



Christchurch City Council

RICCARTON/WIGRAM COMMUNITY BOARD

TRANSPORT AND ROADING COMMITTEE AGENDA

FRIDAY 27 JULY 2007

AT 8.00AM

(PLEASE NOTE START TIME)

**IN THE BOARDROOM, SOCKBURN SERVICE CENTRE
149 MAIN SOUTH ROAD, CHRISTCHURCH**

To: Transport and Roding Committee

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1. APOLOGIES**2. DEPUTATIONS BY APPOINTMENT****2.1 TRAFFIC SAFETY ISSUES IN HALSWELL**

Mr Andy Anderson will be in attendance to speak to the Committee about traffic safety issues in Halswell.

3. CORRESPONDENCE**4. PETITIONS****5. BUS STOP – 56 ILAM ROAD**

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Lindsay Eagle DDI 941 8661

PURPOSE OF REPORT

1. The purpose of this report is to provide information for the Board concerning the bus stop currently at 56 Ilam Road in the Board's area (refer attachment). The Board is asked to consider the possibility of repositioning this bus stop to another location.

EXECUTIVE SUMMARY

2. The resident owner at 56 Ilam Road has requested that the bus stop be moved away from along the frontage of this property. The stop has been at this location for many years.
3. Staff consider that the existing location is the most suitable position for the bus stop.

FINANCIAL IMPLICATIONS

4. The direct cost for uplifting and relocating the existing bus stop furniture and road marking are assessed at \$1,500. Reinstating the footpath and berm area at both locations would amount to a further \$2,000.
5. The Transport and Greenspace Unit budget for public transport infrastructure maintenance for the current financial year contains financial provision for this type of work. These costs do not reflect the significant expenditure on investigations, assessment, consultation and report preparation.

LEGAL CONSIDERATIONS

6. Land Transport Rules Traffic Control Devices 2004 provides for the erection of bus stop signs.

Have you considered the legal implications of the issue under consideration?

7. Yes, see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Providing bus stops within 800 metres spacing along a bus route.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. Not all.

ALIGNMENT WITH STRATEGIES

10. Liveable City (3) Provide safe, efficient and affordable transport system. Ensure access to goods and services and work opportunities.

Do the recommendations align with the Council's strategies?

11. Moving this bus stop does not align with the stated Council policies and goal. The Council's public transport policy and its commitment to the vision and goals of the Christchurch Public Passenger Transport Strategy require that ongoing improvements to the public transport take place, to encourage more trips by public transport.

CONSULTATION FULFILMENT

12. Agreement has not been gained from any of the owners of other properties along this part of the street to establish a permanent bus stop along the road frontage of their property. The management of Ilam Lifecare, at No. 28, has expressed concerns about students congregating along the frontage of this property and they are seriously apprehensive for the potential for interruption of the comfort of their elderly residents.

STAFF RECOMMENDATION

It is recommended that the Committee recommend that the Board decide and make a resolution as to the location of the bus stop along this section of Ilam Road.

BACKGROUND (THE ISSUES)

13. The resident owner at 56 Ilam Road, Mr Peter Douglas, has strongly expressed his dissatisfaction with the continued usage of the road frontage at his property for the a bus stop. He has requested that another location be found for the siting of this stop.
14. A senior traffic engineer has undertaken a study of traffic issues and kerbside parking along the area of Ilam Road between the University frontage and Riccarton Road. It has been assessed that there are not any suitable locations for a bus stop on the eastern side of this road between the existing stop to the north of University Drive and Kirkwood Avenue. The stop must be located to the south of Kirkwood Avenue.
15. A further investigation of this area of Ilam Road has been undertaken to assess any other potential sites to which this bus stop might be shifted. A few locations have been identified to where the stop could potentially be moved. These are at the frontage of the adjoining property to the north, No. 58, or to a site two properties to the south at No. 52, or to a site further south at the northern end of the frontage at the Ilam Lifecare property, No. 28. These appear to be the only sites which are sufficiently removed from intersections, and which have suitable property frontage characteristics.
16. None of these optional sites offer an improvement to the existing level of service for bus patrons. Shifting the stop to the optional site 120 metres to the south would not effect residents of Hanrahan Street however it would be a significant disbenefit with extra walking distance to patrons from the larger catchments of Rountree Street, Kirkwood Avenue and the Ilam School.

