



Christchurch City Council

# SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 20 FEBRUARY 2008

4.00 PM

IN THE BOARDROOM  
PAPANUI SERVICE CENTRE  
CORNER LANGDONS ROAD AND RESTELL STREET

**Community Board:** Megan Evans (Chairperson), Ngaire Button, Pauline Cotter, Aaron Keown, Matt Morris, Yvonne Palmer and Norm Withers.

**Community Board Adviser**  
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1. **APOLOGIES**

Norm Withers.

2. **CONFIRMATION OF MEETING REPORT – 19 DECEMBER 2007**

The report of the Board's ordinary meeting of 19 December 2007 is **attached**.

**STAFF RECOMMENDATION**

That the report of the Board's ordinary meeting be confirmed.

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ATTACHMENT TO CLAUSE 2

13. 3. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD  
19 DECEMBER 2007**

**A meeting of the Shirley/Papanui Community Board  
was held on Wednesday 19 December 2007 at 4pm  
in the Boardroom, Papanui Service Centre**

**PRESENT:** Megan Evans (Chairperson), Ngaire Button, Pauline Cotter, Aaron Keown, Matt Morris, Yvonne Palmer and Norm Withers.

**APOLOGIES:** An apology for lateness was received and accepted from Norm Withers who arrived at 3.57pm and was absent for clauses 1, 2, 9, 11, 12, 13, 14 and part of 15.

An apology for early departure from Megan Evans was received and accepted. She left the meeting at 6.40pm which resulted in her being absent for part of clause 19 and all of clauses 16, 17, 21 and 22.

The Board reports that:

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**1. MAIN NORTH ROAD AUTHORISED CROSSING POINT**

<b>General Manager responsible:</b>	General Manager, City Environment Group DDI 941-8656
<b>Officer responsible:</b>	Unit Manager, Asset and Network Planning Unit
<b>Author:</b>	Peter Atkinson, Transport Planner

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Council's approval for an authorised crossing point to the property described as 27 Empire Road (Section 3 SO 18214).

**EXECUTIVE SUMMARY**

2. The Main North Road is a declared 'Limited Access Road' and there are no authorised crossing points to this property, the main frontage of which is along the Main North Road. The owner of the property has made a number of previous submissions to the Council for access from the Main North Road, in order to develop the property in an effective manner. The site is a relatively large parcel of B6 industrial land which is presently restricted to a narrow access link to Empire Road. (See the **attached** plan.)
3. The "Limited Access Road" designation was originally declared for this road when the Main North Road formed part of the state highway system, prior to the construction of the motorway. The Main North Road is the only effective alternative to the motorway in providing access across the Waimakariri River. Consequently the Main North Road retains an arterial road classification in the City Plan.
4. Following close consultation with the developer's representatives, it is proposed to recommend that an entry only licensed crossing point be provided midway between Link Road and the North-Eastern boundary of the site. The corresponding exiting movement is therefore restricted to Empire Road which, although partly limited in width, is able to accommodate two-way traffic generated by the proposed development. The crossing point to Main North Road will enable an access road to be formed through the site from which further subdivision of the site is possible.

**FINANCIAL IMPLICATIONS**

5. The implication of encouraging new development on this site, especially with access from the Main North Road, will be a change in character of the Main North Road. This change of character will necessitate an extension of the kerb and channel along the frontage of the site, similar to that provided at the adjacent signalised intersection with the motorway off-ramp and the provision of facilities for pedestrians.
6. No provision has been made in the LTCCP for such works and while the Council would normally be responsible for half of the costs of such works, it will be a requirement in this circumstance that the property owner meets all costs associated with these works as consequence of permitting the granting of the authorised crossing point.

