

8. WORKS AND TRAFFIC SAFETY COMMITTEE – REPORT OF 12 OCTOBER 1999

RR 10940

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The purpose of this report is to submit the meeting report and accompanying recommendations for the Board's consideration as **follows**.

Report of a meeting of the Works and Traffic Safety Committee held on Tuesday 12 October 1999 at 8.00am in the Meeting Room, Fendalton Service Centre

PRESENT: Val Carter (Chairman), Diana Bradley, Sally Buck, Pat Harrow, Keith Nuttall, Barbara Stewart, Mike Wall, Ron Wright

Sally Buck departed at 8.35 am and was present for clauses 8 and 7.

Ron Wright arrived at 8.46 am and was present for clauses 2, 3, 4, 5 and 6.

Keith Nuttall left the meeting at 9.40 am and was not present for clauses 5 and 6.

1. APOLOGIES Nil

2. DEPUTATION BY APPOINTMENT

2.1 GREERS ROAD BUS STOPS – ORBITER BUS SERVICE

Mr M and Mrs C Johnson of 405 Greers Road presented submissions in opposition to the placement of a bus stop outside their property. Mrs. Johnson also spoke on behalf of the property owners at 401, 403 and 407 Greers Road.

Written submissions in opposition were also submitted from Tracey Farr of 365 Greers Road who was unable to be in attendance.

Clause 3 of this report details the Committee's recommendation on this matter.

3. THE ORBITER – RATIONALISATION OF GREERS ROAD BUS STOPS

RR 10760

The Assistant Planner (Andrew Hensley) presented a report setting out the proposed rationalisation of the Orbiter bus stops on Greers Road. The report elaborated on the issues associated with the provision of bus stops on this section of the route and details of the public feedback received requesting that bus stops be provided was explained.

Details of the planning and the results of the consultation undertaken to find stop locations was also reported on.

The Committee was provided with an overview of these various matters and transparencies were screened to assist the discussion.

The listed advantages of the proposed bus stop location at 363/365 Greers Road were noted by the Committee notwithstanding the opposition from the owner at No. 365. With regard to 405/407 Greers Road however, the Committee was generally of the view that another nearby location needed to be found and in this regard it was suggested that the Greers Road frontage of the Church at No.409 was an option albeit that the City Streets staff had some reservations from a traffic management/flow perspective.

Mention was also made of the Board's earlier decision (May 1999) requesting that the Canterbury Regional Council as part of first review of the cross suburban service, look to vary the route to include the Bishopdale Shopping Centre.

Localised flooding in the vicinity of 407 Greers Road was raised and it was **agreed** to refer this matter to staff to investigate and action.

- Recommendations:**
1. That the submissions from the local residents be received.
 2. That it be recommended to the City Services Committee:
 - (a) That a bus stop be installed on the western side of Greers Road commencing at a point 49 metres from its intersection with Kilburn Street and extending in a northerly direction for a distance of 13.5 metres. (363/365 Greers Road).

- (b) That a bus stop be installed on the western side of Greers Road commencing at a point 20 metres from its intersection with Eastling Street and extending in a northerly direction for a distance of 17.5 metres (409 Greers Road).
- 3. That the Canterbury Council be asked to initiate a route variation to include the Bishopdale Shopping Centre.

4. REVIEW OF ADVERTISING ON BUS SHELTERS POLICY

At its meeting on 28 September, the Board decided to refer this matter to the Committee for further consideration.

The information as resubmitted to the Committee, included details of a fuller report to be considered by both the City Services and Environment Committees at their respective meetings on 12 and 14 October.

As a general principle, the Committee was not supportive of shelters with advertising being located in residential areas.

The Committee then proceeded to consider and respond to a number of questions set out in the officer's report as follows:

- 1. *Should there be a general presumption against bus shelters with advertising in residential areas?.*
Yes – creeping commercialism in the form of advertising into residential areas is not supported.
- 2. *How can amenity values be balanced with the functional value of a bus shelter?*
Bus shelters are a core service provided by the Council but their positioning needs to take account of the local environment and surroundings.
- 3. *Should the amenity assessment of a proposal for a bus shelter with advertising be similar to a resource consent application for advertising by a private concern?*
The Board supports the need to obtain the adjoining property owners agreement for the provision of a bus shelter along with an approval process akin to that for resource consent applications.

