

10. AVONSIDE DRIVE - ST. PAUL'S SCHOOL BUS STOPS

General Manager responsible:	General Manager, City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Steve Dejong, Transport Engineer – Transport

PURPOSE OF REPORT

1. The purpose of this report is to retrospectively seek the Hagley/Ferrymead Community Board's approval for a school bus stop that has been installed on Avonside Drive following the Christchurch earthquake (refer **attached**).

BACKGROUND

2. As a result of the recent Christchurch earthquake on the 4 September 2010, St.Paul's Primary School, which has a roll of 300 students and was previously located at number 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 the 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 of 30 September 2010 to the commencement of the school's fourth term on 11 October 2010, while the Council was in recession, five possible bus stop locations in the Dallington area were recommended by consultants working for St.Paul's Primary School. The Council Staff identified the two best locations from the five. The first being Creswell Avenue, located beside the Burwood Park Tennis Club which is within the Burwood/Pegasus Ward area and is north of the old St.Paul's Primary School site. The second location falls just over the ward boundary within the Hagley/Ferrymead 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 the 11 October 2010 buses started operating from both the Creswell 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 recession for the 2010 local body elections. It was now not possible to get a report through the Community Boards until December 2010. Discussions were therefore undertaken between 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 then put a retrospective report to the new Community Boards as soon as practical.
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 the school stop. It is proposed that the school bus stop will operate one hour prior to the commencement of the school day 7.30am – 8.30am, and for one hour after the completion of the school day being 3pm – 4pm. Outside of these two stated one hour periods the marked school bus stops will be available for motorists to park on.
10. The Avonside Drive School bus stop is located outside Rodem House at 690 Avonside Drive. In this location the Stop is less likely to affect adjoining neighbours. There is a vehicle entrance way east of the Stop which allows ease of access to the buses and another vehicle entrance way to the west of the stop which provides easy exit to the school buses.
11. The owner and the operator of Rodem House were contacted and are supportive of the school bus stop. When spoken to by Council Staff the operator of Rodem House requested that the school bus stop outside be signed so his friends would know when they were permitted to park on the stop. Residential properties in the vicinity of the school bus stop have been advised of the stop and the reason for installation.

FINANCIAL IMPLICATIONS

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

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

13. The installation of road markings and signs is within the LTP 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 LTP 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 LTP?

18. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's Strategies?

20. As above.

CONSULTATION FULFILMENT

21. The owner and the operator of Rodem House were contacted and are supportive of the school bus stop. When spoken to by Council Staff the operator of Rodem House requested that the school bus stop outside be signed so his friends would know when they were permitted to park on the stop. Residential properties in the vicinity of the school bus stop have been advised of the stop and the reason for installation.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve that a School Bus Stop 7.30am to 8.30am and 3pm to 4pm, School Days Only, be installed on the southeast side of Avonside Drive commencing at a point 70 metres northeast of its intersection with Ngarimu Street and extending in a north easterly direction for a distance of 23 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.