**LEGAL CONSIDERATIONS**

7. Under section 346E of the Local Government Act 1974, the Council may from time to time authorise a 'crossing point' and specify how vehicles may proceed to and from sites and the location of the crossing points.
8. This particular crossing point will enable the applicant's site to be subdivided to include a road from which further subdivision away from the Main North Road is practical.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

9. The proposed crossing point will enable the site to better meet the B6 zoning opportunities of the site and as the proposed authorised crossing point is being restricted to 'entry only', will help to maintain protection of this arterial route by the maintaining a limited access function.
10. The proposed crossing point is in support of the ideals set out in the LTCCP and will encourage further development of the industrial zoned land in the region.

**ALIGNMENT WITH STRATEGIES**

11. The proposed restriction to the crossing point to 'in only' provides protection to the Council's arterial network strategy and creates reasonable opportunities for new development of this area, thus supporting the zoning of the site and the functional classification of the road as set out in the City Plan.
12. The application for a new crossing point with an inbound only access restriction does not adversely affect the Council's roading strategies.

**CONSULTATION FULFILMENT**

13. There are only two parties involved - the Council and the property owner, and no further consultation is proposed.

**STAFF RECOMMENDATION**

It is recommended:

- (a) That the Council approve the authorisation of a one-way (i.e. into the site) crossing place, 4 metres wide, at a location 156 metres measured from the north-eastern boundary of the site; and
- (b) That the applicant meet all the roading costs with the development of the site and the provision of kerb channel and footpath adjacent to the site along the Main North Road frontage.

## BOARD RECOMMENDATION

It is recommended:

- (a) That the Council approve the authorisation of a one-way (i.e. into the site) crossing place, 4 metres wide, at a location 156 metres measured from the north-eastern boundary of the site; and
- (b) That the applicant meet all the roading costs with the development of the site and the provision of kerb channel and footpath adjacent to the site along the Main North Road frontage.

## PART B - REPORTS FOR INFORMATION

### 2. DEPUTATIONS BY APPOINTMENT

#### 2.1 PAPANUI MEMORIAL RESERVE

John Allen of the Papanui Rotary Club and Keith Roebuck of the Returned Services Association sought permission from the Board to erect a clock on the Papanui Memorial Reserve to celebrate 50 years of service and presence of Rotary in the Papanui community, as part of its 50<sup>th</sup> Jubilee celebrations.

The club wished to have the clock erected on the site by March 2008, this being the month that Papanui Rotary was chartered. It was proposed that the clock would be designed, constructed and erected on site at no cost to the Council, after which it would be gifted to the Council for the benefit of the community.

Onsite discussions have been held with Council staff which identified technical issues/requirements that would need to be addressed, such as:

- Diagram/description of the mechanism;
- Connection to electricity and backup provision in the event of electrical failure;
- Easy access

It was clarified that on-going maintenance of the clock would be a Council responsibility.

The Board **received** the deputation, thanked Rotary for their support and gift to the City and **decided**:

- (a) That the Board support this project and request an investigation into the installation of suitable lighting in the area, with funding coming from the Board's 2007/08 SCAP/discretionary funding.
- (b) That the Board send a letter of thanks to the Papanui Rotary Club acknowledging this gift to the City.

#### 2.2 OURUHIA SCHOOL – TRAFFIC CONCERNS

Mark Sherry, Andy Hepburn and Lyn Bates of the Ouruhia School Board of Trustees outlined to the Board their concerns about traffic safety outside the Ouruhia school.

The school is currently located in an 80kph speed zone and "School" signs are currently erected outside the school. The concern is that most drivers drive through the area in the mornings and afternoons at 80km per hour without regard for the traffic build-up on the road sides and the children waiting to cross the road. Various solutions have been suggested by board members.

The school board is currently finalising with the Ministry of Education the opening of their zone over time to Brooklands and Kainga, which would see a doubling of the school roll within eight years.

The Board **decided** that staff be asked to report back to the Board for their March 2008 meeting on investigation of safety improvements around Ouruhia School including the following points:

- Reducing the 80kph speed zone to 50kph on Turners road between Marshland Road and 200m past the school's eastern boundary;
- Provide a school safety pedestrian crossing area;
- Creating a 40kph zone outside the school during pick-up and drop-off periods;
- Slow down signs;
- Extension of the footpath on the east side of Turners Road.

