

### 3. PAPANUI ROAD–BUS SHELTER

RR 7931

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The purpose of this report is to consider the options available for the installation of a bus shelter at No. 171 Heaton Street on Papanui Road in order to select an option which best satisfies the objectives for the site.

#### INTRODUCTION

The Fendalton/Waimairi Community Board funded the purchase of a portion of No. 171 Heaton Street on the Papanui Road frontage for the purpose of installing a bus shelter at the existing bus stop at this locality. The bus stop serves primarily the school pupils of Heaton Intermediate School and the number of bus passengers using the stop justifies the installation of a shelter in terms of the City Council's policy. The City Streets Manager has the delegated authority to install a bus shelter at this location and in terms of its normal procedure, would install the standard bus shelter design (as accepted by the City Services Committee) at an estimated installed cost of \$10,000.

The Board has received several submissions from the Merivale Precinct Society requesting that due consideration be given to this site for the installation of a non-standard bus shelter design to suit the Merivale Village Streetscape environment. This special Board meeting has been scheduled to consider options available to the Board along with input from the Society.

#### OBJECTIVES TO BE ACHIEVED BY SHELTER PROVISION

In order to assist the decision making process a number of objectives are highlighted, which together with the cost estimate for each option, form a set of criteria which could assist in selecting the most suitable option. These objectives are:

- (i) To provide physical shelter from the prevailing wind and rain to bus passengers using the stop as soon as possible;
- (ii) To maximise user safety and security;
- (iii) To provide weatherproof mounting for bus passenger information such as timetables and route maps which are readable at all times from within the shelter;
- (iv) To provide robust seating for the convenience of several passengers;
- (v) To provide sufficient width to accommodate a wheelchair or pram;
- (vi) To provide sufficient lighting for the convenience of users during darkness;
- (vii) To ensure that it is constructed of material which is sufficiently robust to minimise vandalism and graffiti;
- (viii) To minimise the costs for ongoing repairs, maintenance and cleaning;

- (ix) To have an aesthetically acceptable form which suits the immediate environment;
- (x) To display a colour scheme which blends in with the immediate environment;
- (xi) To be clearly identifiable as a bus shelter

#### **STANDARD SHELTER – BASE OPTION**

The standard bus shelter design, an example of which has been installed on Pages Road and illustrated in **Addendum A**, is used as a basis for comparison especially as far as costs are concerned. This shelter can be fabricated in a dark green, as is the case for the new shelters going in to Cathedral Square and it is estimated that the installed cost would be \$10,000. This shelter can be supplied and installed within a few weeks of order.

#### **FUTURE ‘NEW GENERATION’ SHELTER**

The first option would be to install a ‘new generation’ shelter at a future date. In the interim as a temporary measure, one of the recycled and refurbished shelters (removed from Cathedral Square) could be installed within a few weeks at an additional overall cost of \$3000. An example of the recycled shelters from Cathedral Square is illustrated in **Addendum B** (limited circulation.) (The recycled shelters could also be painted a suitable colour like dark green to partially meet objective (x).) This would satisfy the objective to provide shelter from the elements for the school children as soon as possible, as well as to offer an opportunity to install a ‘new generation’ design once it has been accepted by the key stakeholders and adopted by the Council. The process for the design of the ‘new generation’ shelters would typically take several months in order to allow for effective consultation with key stakeholders, the development and the testing of a prototype and final acceptance by Council.

It would be fair to highlight that since such a process would necessitate the involvement of a broad spectrum of stakeholders, there is no way of predicting the outcome from an aesthetics point of view.

It is also difficult to estimate the future cost of a ‘new generation’ shelter without knowing the outcome of the design process. All that can be said at this stage is that **cost** will be one of the main criteria in selecting a new design and that the cost should not be significantly more than that for the current standard bus shelter.

#### **CUSTOM DESIGNED SHELTER**

The second option would involve the installation of a custom designed bus shelter, purpose built for the Papanui Road site. Such a shelter would have to conform to the basic specification requirements of the City Streets Unit which have as an outcome the fulfilment of the objectives mentioned in this report as well as those demanded by asset management from a cost effective maintenance point of view.

The City Streets Unit is willing to fund such a bus shelter under the same conditions as those which apply to the installation of a standard shelter at this location viz. \$10,000. Any additional costs would need to be funded from a separate source.

Once again, the outcome of such a custom designed process is unknown at this stage and therefore the only comment that can be made with respect to its design, is that it would have to meet the objectives mentioned earlier in this report. It is anticipated that the total cost of such a shelter would exceed that of the standard shelter due to design costs and unique manufacture procedures. It should also be pointed out that adding custom built shelters to the City Council's asset base could have increased cost implications to the City Streets Unit's budget for maintenance over the long term.

Representatives from the Merivale Precinct Society and the Heaton Intermediate School will be in attendance.

**Recommendation:** That the Board consider the options discussed in the report and select a preferred option for implementation.

**Chairman's  
Recommendation:** For discussion.