

12. ST PAUL'S PRIMARY SCHOOL PROPOSED BUS STOP- CRESSWELL AVENUE

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
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PURPOSE OF REPORT

1. The purpose of this report is to retrospectively seek the Burwood/Pegasus Community Board's approval for a School Bus Stop that has been installed on Cresswell Avenue following the September 2010 earthquake. The **attached** plan refers.

BACKGROUND

2. As a result of the Christchurch earthquake on 4 September 2010, St. Paul's Primary School, which has a roll of 300 students and was previously located at 37 Gayhurst Road, Dallington, was badly damaged and could no longer operate from this facility.
3. St. Paul's Primary School has been relocated to the south east corner of the Cathedral College site at the corner of Barbadoes Street and Moorhouse Avenue. St Paul's Primary School commenced operation from this new site, at the beginning of the fourth term on 11 October 2010. The school will remain on this site for approximately two years until another permanent location for the school can be established.
4. St. Paul's Primary School is providing buses to transport those children unable to make their own way to the new site. These buses collect the children from two locations in Dallington, (the collection point bus stops are the subject of this report) and transport them to the new school site and return them back again at the end of the school day.
5. Under emergency powers, (Earthquake Response and Recovery Act 2010) on 30 September 2010, the Council approved School Bus Stops, a P3 school drop off/pick up zone and a P120 parking restriction along the new school frontages of Barbadoes Street and Moorhouse Avenue to facilitate the operation of St Paul's Primary School from the Cathedral College site. The collection point bus stops within the Dallington area (St Paul's Primary School zone) were not included in the report to the Council on 30 September 2010 because at that time, these locations had not yet been identified.

EXECUTIVE SUMMARY

6. During the ensuing period from 30 September 2010 to the commencement of the school's fourth term on 11 October 2010, while the Council was in recess, five possible bus stop locations in the Dallington area were recommended by the consultants working for St Paul's Primary School. The Council staff identified the two best locations from the five. The first being Cresswell Avenue, located beside the Burwood Park Tennis Club which is within the Burwood/Pegasus Ward and is north of the old St Paul's Primary School site. The second location is just over the ward boundary in the Hagley/Ferryhead Community Board area, situated outside Rodem House at 690 Avonside Drive and is south of the old St Paul's Primary School location.
7. With the commencement of the fourth school term on 11 October 2010, buses started operating from both the Cresswell Avenue and Avonside Drive school bus stop sites. Soon after this date safety concerns were raised regarding the operation of these School Bus Stop locations. Because the School Bus Stops were not signed or marked, parents waiting to deliver their children to, or retrieve their children from the buses would park where the school bus was to stop forcing the school bus to stop within the live traffic lane causing safety and congestion issues. Sometimes the school buses would use the scheduled bus stops and the scheduled buses would stop in the live lane to allow their passengers to alight.

8. Staff wanting to remedy these identified safety issues as soon as possible were faced with the Council now being in recess for the 2010 local body elections. It was therefore not possible to report to the Community Boards until December 2010. Discussions were therefore undertaken with staff and it was decided to mark and sign the two school bus stops identified within the Dallington area to remedy the identified safety concerns and submit a retrospective report to the two new Boards as soon as practicable.
9. Marking the location of the School Bus Stop on the ground with a yellow painted Bus Stop box will identify exactly where the school buses will stop so there is no confusion where parents or other motorists should park. Signing the school bus stops will indicate to motorists the operation times of these school stops. It is proposed that the School Bus Stops will operate one hour prior to the commencement of the school day being 7.30am to 8.30am, and for one hour after the completion of the school day being 3pm to 4pm. Outside of these two stated one hour periods, the marked School Bus Stops will be available for motorists to park on.
10. Placing the Creswell Avenue School bus stop within the inset parking bay beside the Burwood Park Tennis Club gets the school buses completely off the live traffic and parking lanes and offers additional safety to children by providing a waiting area behind the wire rope barrier at the edge of the park. This inset parking bay has also been signed as "Angle Parking Other Times" to maximise the use of the available space.
11. The Burwood Park Tennis Club and residents living opposite the proposed School Bus Stop were informed of the proposal, receiving a letter and plan from Opus, who were the consultants engaged by St Paul's Primary School. Both the tennis club and residents were understanding and supportive of the situation. Several residents raised operational safety concerns (previously mentioned in paragraph 7), therefore the School Bus Stop area which was previously in the parking lane next to the kerb was relocated into the inset parking area beside the tennis club. Council staff door knocked the residents living directly opposite the inset parking area and spoke to the tennis club, once again the club and all residents were understanding and supportive of the proposal.

FINANCIAL IMPLICATIONS

12. The estimated cost of this proposal is approximately \$800.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

13. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets. In this situation the costs will be charged to the appropriate Earthquake Recovery cost code.

LEGAL CONSIDERATIONS

14. Clause 5 of the Traffic and Parking Bylaw 2008 states that the Council may set aside part of any road as a restricted parking area. A restricted parking area may be subject to such conditions as the Council determines by resolution.
15. The installation of any signs and/or markings associated with the parking restrictions must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

18. As above.

ALIGNMENT WITH STRATEGIES

19. The recommendations align with the Council Strategies including the Pedestrian Strategy 2001, Road Safety Strategy 2004, Parking Strategy 2003.

Do the recommendations align with the Council's Strategies?

20. As above.

CONSULTATION FULFILMENT

21. The Burwood Park Tennis Club and residents living opposite the proposed School Bus Stop were informed of the proposal, receiving a letter and plan from Opus, the consultants engaged by St Paul's Primary School. The Tennis Club and residents were understanding of the situation and supportive. Several residents raised operational safety concerns, previously mentioned in paragraph seven, therefore the bus stop which was relocated into the inset parking area. Council staff door knocked the residents living directly opposite the inset parking area and spoke to the tennis club, once again all residents were understanding and supportive of the proposal.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board resolve:

- (a) That a School Bus Stop operating 7.30am to 8.30am and 3pm to 4pm on School Days Only, be installed within the inset parking bay on the north side of Cresswell Avenue commencing at a point 75 metres west of the Cresswell Avenue and Gayhurst Road intersection and extending in a westerly direction for a distance of 39 metres.
- (b) That the parking of vehicles be restricted to 90 degree angle parking at all times, except between 7.30am to 8.30am and 3pm to 4pm on School Days Only, within the inset parking bay situated on the north side of Cresswell Avenue commencing at a point 75 metres west of the Cresswell Avenue and Gayhurst Road intersection and extending in a westerly direction for a distance of 39 metres.