

Planning Evidence – Attachment B

Public Transport

Blue = notified PC7 text

Red = 42A recommended text

Red strikethrough with yellow highlight = occurrence where council's own internal text editing has not been deleted.

Light Blue = Applicant Planning evidence changes

Chapter 3 – Structure Plans

3.6A.4.4 Public transport infrastructure

a) The public transport infrastructure listed in (b) shall be provided as part of the development of a new transport corridor or upgrading of an existing transport corridor:

- i. That is identified as part of a proposed public transport route in Appendix 2 Figure 2-9C; or
- ii. That will be used as a public transport route in the interim, until the proposed public transport routes shown in Figure 2-9C are constructed; or
- iii. That will be used as a public transport route to service a significant origin or destination for public transport passengers, for example, a school site or commercial centre, but is not shown as a proposed public transport route in Figure 2-9C.

(b) The infrastructure to be provided in accordance with (a) includes:

- i. Accessible bus stops;
- ii. Bus stop road markings;
- iii. Bus stop signs;
- iv. Bus shelters at selected locations;
- v. Bus lay by/timing points;
- vi. Bus priority measures at key intersections;
- vii. Bus turning facilities (including interim facilities); and
- viii. Facilities for pedestrians to crossroads to access public transport stops.

(c) The location of public transport infrastructure listed in (b) shall be agreed in consultation with Hamilton City Council and Waikato Regional Council.

Appendix 1 – Matters of Assessment

O Rotokauri North

O7	The creation or upgrading of all or part of a Collector or Minor Arterial transport corridor that is described in Rule 3.6A.4.4 and the extent to which public transport infrastructure of the type described in Rule 3.6A.4.4 will:
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	a)	The extent to which the design has allowed for the future provision of public transport to be included in the transport corridor (including carriageway width, turning facilities, accessible bus stops).
	b)	Enable and encourage the use of public transport. The extent to which the design avoids future potential conflicts in the road corridor to enable the future public transport infrastructure as identified indicatively on Figure 2-9C or any future ultimate route which superseded Figure 2-9C
Q10		The timing for public transport services and the extent to which demand responsive public transport services are provided to reduce the reliance on the private vehicle for travel.

New Figure 2-9C: Figure Titled – “Indicative WRC Preferred PT Route”

With new note on the figure to confirm that its status is not a Structure Plan but an information map only.

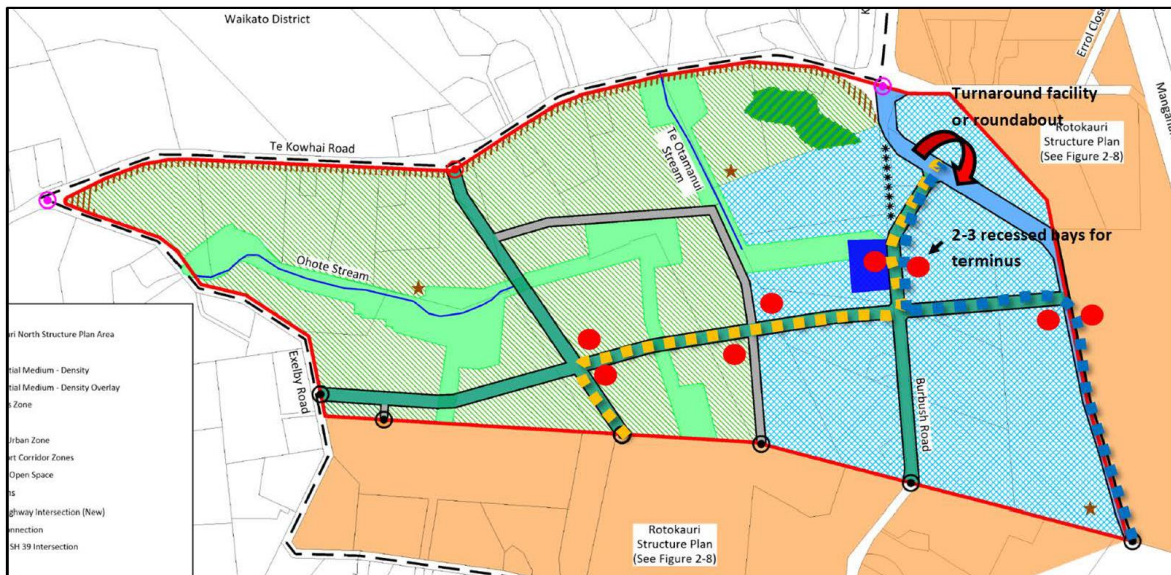


Figure 15: WRC Preferred PT Route