17. It has been noted that at certain times the Ilam Lifecare development generates a substantial volume of both light and commercial traffic which accesses the site through the main entrance at Ilam Road. This introduces a point of conflict, similar to any other intersection along Ilam Road, which is perceived to be not compatible with the location of a safe bus stop.
18. The existing bus stop has been located to maximise access to the surrounding catchment area while allowing the bus to travel as freely as possible and to stop a minimum number of times. The distance between the bus stops is convenient for bus drivers and patrons. It is one of a pairing of stops recognised as the location where buses stop.
19. In locating new stops, the Christchurch City Council investigates a number of locations to assess suitability. It consults as a courtesy the property owner adjacent to a suitable location. While it is preferred to locate stops where agreement has been gained from the adjacent property owners, where agreement is not reached a decision and recommendation has to be made as to what is the safest and best location for all parties; bus users, potential bus users, street traffic and residents.
20. The Council's responsibility is to encourage greater use of public transport through improvements in levels of service.

THE OBJECTIVES

21. To provide amenities for the public transport system which are safe, efficient and convenient.

THE OPTIONS

Option A Relocate the bus stop one property to the north

22. The bus stop located on the eastern side of Ilam Road at a point 50 metres to the south of the intersection with Kirkwood Avenue be rescinded. A bus stop be created on the eastern side of Ilam Road at a point 32 metres south of the intersection with Kirkwood Avenue.

Option B Relocate the bus stop two properties to the south

23. The bus stop located on the eastern side of Ilam Road at a point 50 metres to the south of the intersection with Kirkwood Avenue be rescinded and a bus stop be created on the eastern side of Ilam Road at a point 82 metres south of the intersection with Kirkwood Avenue.

Option C Relocate the stop 120 metres to the south

24. The bus stop located on the eastern side of Ilam Road at a point 50 metres to the south of the intersection with Kirkwood Avenue be rescinded and a bus stop be created on the eastern side of Ilam Road at a point 170 metres south of the intersection with Kirkwood Avenue.

Option D Status Quo.

25. Retain the bus stop at its present location along the frontage of 56 Ilam Road. [It should be noted that even maintaining the existing level of service would be inconsistent with the Passenger Transport policies and the Council's capacity and responsibilities.]

THE PREFERRED OPTION

Option D Status Quo

26. Retain the bus stop at its present location along the frontage of 56 Ilam Road.

6. CHALMERS STREET – PARKING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Lindsay Eagle DDI 941 8661

PURPOSE OF REPORT

1. The purpose of this report is to provide information and to seek a resolution of the Board for the installation of parking restrictions in favour of a bus parking lay-by area and a goods vehicle loading bay, both in Chalmers Street, in the Board's area (refer attachment).

EXECUTIVE SUMMARY

2. With the recent redevelopment of The Hub Mall at Hornby, there was created a locality bus transfer station which services about seven different bus routes. To allow timing adjustment to the bus route schedules, it is necessary to provide sufficient parking spaces in which about five buses can wait so as not to effect the transfer bus stops. Buses have been using a suitable site where the bus stops were previously located.
3. A goods vehicle parking space was constructed within an area of the recent Chalmers Street kerb and channel reconstruction. It is appropriate that a special parking restriction, P10, Goods Vehicles Only, At All Times, is resolved for this site.

FINANCIAL IMPLICATIONS

4. The Transport and Greenspace Unit budget for public transport infrastructure maintenance and the southern area roading maintenance budgets for the current financial year contain financial provision for this type of work.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. Yes.

LEGAL CONSIDERATIONS

6. Land Transport Rules Traffic Control Devices 2004 provides for the erection of bus and goods vehicle parking signs.

Have you considered the legal implications of the issue under consideration?

7. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. By aligning with the Council Parking Strategy 2003. By providing a safe transport system, and contributing to improve the level of service for safety.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. Yes, see above.

ALIGNMENT WITH STRATEGIES

10. Liveable City (3) Provide safe, efficient and affordable transport system. Ensure access to goods and services and work opportunities.

Do the recommendations align with the Council's strategies?

11. 8 (h) Page 64 "Our Community Plan.