### 2.3 HAWKESBURY AVENUE– HERITAGE CONCERNS

Lorraine North addressed the Board on behalf of the Heritage Protection Group - St Albans, which represented nine Hawkesbury Avenue properties. The group's concern was that their Special Amenity Area (SAM) 40 status afforded them no protection against the encroachment of a retirement village which has declared its expansion plans. Their aim was to protect the heritage integrity of Hawkesbury Avenue.

The group had Mayoral permission to present a deputation to the Council meeting on 20 December 2007 and sought the Board's support.

It was **decided** that the Board support the group in its efforts to protect the SAM 40 area against loss of character before there were irretrievable losses, for example the removal of number 30 Hawkesbury Avenue.

## 3. PETITIONS

Nil.

## 4. NOTICE OF MOTION

The Board considered the following Notice of Motion lodged by Ngaire Button and Yvonne Palmer pursuant to Standing Order 2.16.1:

*"The Board requests that directional signs be installed at the intersection of Morrison Avenue with Langdons Road and Sawyers Arms Roads to show the location of the Morrison Avenue Bowling Club and that these signs be installed prior to 20 December 2007."*

The Board **decided** that the Notice of Motion be adopted.

The Community Board Adviser reported that the Network Operations and Traffic Systems Team Leader had orally advised that permanent signage as requested was against the public signage policy of the Council and that the Board would need to seek Council approval if it wished to have that policy waived.

Board members noted that the Morrison Avenue Bowling Club was to host international and national tournaments over December and January and wished to ensure the club could be easily found by visitors.

The Board **decided** that staff be requested to seek an urgent legal opinion regarding the installation of a temporary directional sign at the intersection of Morrison Avenue with Langdons Road and Sawyers Arms Road to show the location of the Morrison Avenue Bowling Club.

## 5. CORRESPONDENCE

The Board **received** the following correspondence:

- Letter from the Northlands Environment Association Inc. querying the provision of staff car parking at the Northlands Shopping Mall and resource consent issues concerning that. Advice on the issue from the Council Planners was tabled.

- Copy for information of a submission by the Northlands Environment Association Inc. on the bus priority lanes.

## 6. BRIEFINGS

### 6.1 REMOVAL OF CEDARS - SHIRLEY COMMUNITY CENTRE

The Board **received** a briefing from the City Arborist, Shane Moohan in response to a request from Jennifer Dalziel of Chancellor Street for the removal or pruning of a notable tree on the Shirley Community Centre site which was shading her and her neighbour's house.

A resource consent is required to be issued for proposed works that are listed as discretionary activities affecting the trees referred to. It was unlikely that staff would support an application to remove or top these trees.

It was **agreed** that staff would inform the residents of the outcome and advise them of the need for a resource consent application if they wished to have a notable tree removed at the Shirley Community Centre.

## 7. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** an update on forthcoming Board related activities along with an update on the Customer Service Requests in the Shirley/Papanui Ward covering the September to November 2007 period.

Also included was a report of a meeting of the Events Committee held on 9 October 2007. A correction was noted on Item (d) of this report, which referred to the Board's 2006/07 Discretionary Fund. This should read 2007/08.

## 8. BOARD MEMBERS' INFORMATION EXCHANGE

Ngaire Button sought the Board's view on how best to coordinate the many requests members receive from residents. The Board **agreed** with the Community Board Adviser's recommendation that such queries be channelled through himself.

## 9. QUESTIONS UNDER STANDING ORDERS

The Board **agreed** to ask the Community Board Adviser to clarify Standing Orders, or legislation, in relation to apologies given for non-attendance by members at meetings.

## PART C - DELEGATED DECISIONS TAKEN BY THE BOARD

At 4.23pm the Board **resolved** to temporarily suspend Standing Order 2.13, for the purpose of making a presentation to Yvonne Palmer in recognition of her 12 years as Chairperson of the Board.

