

# 1. HEARINGS IN TERMS OF SECTION 339 OF THE LOCAL GOVERNMENT ACT - LOCATION OF BUS SHELTERS

## BACKGROUND

At the ordinary Council meeting of 24 August 2000 the Council delegated to the Bus Stops and Shelters Subcommittee *"Power to consider and decide objections to the installation of bus shelters in accordance with section 339 of the Local Government Act 1974"*.

The purpose of the meeting was to consider and decide on objections received to the location of various bus shelters as follows:

### 1. WARREN ROGERS MOTORS – 256 FERRY ROAD

Mr Rogers had objected to the location of a bus shelter outside his premises on the grounds that this would unduly affect the frontage of his business available for display of motor vehicles.

The Subcommittee considered the written submissions from Mr Rogers and those presented verbally at the hearing by Mr Rogers and his legal representative.

While the Subcommittee noted that the concerns of Mr Rogers regarding the effects on his frontage were valid it did not consider that there were any other suitable sites in this locality for the installation of a bus shelter.

Accordingly the Subcommittee **resolved:**

That Mr Rogers be advised that it was the decision of the Subcommittee that a bus shelter be located in this locality with the exact location to be decided in conjunction with himself. The bus shelter could be located at any site along his boundary and Mr Rogers should be informed that the existing bus stop could be extended, if he so wished, as far as his western boundary to assist in keeping his frontage clear.

### 2. MR ROSS CULLEN AND DR PIP LYNCH – 64 HALSWELL ROAD

Dr Pip Lynch appeared in respect of the property at 64 Halswell Road and expressed her concern that the location of a bus shelter outside her property would have implications in terms of traffic safety, cause additional vandalism and litter and affect the privacy of her property.

The Subcommittee considered the representations from Dr Lynch and noted that there was an existing bus bay in this locality.

The Subcommittee **resolved:**

To advise the property owners that it was the intention of the Council to locate a bus shelter outside their property but that the exact location of this would be discussed further with them and that a sign would be placed in the shelter requesting users to remove their own litter.

It was felt by the Subcommittee that a location could be achieved which would not interfere with lines of sight from vehicles exiting the adjacent properties and that the location of a shelter was justified.

### 3. MR MARK LEWIS – D A LEWIS & CO, MAIN SOUTH ROAD

Mr Lewis attended and tabled a comprehensive written submission detailing his company's objections to the location of a bus shelter outside his company's premises.

Mr Lewis's concerns related to the effects that the provision of a bus shelter would have on the open landscape appearance of his premises. He suggested an alternative location outside 210 Main South Road.

Following discussions it was agreed with Mr Lewis that a bus shelter be located outside 212 Main South Road which is a property also owned by the company, adjacent to the company's western boundary.

The Subcommittee **resolved:**

1. That staff check the site boundaries outside 212 Main South Road and subject to the footpath having sufficient width to accommodate this, a bus shelter be placed in this location adjacent to the wall on the company's eastern boundary.

2. If this was not possible then a bus shelter be located as far as possible to the east outside the company's premises at 214 Main South Road.

4. **MS BARBARA CUTHIL – 162 TRAVIS ROAD**

Ms Cuthil attended together with Councillor Carole Evans and voiced her concerns at the location of a bus stop outside her property and the fact that, in her view, the installation of a bus shelter would further exacerbate an existing unsafe situation.

Her concerns related to children crossing the road from the QEII Park and the close location of a roundabout and the fact that buses parked in this locality obscured the view for pedestrians of traffic entering Travis Road from the roundabout and from the QEII Park entrances.

Copies of correspondence from the Ascot Freeville Residents Association supporting the alteration to the entrance to QEII to improve traffic considerations and advising that they did not feel that a bus shelter outside 162A Travis Road would be appropriate was also tabled at the meeting.

After considering the submissions from Ms Cuthil the Subcommittee concurred with her view regarding traffic safety considerations and accordingly **resolved:**

That the bus stop outside 162 Travis Road be relocated to the existing bus stop on the opposite side of the road in the bus island and layby area and the existing bus shelter be used, and that Environment Canterbury be notified of this decision in the interest of the convenience and safety of bus users.

5. **LINWOOD COLLEGE – MR ROB BURROUGH PRINCIPAL**

Mr Burrough attended and indicated that the school had two concerns relating to the proposed installation of a bus shelter outside Linwood College:

1. That a bus shelter would obscure the entranceway into the college which was in close proximity to the existing bus stop and would exacerbate the existing situation where traffic turning into the school had to turn quickly in front of stationary buses in order to enter the college.
2. The area involved was shortly to be redeveloped by the college as part of a major redevelopment of the entranceway to provide a better visual focus and definite entrance to the school and a shelter would be in conflict with the overall aesthetics of this development.

Mr Burrough indicated that the college would prefer that the bus shelter and bus stop be shifted to the south approximately 20 metres clear of the yellow lines by the school hall with this possibly being located within an indented bus bay.

The Committee **resolved:**

That the installation of the bus shelter be deferred and that a report be prepared to the City Services Committee on the possibility of constructing a bus bay insert in the area by the college hall together with relocation of the bus stop to be as close as possible to the lights, either within a bus bay or further back, with location of a bus shelter within the garden insert. The possibility of a bus light being installed should also be investigated.