CONSULTATION FULFILMENT

12. These parking restriction areas are part of the approved plan for the development of the Mall and bus transfer station.

STAFF RECOMMENDATION

It is recommended that the Committee recommend that the Board resolve:

- (a) That the bus stops located on the south-western side of Chalmers Street and approximately 120 metres to the north-west of the intersection with Carmen Road be revoked.
- (b) That a P30, Buses Only, At all Times, parking restriction be created on the south-western side of Chalmers Street commencing at a point 58 metres northwest from the intersection with Carmen Road and extending in a north-westerly direction for a distance of 70 metres.
- (c) That a P10, Goods Vehicles Only, At All Times, parking restriction be created on the east side of Chalmers Street commencing at a point 96 metres north from the intersection with Main South Road and extending in a northerly direction for a distance of 10 metres.

BACKGROUND (THE ISSUES)

13. The proposed parking restrictions were not introduced at the time when construction of the Mall and Chalmers Street developments were being completed. Now that the public transport and Mall goods access functions have been operating satisfactorily, it is appropriate to formalise the utilisation of the restricted parking areas.
14. No vehicles (including buses) are permitted to park on a bus stop. The provision of an area exclusive to buses where they may park for a reasonably short period serves the objective of a time adjusting lay-by station. The time limitation is necessary to prevent the longer term parking of buses which may be visiting the mall for the duration of a show or cinema screening period.

THE OBJECTIVES

15. To provide safe and efficient parking zones for transport services to the mall and the public transport interchange system.

THE OPTIONS

Option A: The Staff Recommendation

16. The posting of bus and heavy goods vehicle parking spaces along the Mall frontages on Chalmers Street.

Option B:

17. Other locations along the road frontages of the Mall block were considered for providing these parking zones. The only other area about this block which has sufficient space is along the Main South Road frontage. This frontage introduces major conflict issues arising with vehicles accessing the mall car parking area, and queuing at the intersection traffic signals. This traffic environment is considered to be unsuitable and not safe for the needed bus and heavy goods vehicle manoeuvres.

THE PREFERRED OPTION

Option A: The Staff Recommendation

18. The posting of bus and heavy goods vehicle parking spaces along the Mall frontages on Chalmers Street.

7. MAIN SOUTH ROAD – BUS STOP AT KIRK ROAD

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Manager
Author:	Lindsay Eagle DDI 941 8661

PURPOSE OF REPORT

1. The purpose of this report is to provide information and to seek a resolution of the Board for an inbound bus stop on Main South Road, east of the intersection with Kirk Road in the Board's area (refer attachment).

EXECUTIVE SUMMARY

2. ECan has requested that the Christchurch City Council resolve to approve a bus stop in this location.
3. The site of the proposed bus stop is adjacent to the railway reserve on the northern side of Main South Road about 100 metres to the north-east of Kirk Road. The bus stop is to provide a pick-up point for the patrons of the Burnham Bus Service.

FINANCIAL IMPLICATIONS

4. Costs for installing the bus stop signage and markings will be met from the Transit NZ budget for provision of highway infrastructure.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. Yes.

LEGAL CONSIDERATIONS

6. Main South Road in this area is part of State Highway No. 1. Transit NZ, as the roading authority, has delegated the imposing of parking restrictions along the sides of state highways within the Christchurch City zone to the Christchurch City Council.

Have you considered the legal implications of the issue under consideration?

7. Yes, The Land Transport Rules provide for the installation of parking restrictions including bus stops.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. LTCCP – Transport and Greenspace Capital Programme.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. As per above.

ALIGNMENT WITH STRATEGIES

10. Liveable City (3) Provide a safe, efficient and affordable transport system. Ensure access to goods and services, and work opportunities.

Do the recommendations align with the Council's strategies?