At 4.45pm the Board **resolved** to lift the temporary suspension of Standing Order 2.13.

## 10. CONFIRMATION OF MEETING REPORTS

### 10.1 21 NOVEMBER 2007

The Board **resolved** that the report of the Board's ordinary meeting be confirmed subject to amendments being made to clause 2 (2007 instead of 2008) and a change of wording to clause 3.1 by removing the words "*the Board would consider a recommendation to Council.*" and replacing them with "*the Board would discuss and debate the request of the Friends of Edgeware to advocate to Council for a time extension and land tenure*".



## 10.2 30 NOVEMBER 2007

The Board **resolved** that the report of its extraordinary meeting held on 30 November 2007, be confirmed.

**11. FRANK STREET – PROPOSED NO STOPPING RESTRICTION**

The Board considered a report seeking its approval to install sections of broken yellow “no stopping” line on the north eastern corner of the Papanui Road/Frank Street intersection and on Frank Street adjacent to the vehicle entrance to the Elms Hotel.

It was clarified that the report writer had given an oral assurance that St Giles Church fully supported the proposal.

The Board **resolved** that the stopping of vehicles be prohibited at any time in the following locations:

- (a) On the south side of Frank Street commencing at a point 99.5 metres east of the Papanui Road intersection and extending 6 metres in an easterly direction.
- (b) On the east side of Papanui Road commencing at the Frank Street intersection and extending 8 metres in a northerly direction.
- (c) On the north side of Frank Street commencing at the Papanui Road intersection and extending 12 metres in an easterly direction.

**12. GLASNEVIN DRIVE/SAWYERS ARMS ROAD INTERSECTION STOP CONTROL**

The Board considered a report seeking its approval to install a stop control on Glasnevin Drive at the intersection with Sawyers Arms Road.

The Board **resolved** to approve the installation of a stop control on Glasnevin Drive at its intersection with Sawyers Arms Road.

**13. GRASSMERE STREET – PROPOSED “NO STOPPING” RESTRICTION**

The Board considered a report seeking its approval for the installation of two sections of broken yellow “no stopping” lines in Grassmere Street.

The need was seen to add to the staff recommendation to investigate extension of yellow lines in the street.

The Board **resolved**

- (a) That the stopping of vehicles be prohibited at all times in the following locations:
  - (i) On the north side of Grassmere Street commencing 4 metres east of the boundary of number 29 Grassmere Street and extending in an easterly direction for a distance of 37 metres.
  - (ii) On the south side of Grassmere Street commencing 15 metres east of the boundary of number 32 Grassmere Street and extending in a easterly direction for a distance of 45 metres.
- (b) That staff investigate as part of the current consultation (Grassmere Street from Main North Road to No. 34) on the kerb and channel upgrade, the possible installation of yellow lines on both sides of Grassmere Street, continuing south as far as No. 41 Grassmere Street.

**14. MARY STREET – PROPOSED “NO STOPPING” RESTRICTION**

The Board considered a report seeking its approval for the installation of several sections of broken yellow “no stopping” lines in Mary Street and Wyndham Street.

Aaron Keown signalled his intention to vote against the motion, as he was of the opinion that the proposal shifted the parking problem without solving it. Yvonne Palmer suggested that the Board investigate a car park building in the ward.

The Board **resolved** that the stopping of vehicles be prohibited at any time in the following locations:

**Mary Street**

## North Side

- (i) On the north side of Mary Street, commencing at its intersection with Wyndham Street and extending in a westerly direction for a distance of 31 metres.
- (ii) On the north side of Mary Street, commencing at its intersection with Wyndham Street and extending in an easterly direction for a distance of 14 metres.
- (iii) On the north side of Mary Street commencing 50 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 36 metres.

## South Side

- (i) On the south side of Mary Street commencing 55 metres east of its intersection with Main North Road and extending in an easterly direction for a distance of 30 metres.
- (ii) On the south side of Mary Street, commencing at its intersection with Wyndham Street and extending in a westerly direction for a distance of 14 metres.
- (iii) On the south side of Mary Street, commencing at its intersection with Wyndham Street and extending in an easterly direction for a distance of 31 metres.

