

Submissions received on Oram Avenue bus layover, February – March 2025

Organisations / Business

ID	Support the plan	Is there anything we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans?	Name / Organisation
10002		*See attachment	Fox Bennetts Spokes
31550	Yes	My AA Council is unanimous is giving our support for the proposal.	John Skevington Canterbury/West Coast Automobile Association District Council

Individuals

ID	Support the plan	Is there anything we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans?	Name
10001		<p>I have just been reading the proposed changes to the bus layover area for Oram Ave, which doesn't seem to make a big difference. Have you considered using the angle parking area on the left in Beresford Street as soon as the 135 bus turns right off Marine Parade into Beresford Street. The lost angle parks can be replaced by the parking area now dedicated to the bus layover area.</p> <p>The #5 and #135 can let passengers off at the end of the route on Oram Ave then instead of the U turn at the Hood Street intersection can turn left into Hood Street and go around the block to park.</p> <p>If the bus stop for heading to the city can be moved into Beresford Street for the #5 it can pick up from the lay over stop.</p> <p>Perhaps the #135 can lay over on Marine Parade and its route start opposite the Library.</p> <p>These stops would be very close to the mall and new village green.</p>	Andrea Cooper
10003		<p>Good morning</p> <p>Thank you for providing the opportunity for residents of Oram Avenue to comment on the proposed bus layover plan with a deadline of 5th March, although it appears to be a bit late in the day as I observed the road crews out on a Sunday evening 2nd February already painting yellow lines/ signage saying buses only/ no parking.</p> <p>Regardless I'm aware that some other long term residents in the street have been protesting this proposal and are understandably concerned about the situation and I share their concern about lack of resident parking now that it says no parking in where the buses stop- mostly 2 at a time, sometimes 3.</p> <p>I'm a fairly new homeowner and occupier to the 15 new townhouses built by Williams Corporation and completed August 2023.</p> <p>There was a concern raised by myself at time of purchase of not enough on street parking and was incorrectly informed that not all residents would have a car preferring instead to utilise the efficient public transport service along with Uber and lime scooters. This is not the case, these 15 units are approx 70% permanent owners/ renters and all have a vehicle, some households 2. The remainder are Air B&b who all travel with a vehicle.</p> <p>It is not helpful that people leave large spaces between cars when parallel parking for fear of being unable to get car out when ready to leave, this has happened to me twice when getting out to leave for work at 7.00am and having to knock on people's doors that early to find out who's car was who's to ask to shift it did not make me popular.</p> <p>I suggest painting lines inviting people to park on a diagonal would solve this. It's pretty annoying as a resident and rates payer to look for a park on surrounding streets when getting home from work and haul in work bag and shopping with Hood Sreet and Marine Parade just as congested.</p> <p>There is a bottle store at top of Oram Ave with a bus stop directly outside. I've seen the bus drivers stop there and quickly walk through the bottle store car park towards the public toilets beside the library on marine parade- there is a lot of waste ground behind the bottle store and not sure who owns it but surely there is an oppurtunity to create a bus layover area there with much closer access to a toilet and a cafe for snack?</p>	Julie Speedie