11. Yes. Our Community Plan.

CONSULTATION FULFILMENT

12. Between Transit NZ and On-Track.

STAFF RECOMMENDATION

It is recommended that the Committee recommend that the Board resolve:

- (a) That the prohibition of stopping of vehicles on the northern side of Main South Road commencing at a point 86 metres north-east of the intersection with Kirk Road and extending in a north-easterly direction for a distance of 16 metres be revoked. That a bus stop be created on the northern side of Main South Road commencing at a point 86 meters north-east of the intersection with Kirk Road and extending in a north-easterly direction for a distance of 16 metres

BACKGROUND (THE ISSUES)

13. In response to the issue of the Burnham Bus Service stopping to pick up passengers on Main South Road, Transit requested its network management consultants (Opus International Consultants) to investigate and consult on the possibility of providing a safe bus stop location along this section of State Highway 1.
14. Their investigation confirmed that installing a bus stop on the north-western side of Main South Road (approximately 100m east of Kirk Road) was as a viable option. A considerable amount of road shoulder work has now been undertaken to provide a sealed landing area and a wider edge strip for pedestrian access to the point selected.

THE OBJECTIVES

15. To provide infrastructure for a safe efficient and convenient public transport system.

THE OPTIONS

Option A

16. It was suggested that the bus route might be redirected to the northern side of the railway line for the section between Kirk Road and Barthers Road, so that patrons could be collected at an existing bus stop on Waterloo Road.

Option B

17. Installing a bus stop on the north-western side of Main South Road (approximately 100m east of Kirk Road).

Option C Neither Option

THE PREFERRED OPTION

Option B

18. Installing a bus stop on the north-western side of Main South Road (approximately 100m east of Kirk Road).

ASSESSMENT OF OPTIONS

Option A

19. A deviation of the bus route introduced two potentially dangerous rail crossings on a bus service which regularly carries a high proportion of school children. It would also introduce a significant intersection delay for what is otherwise regarded as an express service.

Option B

20. It is recognised that with the speed and volume of traffic using this highway that there are potential hazards for pedestrians when accessing the roadway. Management of the risk has been addressed through the assessments for the location of the bus stop and the measures undertaken to improve the road shoulder in this area.

Neither Option

21. There is an existing need to fulfil a public transport access function at this location. Failure to provide a legal bus stop about this location would not meet the Council policies and objectives.

8. TREE REMOVAL RADBROOK STREET FRONTAGE OF PROPERTY ADDRESS 42 RAVENNA STREET

General Manager responsible:	Jane Parfitt General Manager City Environment, DDI 941-8656
Officer responsible:	Michael Aitken, Manager Transport & Greenspace
Author:	Graham Clark / Shane Moohan

PURPOSE OF REPORT

1. Obtain the support from the Community Board for the removal of a Yoshino Cherry, *Prunus x Yedoensis*, from the roadside berm at the Radbrook Street frontage of number 42 Ravenna Street.

EXECUTIVE SUMMARY

2. The Council has received an application to remove the street tree to allow for a vehicle crossing to be constructed at the Radbrook Street frontage of number 42 Ravenna Street.

FINANCIAL IMPLICATIONS

3. The cost to remove the tree is \$400 (excluding GST).
4. The cost to remove and replace the tree with a pb95 grade tree is \$577 (excluding GST).
5. The valuation for the tree using STEM is: \$8800 (excluding GST).
6. STEM (A Standard Tree Evaluation Method) is the New Zealand national arboricultural industry standard for evaluating and valuing amenity trees by assessing their condition and contribution to amenity along with other distinguishable attributes such as stature, historic or scientific significance. STEM is used as a valuation tool by other Councils such as Auckland, Tauranga, Lower Hutt and Wellington.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

7. The recommendation align with the current LTCCP budgets.

LEGAL CONSIDERATIONS

8. The Greenspace Manager has the following delegation with respect to trees:

"In consultation with any other units affected and the relevant Community Board, authorise the planting or removal of trees from any reserve or other property under the Manager's control."
9. While the Transport and Greenspace Manager has the delegation to remove the Yoshino Cherry tree current practice is that in most cases requests to remove healthy and structurally sound trees are placed before the appropriate Community Board for a decision.
10. Protected street trees can only be removed by a successful application under the Resource Management Act. This tree is not listed as protected under the provisions of the Christchurch City Plan.
11. Council is legally obliged to remove the tree. (See attached legal opinion)
12. City Plan Volume 2 Section 14.3.2 Policy: "Garden City" Image Identity states –

"To acknowledge and promote the "Garden City" identity of the City by protecting, maintaining and extending planting which compliments this image
13. An application to prune or remove the tree may be made to the District Court under The Property Law Amendment Act 1975.

