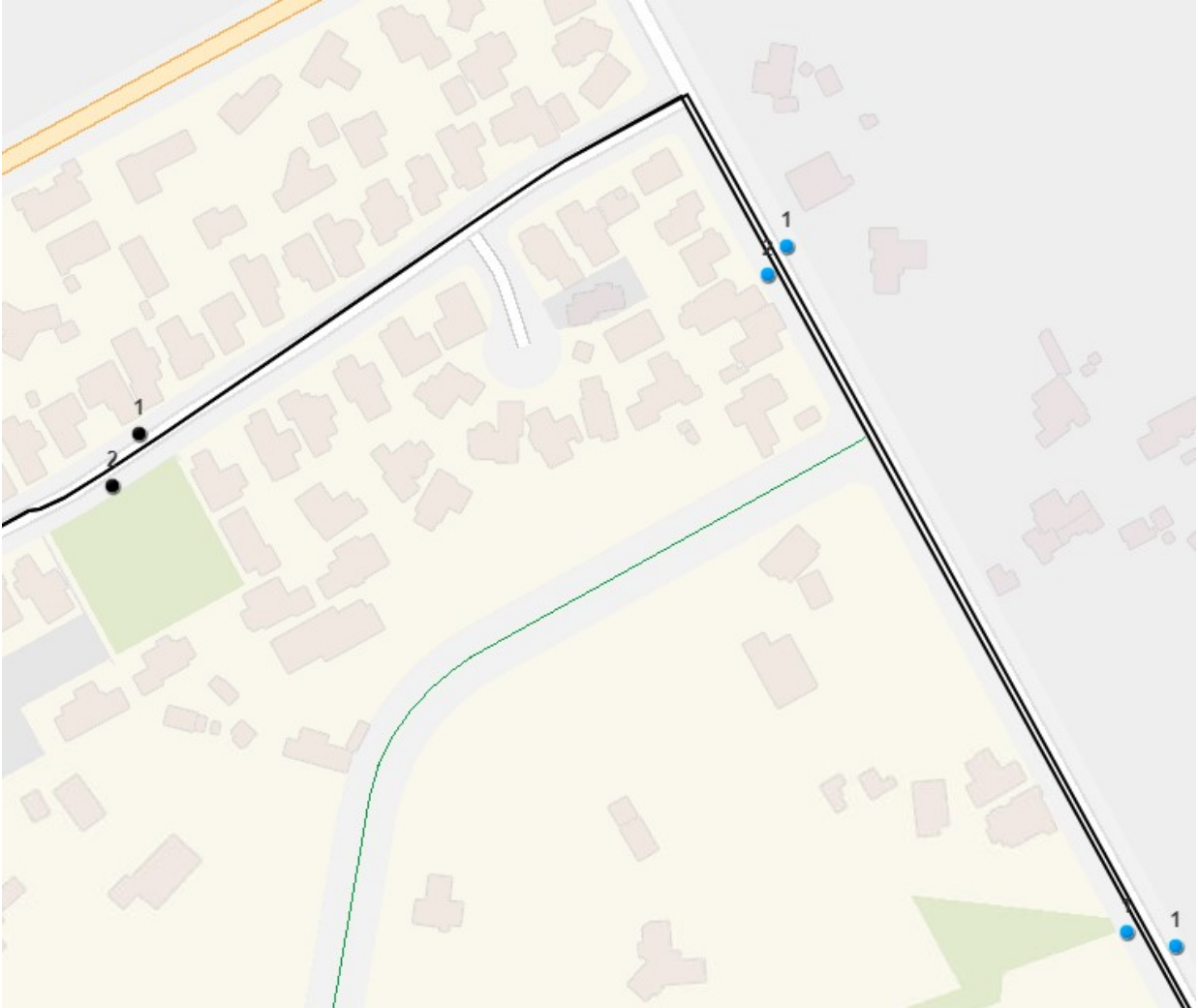




Fig 9



Fig 10







## MEMORANDUM

**TO:** Economic Growth Committee

**MEETING DATE:** 15 February 2024

**TITLE:** Proposed Bus Shelter: 552 Ruahine Street, Hokowhitu

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

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

### RECOMMENDATION TO COUNCIL:

1. 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>	552 Ruahine Street, Terrace End
<b>Inbound / Outbound</b>	Inbound
<b>New / Existing Stop</b>	New
<b>Objector</b>	Winchester School
<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.

<p>The reasons and advantages of this recommended option include:</p> <ul style="list-style-type: none"> <li>• Complimenting new Route.</li> <li>• Location deemed a main corridor with high use.</li> <li>• Protection from the weather.</li> <li>• Suitable location in correlation to the proposed stop before and after along the route.</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

*“Kia Ora koutou, we met as a board last night since receiving the details around the proposed bus stop outside of our school.*

*We have some strong concerns about the loss of car parking for our community to use when dropping off, this will add to the congestion surrounded our road patrol area meaning that it will be difficult for our road patrollers to see and get people across safely.*

*We oppose the proposed changes due to these reasons. We look forward to your response.”*

### 4. COUNCIL RESPONSE TO OBJECTION

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

Loss of car parking	<ul style="list-style-type: none"> <li>• This stop would replace the stop further up the road at 550 Ruahine Street.</li> <li>• There would therefore be space for drop off at the location of the Bus Stop that is being removed and turned back into parking space.</li> </ul>
Safety for Road Patrollers	<ul style="list-style-type: none"> <li>• The proximity to the pedestrian crossing was a consideration when the location was determined.</li> <li>• There were no safety concerns raised through this</li> </ul>

	design process by the PNCC Transport Manager and consultant.
New location to replace another stop	<ul style="list-style-type: none"> <li>This is a more suitable stop to cater for the further development proposed in this neighbourhood.</li> </ul>



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

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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).

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**ATTACHMENTS**

1. Bus Stop and Route Map [↓](#) 
2. Street View [↓](#) 
3. Site Specific Bus Stop and Shelter Design [↓](#) 