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		<p>With land just being sold at top of Oram Ave and new townhouses being completed on Beresford Street I fear this issue will only continue to escalate and I urge the CCC to consider this as a bigger picture proposal than just the bus layover - particularly when granting consents to property developers who do not include a private car park in their plans.</p> <p>I've attached 2 photos to illustrate my points and if you have any comments or questions please feel free to contact me.</p> <p>I look forward to hearing the outcome of the decision meeting in April/May.</p> <p>*See attachment</p>	
31499	No		James Oliver
31501	Somewhat	Doesn't matter where you put it so ;long as all bus operators are forced to turn off their engines while using it.	Brian Hill
31517	Somewhat	<p>As I work from home doing after school art lessons for local kids, Im also submitting this as a business owner.</p> <p>I work from home, specifically in my driveway, till about 7:30pm and Im experiencing issues all day.</p> <p>Having the bus lay over here causes a consistent plethora of issues.</p> <p>Over the 13 years we have been living here we have encountered the following:</p> <ul style="list-style-type: none"> - Violence at the bus stops due to day drinkers/people under the influence. - Day drinkers/people under the influence who are using this method of public transport - I personally have encountered Threats and sexual harassment. - Significant Damage to 4 of our cars from the buses - Most recently a bus took out the side of my brother in laws car and pushed it into the gutter - we were only compensated because we have a camera for this purpose. - Bus drivers having no where close enough for toileting so they resort to using the planted areas and empty sections. - Road damage due to tight and unsafe turns - Bus drivers doubling up and parking over our driveway. - high speed and braking to bus stop causing our house to rattle. - Noise at all hours not just from the busses but also the public transport users who are catching the bus late at night. <p>The daily problems we have to endure living here with this lay over:</p> <ul style="list-style-type: none"> - Day drinkers who are increasing with the summer period (Thursday - Saturday) - Bus drivers having no where close enough for toileting so they resort to using the planted areas and empty sections. - Constant Noise from Bus users at the stops as well as people being under the influence at the bus stops. <p>We have noticed the security now on buses. We feel that there isn't enough of this, they often miss the problem periods of the day. We have always thought that this layover/stop should be moved completely from Oram Ave onto Beresford street where there is more room for busses to park up and more space/height between living areas of the housing and busses and less private vehicles on the road.</p> <p>Following this decision there needs to be an urgent change to the liquor ban of the mall to include the bus stops so that Police can do their job when we call them and remove people who are drinking there. I am calling the police all the time sometimes multiple times in a day. It disrupts my Homelife and also my business. It is a danger to the public especially for elderly, kids and teenagers. There isn't often a night where we aren't woken up in the night with drunk people screaming or fighting at the stops however this is definitely more of a day time issue.</p> <p>all of the above causes anxiety and unnecessary stress that is getting to boiling point and we are just one household.</p>	Georgia Harmon
31520	Yes	<p>My house, [REDACTED] is on the East side of Oram Ave, right beside where the buses park at present. I am very happy with the situation as it is, but if, as your plan indicates, the zone moves a little South, that would make no difference to me. I'm a pensioner, home most of the day, my living area is at the front of my house, but I am not in the least bothered by the noise occasionally of a bus idling.</p> <p>The only change I would very much like to see is a return to colour coding the buses for easier identification where services overlap --- some bloody consultants made multiple \$thousands "fixing" something which was working very well. I'll bet they never even use public transport.</p>	Rex Knight
31528	Somewhat	<p>The current bus lay over means that if you live near it you get both noise pollution and actual pollution.</p> <p>The buses idil (keep the motor going when waiting). Despite several complaints this has never stopped I have been told that this will stop but, it hasn't stopped and in summer it seems as if it's worse. If it needs to be kept on for air conditioning then use electric buses there.</p> <p>The noise pollution is from 6 am until 10:30 pm. For me if I leave the front door open I smell fumes. The bus drivers have no toilet available and pee in the nearby bushes. Also they</p>	Aroha Abraham

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ID	Support the plan	Is there anything we need to know before the Waitai Coastal-Burwood-Linwood Community Board decides whether or not to approve these plans?	Name
		leave smoke butts in the bushes and roads. I feel like it devalues the area and NOTHING has changed despite the reassurance.	
31559	Somewhat	I agree it needs to move. But there is a massive shortage of parking in this area due to the CCC agreeing to development of the units on Marine Parade and Oram Ave. This short sighted approach to parking is being compounded by ongoing development at the top of Oram. Not considering parking for local home owners as part of development is poor planning. From the drivers perspective, there are no facilities for them to rest. Put the space near Countdown. Or use that car park space. There is enough space for 3 or 4 busses to wait.	Jamie L'Huillier
31597	No	I am a first home buyer and was so excited to put my life's saving into my first property by the beach down a peaceful street amongst a nice little community. Little did I know that this street is the street where up to 3 busses at a time park and idle with their motors blasting all hours of the day. I am so disappointed with the bus layover being placed in a residential area. These busses sit and idle constantly. As soon as one goes, another appears. It's hard for a lot of the locals including myself who wish to sit outside but can't as there is CONSTANTLY loud noises. I would be in favour moving this layover to a more industrial area. Not down a what could be, peaceful seaside street. It may seem trivial but it is having a bad impact on our mental health as we just can't find peace in our own homes.	Samantha James
31637	Somewhat	Why close off parking spaces with bollards for the sake of a couple of large events per year? Surely this space should be available for residents to use when not required for these events. It should be easy enough to close off when these "large events" happen. Also where are toilets available for the drivers near to this layover area?	Jan Rae
31701	No	I have provided a version of my feedback, but having given it further thought, I'm putting in an updated, revised feedback. Please disregard the previous version. If the B.L.A. is moved back by 13 metres, it means, every bus leaving the area will be accelerating right in front of ■■■ Oram Ave. This will create more noise and carcinogenic diesel exhaust, compared to the current arrangement. NZTA says bus layover areas should not be facing residential buildings with entrances and windows. Please find another place for a B.L.A., because I'm physically and mentally affected by the idling buses producing noise and air pollution. I'm attaching my GP's letter. I have a health condition which makes it difficult for me to have those buses idling, stopping, starting, accelerating within mere metres of my bedroom window. *letter supplied	Constantine Zakkaroff
31712	Yes	- I would love to see some high-quality bike parking (preferably covered) where people can securely lock their bikes before taking the bus into town for work/school/etc. This would be especially beneficial for those living in South Shore, as the 60 bus can sometimes leave you waiting for up to 30 minutes. - Please install painted cycle lanes to ensure passing vehicles don't hang too far left and obstruct cyclists - Please plant more trees in the median, this will add amenity to the bus drivers taking breaks - Please formalise some (ideally permeable) parking spaces in the median due to increased housing density (like they have further north), and cone/bollard them off for events like Matariki when extra buses are put on - Please use yellow hatching instead of yellow boundary paint (just lines at the edges - no idea what to call these) for the layover area. I imagine people will ignore yellow boundary marking.	Fox Bennetts
31714	No	*see attachment	Cody Cooper