Have you considered the legal implications of the issue under consideration?

14. Council does not have the legal right to decline the application to remove the tree unless the Rules in the City Plan regarding vehicle crossings (Volume 3 Part 13 par 2.3.1-2.3.6) have not been satisfied (see attached legal opinion).
15. The District Court can order the pruning or removal of the tree under The Property Law Amendment Act 1975.
16. Council can legally require the applicant to cover the costs of the tree removal (see attached legal opinion).
17. Council cannot legally require the applicant to cover the costs of replacing the tree (see attached legal opinion).

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. Removing the tree for legal requirements is consistent with the current LTCCP as funding has been allocated in the Transport & Greenspace Unit tree maintenance budget.
19. Obtaining reimbursement from the applicant to remove and replace a structurally sound and healthy tree is consistent with the current LTCCP.
20. Removal and replacement of the tree is consistent with the Activity Management Plan.
21. Removing and not replacing the tree is not consistent with the Activity Management Plan.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

22. Removing the tree does not support projects within the current LTCCP as the applicant is required to pay all costs associated with removal.
23. Replacing the tree without charging the applicant will support the Street Tree Capital Renewals Programme as Council will have taken the opportunity to replace an aging asset due for replacement in 2011.
24. Removing and replacing the tree supports the current level of service for vegetation within the immediate vicinity of Radbrook Street.

ALIGNMENT WITH STRATEGIES

25. Removing and replacing the tree would be consistent with the Living Streets Strategy and the New Zealand Biodiversity Strategy.
26. Removing and replacing the tree would be consistent with the Christchurch Urban Design Vision.
27. There is currently no overarching city-wide strategy for vegetation management.
28. There is currently no policy for the pruning or removing of trees in public spaces. A Draft Tree Policy is being worked on.
29. Removing and replacing the tree would be in keeping with the Garden City Image.
30. Removing and not replacing the tree would not be in keeping with the Garden City image.

CONSULTATION FULFILMENT

31. Residents within the affected area will be advised prior to its removal.

STAFF RECOMMENDATION

It is recommended that the Committee recommend that the Board:

- (a) Support the application to remove the tree from the berm at Radbrook Street frontage of number 42 Ravenna Street.
- (b) Resolve that the applicant pays \$400 (excluding GST) for the cost of removal of the existing tree.
- (c) Resolve that the applicant pays \$177 (excluding GST) for the cost purchase and planting of the replacement tree.
- (d) Resolve that the tree is replaced either
 - (i) within the same berm area; or
 - (ii) within the same street; or
 - (iii) within a park in the immediate vicinity.

BACKGROUND (THE ISSUES)

- 32. The first recorded contact with Mr Harrison was via a telephone call on 20 March 2007 requesting tree removal for access to a new dwelling.
- 33. A site visit and photographs were taken on 3 May 2007 by Graham Clark Council Arborist.
- 34. The reasons for the request are:
 - (a) To allow a sub-division which will through design provide an open living area which maximises the sunlight available to the property and keeps the open living area away from the adjacent electricity sub-station.

THE OBJECTIVES

- 35. The objectives of this report are to gain the support from the Board to:
 - (a) remove the tree; and
 - (b) retain the environmental and amenity benefits of the tree by replanting another tree either
 - (i) within the same berm area; or
 - (ii) within the same street; or
 - (iii) within a park in the immediate vicinity.

THE OPTIONS

Option 1: Remove the tree and replace it in the immediate vicinity. Costs for removal only are to be borne by the applicant.

- 37. This will ensure that the applicant has vehicle access to the property and that street and area vegetative character remain.

Option 2: Remove the tree and replace it in the immediate vicinity. Costs for removal and replacement planting are to be borne by the applicant.

- 38. This will ensure that the applicant has vehicle access to the property and that street and area vegetative character remain.

Option 3: Maintain the Status Quo.

- 39. Is not an option as Council has a legal obligation to provide vehicle access to this property.

27. 7. 2007

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9. UPDATE ON CURRENT TRANSPORT ISSUES

Staff will provide an update on other current traffic/streets issues in the Riccarton/Wigram ward.

10. MEMBERS INFORMATION EXCHANGE

Members will have an opportunity to provide updates on community activities/Council issues.