**Wyndham Street**

## South Side

- (i) On the east side of Wyndham Street, commencing at its intersection with Mary Street and extending in a northerly direction for a distance of 21 metres.
- (ii) On the east side of Wyndham Street, commencing at its intersection with Mary Street and extending in a southerly direction for a distance of 23 metres.

(Note: Aaron Keown and Matt Morris recorded their votes against the foregoing resolution.)

**15. MCFADDENS ROAD – PROPOSED “NO STOPPING” RESTRICTION**

The Board considered a report seeking its approval for the installation of a section of broken yellow “no stopping” lines at the McFaddens Road, Cranford Street intersection.

The Board **resolved** that the stopping of vehicles be prohibited at all times in the following locations:

- (i) On the south side of McFaddens Road commencing at its intersection with Cranford Street and extending in a westerly direction for a distance of 30 metres.
- (ii) On the east side of Cranford Street commencing at its intersection with McFaddens Road and extending in a southerly direction for a distance of 25 metres.

**16. WESTMINSTER STREET PARKING RESTRICTIONS**

The Board considered a report seeking its approval for the installation of 15 minutes parking on the north and south sides of Westminster Street near its intersection with Cranford Street.

The Board **resolved** that the parking of vehicles be restricted to a maximum period of 15 minutes "At any time" in the following locations:

- (a) On the south side of Westminster Street commencing at a point 25.2 metres from its intersection with the eastern kerb line of Cranford Street and extending in an easterly direction for a distance of 28 metres.
- (b) On the north side of Westminster Street commencing at a point 14 metres from its intersection with the eastern kerb line of Cranford Street and extending in an easterly direction for a distance of 35 metres.

The Pavement Maintenance Team Leader undertook to take action on this item as soon as possible.

**17. 180 DEGREES TRUST - REQUEST FOR FUNDING**

The Board considered a report seeking approval of a grant of \$7,000 from the 2007/08 Discretionary Fund to the 180 Degrees Trust for a 30-day pilot programme to be held in the summer of 2008, subject to the Trust seeking funding from other sources to complete the project.

Trust members Jeremy Nurse and Grant Harris joined the meeting.

The Board **resolved** to approve a grant of \$7,000 from the 2007/08 Discretionary Fund to the 180 Degrees Trust for a 30-day pilot programme to be held in the summer of 2008, subject to the Trust seeking funding from other sources to complete the project.

**18. REQUEST FOR FUNDING FROM THE 2007/08 SHIRLEY/PAPANUI YOUTH DEVELOPMENT FUND**

The Board considered a report which presented a Youth Development fund application for funding. The table attached to the report also included the recommendation for allocation made by the Community Recreation Adviser.

The Board **resolved** to grant Rachael Hughes \$500 from the Board's Youth Development fund to attend the Outward Bound course from 4-24 January 2008.

**19. RECESS COMMITTEE**

The Board considered a report seeking its approval to put in place delegation arrangements for matters of a routine nature (including applications for funding) normally dealt with by the Board, to cover the period following its last scheduled meeting for 2007 (being 19 December 2007) up until the Board resumed normal meetings, proposed to commence in February 2008.

The Board **resolved**:

- (a) That a Recess Committee comprising the Board Chairperson and Deputy Chairperson (or Yvonne Palmer or Matt Morris as required) be appointed, with authority to exercise the delegated powers of the Board for the period following its 19 December 2007 meeting up until the Board resumed normal business, proposed to commence in February 2008.
- (b) That the exercise of any such delegation be reported back to the Board for record purposes.

**20. BOARD REPRESENTATION ON OUTSIDE ORGANISATIONS AND COMMITTEES**

The Board considered a report on the appointment of Board representatives on local outside organisations and committees.

Amendments to the suggested list were made by mutual agreement.