Oram Avenue Bus Layover

Submission from Spokes Canterbury

Reference: <https://letstalk.ccc.govt.nz/OramAve>

Tēnā koutou katoa,

Thank you for the opportunity to comment on the Oram Avenue Bus Layover consultation.

Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 followers. Spokes is affiliated with the national Cycling Action Network (CAN – <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch and Canterbury areas. Spokes has a long history of advocacy in this space including writing submissions, presenting to councils, and working collaboratively with others in the active transport space. We focus on the need for safe cycling for those aged 8 to 80. Spokes also supports all forms of active transport, public transport, and has an interest in environmental matters.

Proposal Overview

Overall Spokes Canterbury supports the plan to provide a clearly defined layover area for buses on Oram Avenue (between Hood Street and Beresford Street) to improve the bus service and minimise the impact on local residents, such as through noise pollution.

What Spokes Canterbury endorses in the proposal.

1. Marking out the formal bus layover area (using paint) and installing signs

What Spokes Canterbury opposes in the proposal.

1. Nothing per se, but see our suggestions below

Recommendations that we think would improved the proposed design

1. We would love to see some high-quality bike parking, preferably covered, where people can securely lock their bikes before taking the bus into town for work/school/etc. Covered stands help protect bikes from the elements and make it nicer for riders who are using the stands with open bags while locking up their bicycles.

2. Please install painted cycle lanes to ensure passing vehicles don't hang too far left and obstruct cyclists
3. Please plant more trees in the median. This will add amenity to the bus drivers taking breaks
4. Please electrify the bus fleet as soon as possible to minimise noise and air pollution
5. Please use yellow hatching instead of yellow boundary paint (just lines at the edges - no idea what to call these) for the layover area? I imagine people will ignore yellow boundary marking
6. Please formalise some (ideally permeable - see image below) parking spaces in the median due to increased housing density (like they have further north), and cone/bollard them off for events like Matariki when extra buses are put on



I would like the opportunity to present to the Waitai Community Board on this submission and I am happy to discuss or clarify any issues that arise.

Submissions Co-ordinator
Spokes Canterbury



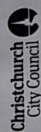
Kōrero mai | Let's talk

Oram Avenue bus layover

Tell us what you think by Wednesday 5 March



[Letstalk.ccc.govt.nz](https://letstalk.ccc.govt.nz)



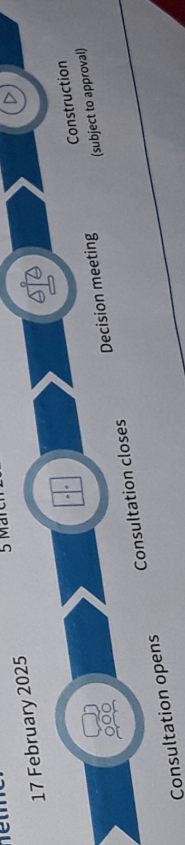
The plan

- Oram Avenue, between Beresford and Hood Street, has been used as a bus layover for over 30 years, and is currently used by routes 5 and 135.
- A bus layover is an area for a bus to wait between services and for a driver to take a rest break during their shift. We plan to provide a clearly defined layover area in Oram Avenue to improve the bus service and minimise the impact on local residents, such as noise.
- Shift the existing informal bus layover area south by approximately one bus length
- Mark out the bus layover area and install signs
- Add bollards to the north of the layover, which can be removed during large events to allow more buses to use the area

See plan on reverse for details

The proposed bus layover would be approximately 13 metres from the nearest property boundary.

