

8. BUS STOP AT NO 1 STAVELEY STREET

General Manager responsible:	General Manager City Environment Group, DDI 941-941-8656
Officer responsible:	Transport & Greenspace Manager
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PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of a review of the bus stop located at number 1 Staveley Street and also seek that the Board reaffirms the current location of this stop.

BACKGROUND ON BUS STOP AT NO 1 STAVELEY STREET

2. A group of residents from a new development at 3 Staveley Street have expressed concern that the location of the bus stop beside their driveway generates safety issues.
3. The bus stop sign is mounted on a lamp-post at the boundary between numbers 1 and 3 and has been in this position for several years. When the new units were constructed at 3 Staveley Street, the driveway to the site was changed from the western side of this property to the eastern side.

BUS STOPS

4. The Land Transport Rules 2004 allow a bus to stop to load or unload passengers across a property vehicle entrance. This situation is used in many situations throughout the City. [603 Pages Road, 61 Rossall Street].
5. The stops are located to maximise access to the surrounding catchments area while allowing busses to travel as freely as possible and to stop a minimum number of times. The distance between the stops is to be convenient for bus patrons.
6. Staff have been asked to investigate relocating the bus stop. An alternative site considered was for it to be relocated back onto Avonhead Road but this would introduce difficult turning manoeuvres for the bus drivers. An extension of the no stopping lines in this area of Avonhead Road is also currently being sought as an access and intersection safety issue.

CONSULTATION

7. It was considered that there is only one other reasonably suitable site in the immediate area and that is in the middle of the next block west along Staveley Street. The residents of the two houses in this location were approached with a view to the Council relocating the stop there, however they were strongly opposed to the move.
8. It is increasingly difficult for staff to gaining approval for a new bus stop site in any location. To provide an amenity which is practical and in a location which is efficient for the patrons requires the expenditure of much time, planning and consultation.

DISCUSSION

9. Council officers have visited and observed the circumstances with respect to the operation of the bus stop. We have considered that the present location operates satisfactorily, however, there is clearly a problem with the area available for bus patrons to dismount on to. Marking the extent of the bus stop on the road back from the entrance to 3 Staveley Street was also considered but this is unlikely to have any desirable effect as bus drivers are not required to stop within the marked area. Marking is only effective for keeping other parked vehicles clear of the stop area.
10. As this is an out-stop, when passengers alight the bus will be stopped for only a few seconds. It is appreciated that at a time when a bus has stopped entering or exiting the driveway to the residential units at 3 Staveley Street, this may be impracticable. The possibility of this event occurring coincidentally is very minimal. Dangerous situations will not arise if the road rules are observed.

11. There is a strong and increasing demand for public transport from residents in this area and the Council is endeavouring to provide bus stops in locations which strategically will offer the optimum service. This particular bus stop provides for patrons from a large catchment from all directions. Staff cannot recommend an alternative location for this bus stop.
12. An effective solution is to reconstruct the footpath and grassed berm along the frontage to 1 Staveley Street, so that the bus can drop-off passengers safely at a paved landing point some way back from the vehicle crossing into 3 Staveley Street. The existing street tree would be retained in a garden plot.

FINANCIAL AND LEGAL CONSIDERATIONS

13. To provide and install a new bus stop pole and sign, and to reconstruct the footpath area, would cost approximately \$1,800 which can be met within the existing budget.
14. The Land Transport Rules – Traffic Control Devices 2004 regulation provides for the erection of bus stop signs and road marking.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Endorses retaining the bus stop at the present location.
- (b) Approves the reconstruction of the footpath area along the frontage of 1 Staveley Street to provide a safe dismounting platform so that buses may stop away from the entrance to 3 Staveley Street.