The Board **resolved**:

- (a) That the following representatives be appointed to the organisations listed:

Shirley Residents	Aaron Keown
Shirley Community Centre	Aaron Keown
Delta Trust	Aaron Keown
Neighbourhood Trust	Aaron Keown
Te Papanui Trust	Aaron Keown
Edgware Pool	All members
Styx River Groups	All members
St Albans Network	All members
Belfast Community Network	All members
Shirley Network	All members
Social Housing	All members
Papanui Network	All members
Liquor Licensing	All members
Community Funding	All members
Avebury House	Matt Morris
Garden Pride Awards	Matt Morris
Keep Christchurch Beautiful	Matt Morris
Papanui Heritage	Matt Morris
Packe Street Park	Matt Morris
Shirley Community Trust	Matt Morris
Rehau Marae	Matt Morris/Yvonne Palmer (Deputy)
Kapuatohe Historic	Matt Morris
Northlands Residents	Megan Evans
Riverlea Estate	Megan Evans
Neighbourhood Support Canterbury	Myra Barry or Elsie Grueber
Junior Neighbourhood Support	Myra Barry
Christchurch Streets and Garden Awards	Myra Barry
Brooklands Community Centre	Megan Evans
ECAN Liaison	Megan Evans
Police Liaison	Megan Evans/Yvonne Palmer
Stewarts Gully Residents	Ngaire Button
Windermere Centre	Ngaire Button
Courtenay Street Residents	Ngaire Button/Megan Evans/Yvonne Palmer

Waimakariki Eyre	Ngaire Button/Yvonne Palmer
Ouruhia Hall	Norm Withers
East Papanui Residents	Pauline Cotter
Innesmay Neighbourhood Group	Pauline Cotter
Ouruhia Residents	Pauline Cotter
Redwood Residents	Pauline Cotter
St Albans Residents	Pauline Cotter
Papanui Pool	Pauline Cotter
Belfast Community Pool	Pauline Cotter
Kainga Residents Association	Pauline Cotter
Casebrook Residents' Association	Yvonne Palmer
North West Rural	Yvonne Palmer
Belfast Northwood Residents	Yvonne Palmer
Spencerville Residents	Yvonne Palmer
Styx Mill/Regents Park	Yvonne Palmer
Graham Condon Leisure centre	Yvonne Palmer
St Albans Educare	Yvonne Palmer/Megan Evans/Ngaire Button

- (b) That each group be notified of the members appointed as the Board's representative/s, and that each representative be supplied with further information regarding their responsibilities in respect of the group/s to which they have been appointed.

## 21. BOARD COMMITTEE STRUCTURE

The Board considered a report seeking determination of the membership of the Shirley/Papanui Community Board's Greenspace, Traffic Works and Community Services and Events Committees, the areas of focus covered by each and the delegated powers these committees would have, if any.