Timeline:



Get in touch

To tell us what you think and find out more

- Go online letstalk.ccc.govt.nz
- Speak to Samantha Smith, Engagement Advisor, 03 941 5376, Letstalk@ccc.govt.nz

- Christchurch City Council, PO Box 73016, Christchurch 8154



Oram Avenue bus layover proposal



Cody Cooper

Via. letstalk.ccc.govt.nz

Submission: Oram Avenue bus layover

5 March 2025

Background

This submission is in response to ongoing issues with bus idling and layover locations, specifically concerning a resident's complaint regarding buses idling near their home on Oram Avenue. While the issue has been longstanding, it has recently escalated due to actions, or inaction, of the parties involved, as well as a lack of appropriate mitigation measures.

Bus driver behaviour

Despite repeated assurances from Environment Canterbury (ECan) that they take driver behaviour seriously, evidence suggests otherwise. Following a LGOIMA request, it was confirmed that ECan has not taken any penalties, admonishments, or warnings against the bus operator for this or nearly any other of the 36,000 incidents recorded since January 2022 (with only two exceptions).

ECan's response process also demonstrated clear attempts to stall the release of information, waiting the maximum periods allowed under LGOIMA multiple times before ultimately providing the data only after escalation to the Chief Executive. Residents cannot have confidence that ECan will take the necessary actions to prevent further issues.

Idling prohibition

The contract between ECan and bus operators prohibits idling for more than five minutes. Despite this, ECan has never enforced this clause in the past three years, despite clear evidence from their own data of repeated violations. The failure to enforce this contractual requirement undermines commitments made by ECan to both the public and Council as to how they operate in their communities, as well as emboldening bad behaviour by a select few drivers.

Community support

Public sentiment supports the affected resident, as evidenced by [the residents YouTube video](#) documenting the issue. This video alone received support from 22 unique commentators, and there are likely more across other the other videos.

Vibrations and the RMA

Vibrations from idling buses, while not classified as noise under the Resource Management Act, can still cause significant disturbance. The resident's concerns are valid, and similar issues have been observed elsewhere in Christchurch, such as low-frequency bass sounds from the Central City

impacting properties in the South-West. The impact of such disturbances should not be dismissed simply because they fall outside traditional noise regulations.

Bus layovers as a community space

Attracting and retaining quality bus drivers remains a challenge. CCC should consider ways to improve the adjacent environment for drivers, including providing access to public toilets, drinking water fountains, and meal facilities where possible. A better working environment would benefit both drivers and the surrounding community.

Compliance with NZTA guidance

The current bus layover location directly contravenes the [New Zealand Public Transport Design Guidance](#) set by NZTA. Key points from the guidance include:

- Layovers should minimise negative impacts on local communities.
- They should be near existing toilet facilities where possible.
- They should avoid close proximity to sensitive land uses such as residential areas.
- Drivers should be reminded to turn off engines while at layovers, with signage or notes in shift cards.

The current layover site fails on all these fronts:

- There are no public toilets nearby.
- The layover is directly opposite houses.
- Buses are idling without enforcement.
- There is no signage instructing drivers to switch off engines.

Staff authority to make changes

It is not clear under what delegated authority staff authorised the lines to have been painted. This appears to be an attempt to retroactively make the painted lines legal, which is unethical, if not outright illegal. This is not the first time this has happened—similar issues occurred with speed changes down Riccarton Road and the cycle lanes on Shands Road, where staff authorised construction and then retroactively sought approval afterward. Such actions severely damage residents' trust in the Council and undermine public confidence in local government processes.

Conclusion

This location is demonstrably unsuitable for a bus layover, failing to meet both contractual obligations and NZTA best-practice guidelines. Immediate action is needed to enforce existing rules, relocate the layover, or mitigate its impacts through infrastructure improvements to the adjacent environment. Additionally, Council must ensure staff act within their delegated authority and cease retroactively seeking approvals for actions already taken. Failure to address these issues risks further eroding public trust in both ECan's and CCC's ability to manage public transport effectively.