

13. HALSWELL ROAD - PROPOSED BUS STOP RELOCATION

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

1. The purpose of this report is to seek the Board's approval that a bus stop be relocated on the north-west side of Halswell Road and a new bus shelter be installed.

EXECUTIVE SUMMARY

2. Council staff are initiating moving the current bus stop on the north west side of Halswell Road outside Spreydon School nearer to its intersection with Hoon Hay Road (refer **Attachment 1**).
3. Following a request from the public to review parking in this area a site visit revealed that the best option to optimise parking would be to relocate the current bus stop 25 metres closer to Hoon Hay Road, increasing parking in this area by three spaces, as the lead into the new bus stop can utilise existing vehicle crossings.
4. The new bus stop will be installed to meet the Bus Stop Guidelines introduced in February 2009 to allow for the safe movement of the new larger buses in and out of bus stops. The guidelines specify an eight metre pull-in area, a minimum 14 metre length of marked bus stop followed by a four metre pull out area, making a 26 metre area in total. The eight metre and four metre areas are indicated by no stopping markings or vehicle entrances in this case for the pull in area. This creates a safer environment and ease of movement for bus drivers, as the vehicle entrances mean the bus has plenty of space to pull into the bus stop whilst the no stopping restrictions in front allows them to merge back into the traffic.
5. The current bus shelter is the old style shelter. The shelter will need to be relocated if the bus stop is relocated and therefore should be upgraded to a new shelter. The location for this new shelter is shown on the attached plan. This is to be installed on school property behind the boundary line of the school frontage, which avoids creating a concealed area behind the bus shelter and any restriction to the footpath width.
6. This area is on the Spreydon School frontage and the school agrees with and supports this proposal. No other stakeholders are directly affected so no further consultation has been undertaken or is considered necessary.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$600.

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

8. Covered by existing unit budgets.

LEGAL CONSIDERATIONS

9. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
10. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
11. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

12. Under s339 of the Local Government Act 1974 the Council may erect on the footpath of any road a shelter for use by intending public-transport passengers or taxi passengers provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road. The Council is required to give notice in writing to the occupier and owner of property likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined. As the school has agreed for the installation of the bus shelter on their land this requirement is satisfied.

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

13. In terms of section 11 as the school has agreed for the installation of the bus shelter on their land this does not apply.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. 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?

15. As above.

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. Spreydon School as the only directly affected party have agreed to this proposal.
19. The Officer in Charge- Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Revoke the following on Halswell Road:
 - (i) The existing Bus Stop located on the north-west side of Halswell Road commencing at a point 63 metres north-east from its intersection with Hoon Hay Road and extending in a north-easterly direction for a distance of 16.5 metres.
- (b) Approve the following on Halswell Road:
 - (i) That a bus stop be installed on the north-west side of Halswell Road commencing at a point 38 metres north-east from its intersection with Hoon Hay Road and extending in a north-easterly direction for a distance of 25 metres.

CHAIRPERSONS RECOMMENDATION

For discussion.