

Assessment Criteria (network factors)	Bayfair (off-street)	St. John (Girven Road access)	Comments
Service reliability and directness. Routing effectiveness	✓✓	X	Additional distance / diversion and time for majority of services to Girven Road. Detriment to reliability through double trip through Marlin Road intersection. Additional service cost
Layover space	✓✓	✓✓	Required spaces can be accommodated at both sites
Bus manoeuvrability and minimising of conflict points	✓	XX	Buses have to undertake difficult manoeuvres to access and traverse St. John site. Common access for pedestrians and buses and reversing design resulting in multiple conflict points and poor design outcomes.
Legibility	✓✓✓	X	Treating Bayfair as the key destination, the St. John site has poor legibility, particularly for passengers from the east to access the Mall. Opportunity on Bayfair site to integrate facility into mall development.
Road environment: Geometry, Speeds, Impact on traffic flows	✓✓	XX	Pedestrian demand and additional arm on planned signalised intersection at Marlin Street could significantly impact flows and level of service on Girven Road, undermining access to SH2, with a potential to create congestion and rat-running through local streets.
Provision of public transport priority	✓	X	Ability to prioritise buses over private vehicles exiting Bayfair site. Priority through Marlin signals would require priority over pedestrians trying to Access the Arataki area and mall.
Facility purpose	✓✓	✓	Bayfair is closer to the key destination, but this would only affect passengers from the east (services from the west would pass Bayfair)
Dependence of bus stops (buses able to arrive and depart independently of other buses)	✓✓✓	✓✓✓	Both sites perform well
Integration with long distance coaches	✓	✓✓	Both sites perform well in the short term, but as more bays are required Bayfair option performs less well.
Future proofed	✓	✓✓✓	More room for future expansion at the St. John site
Driver facilities	✓✓	✓	Facilities for drivers would need to be constructed at the St. John site at extra cost to the project. Accessible facilities through Bayfair for drivers.
Impact on parking (on and off street)	X	X	Loss of parking at Bayfair may be offset by future development. St. John site results in loss of parking on Girven Road (which would be lost for signals anyway). Could impact on community centre parking. St. John parking currently used as overspill and staff parking by medical centre.

Assessment Criteria (Customer factors)	Bayfair (off-street)	St. John (Girven Road access two-way circulation)	Comments
Level of service of bus stop	✓✓	✓	To avoid conflict with reversing buses pedestrians at the St. John site have significant detour round outside of facility.
Proximity to key destinations e.g. mall, Baywave, doctors and community centre	✓✓✓	✓	Whilst there are a number of destinations on the east side of Girven Road, survey with bus users at the existing facility show a high proportion have Bayfair as their destination.
Proximity to residential areas: Catchment area, proximity to a side street and/or midblock pedestrian access	✓✓	✓	Bayfair site has a better residential catchment due to proximity to pedestrian access
Ease of transfer for bus passengers Spatial integration Spatial orientation	✓✓✓	✓	Could be significant walk distances to transfer at Girven Road facility due to pathway around the outside.
Pedestrian accessibility - Crossing distance/ Number of vehicle movements and types of vehicles at crossings/ Grade of crossings/ Traffic flows adjacent to bus stops	✓✓	XX	St. John has a difficult joint access point for pedestrians and buses off Girven Road. With Bayfair as main destination, additional crossing of Girven Road and difficult access to Bayfair a negative factor for pedestrians
Proximity to intersections	X	X	Both options perform similarly.
Security – in accordance with Crime Prevention through Environmental Design principles Visible locations, passive surveillance Proximity to activity centres Lighting	✓	X	Lack of passive surveillance at the Girven Road site. No eyes on the street. Lack of opportunity to provide commercial opportunity depending on approach taken to reserve status. Some passive surveillance at Bayfair site, from Farm Street and from the mall.