4. *Should more controls be placed over the advertising material that is contained in bus shelter panels?*
Yes
5. *Should criteria be drawn up which more effectively assesses the need for a bus shelter?*
Yes
6. *Is there a limit to the number of bus shelters with advertising which should or can be provided in any given area, ie is there likely to be a saturation point?*
Yes

The increased incidence of discarded rubbish at bus shelters in particular was mentioned and it was agreed that a request should be made for suitably designed rubbish containers to be provided along side bus shelters.

Recommendation: That the above responses form the basis of the Board's response on the Advertising on Bus Shelters Policy Review.

5. GARDEN ROAD – TRAFFIC MANAGEMENT UPDATE

It was reported that as a consequence of a recent decision made by the Council, the opportunity now existed for the Board to consider the installation of "Children" hazard warning signs in Garden Road.

Members indicated their support for this approach in lieu of the earlier considered idea of a speed hump being placed in the vicinity of the Fairleigh Kindergarten.

Recommendation: That two "Children" hazard warning signs be installed in Garden Road on the approaches to the Fairleigh Kindergarten.

6. WHITBY STREET –PROPOSED BUS STOPS

RR 10897

In a report from the Area Engineer, approval was sought for the installation of an additional two new bus stops in Whitby Street to service the extended Burnside No. 9 bus route.

The report noted that only the owner of No.18 had given agreement to a bus stop being positioned outside their property.

The recommended locations for the pair of stops was outside the properties of No.18 and No.21 Whitby Street.

- Recommendation:** That the installation of the following bus stops be approved on:
- (a) The south side of Whitby Street commencing at a point 50.1 metres east of its intersection with Teesdale Street and extending in an easterly direction for a distance of 17.5 metres.
 - (b) The north side of Whitby Street commencing at a point 68.9 metres east of its intersection with Teesdale Street and extending in an easterly direction for a distance of 17.5 metres.

7. LOCAL AREA TRAFFIC MANAGEMENT SCHEMES- UPDATE RR 10902

The Committee considered a report from the Area Engineer reviewing the present status of LATMS in the Fendalton and Waimairi wards.

Staff elaborated on the funding arrangements regarding the LATMS programme throughout the city and it was indicated that other funds were also available for implementation as part of the ongoing renewal works programme

- Recommendation:** That the information be received.

8. CHRISTCHURCH CITY COUNCIL PEDESTRIAN STRATEGY RR 10693

The Assistant Transportation Planner submitted a report advising of the development of a Pedestrian Strategy for Christchurch and to invite the Board to have input into the process.

The need to provide greater protection to pedestrians through if necessary a law change was endorsed by the Committee. The respect shown to pedestrians by motorists in countries such as Australia was highlighted and members felt that such recognition should also be made to exist in New Zealand. Further dialogue with the Land Transport Safety Authority to achieve this objective was considered worthwhile.

The Committee also noted that the strategy for pedestrians applied to locations other than just roads and it was felt that open space areas including walkways such as at the Groynes could allow dogs to be permitted.

More dual use should also be encouraged of existing pathways by both cyclists and pedestrians and the lighting of paths especially through parks and on streets having popular walks should also be improved.

Enhancing the road markings on the approaches to pedestrian crossings combined with say raised platforms was also suggested.

Recommendation: That the proposed strategy be supported and that the above comments be submitted as the Board's response.

The meeting concluded at 10.07 am.

With regard to clause 3 above (Orbiter – Rationalisation of Greers Road Bus Stops) the Assistant Planner further advises in respect of No. 409 Greers Road as follows:

At the request of the Fendalton/Waimairi Works and Traffic Safety Committee, the suitability of a bus stop outside 409 Greers Road (Associated Churches of Christ Bishopdale) was investigated. This was proposed by the Committee as an alternative to the recommended location of 405-407 Greers Road.

As outlined at the Committee meeting, 409 Greers Road is not recommended for various reasons – the major one being its close proximity to the Harewood Road traffic signals, thus the difficulty a bus would have in pulling out into the stream of traffic/queuing vehicles and crossing lanes to undertake a right turn into Harewood Road.

The proposal of 409 Greers Road is therefore not supported by:

- Area Engineer and Assistant Planner
- Canterbury Regional Council
- Leopard Coachlines – they will provide a statement from the Union if required stating this opposition

The Church was visited and at the time of writing a response has not been received.

THE CHAIRMAN COMMENTS:

In view of the above update, the matter of the placement of a bus stop in the 405 – 409 area of Greers Road needs to be reviewed and a decision made for recommending to the City Services Committee.

Chairman's

Recommendation: That the report be received and the recommendations therein be adopted.