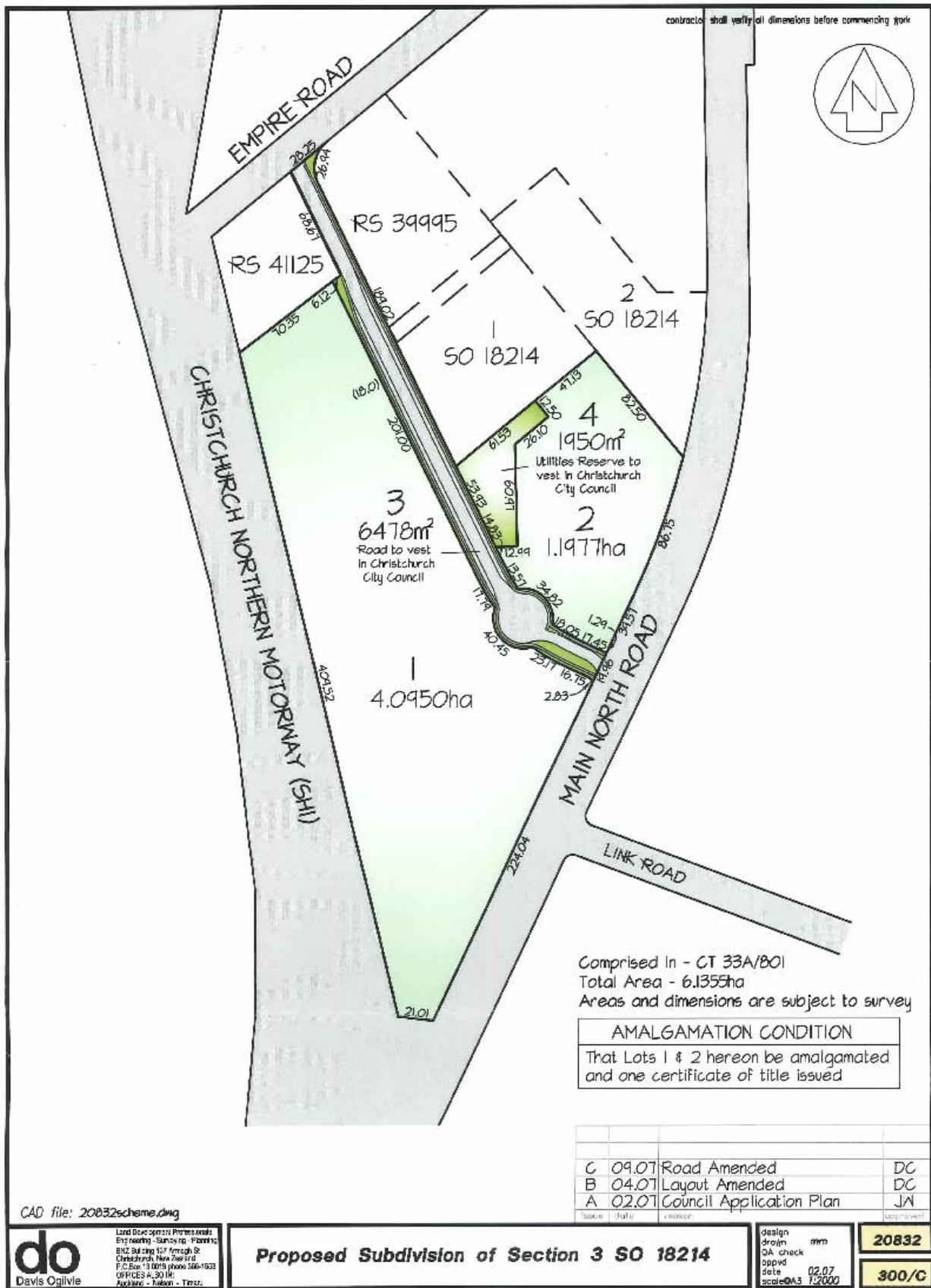
The Board **resolved**:

- (a) That the membership of its Greenspace, Traffic Works and Community Services/Events Committees comprise all members of the Board, in each case.
- (b) That the areas of focus be as listed in the report;
- (c) That the three committees be granted the delegated powers set out in the report.
- (d) That Greenspace & Traffic Works meetings be held on the Monday of the same week as the Board Meeting.

The meeting concluded at 7.55 pm.

**CONFIRMED THIS 20TH DAY OF FEBRUARY 2008**


**MEGAN EVANS  
CHAIRPERSON**



**3. DEPUTATIONS BY APPOINTMENT**

- 
- 3.1 CLIFF YEUNG – HILLS ROAD BUS BOARDER TRIAL
  - 3.2 PHILIP HAYTHORNTWHAITE – HILLS ROAD BUS BOARDER TRIAL
  - 3.3 PETER BERRY –CHRISTCHURCH BEAUTIFYING ASSOCIATION
  - 3.5 B J CLARK – PAPANUI RSA SECURITY CAMERA
  - 3.4 ST. ALBANS PAVILION AND POOL

**4. PRESENTATION OF PETITIONS**

- 
- 4.1 TRAFFIC CALMING, LAGAN STREET BELFAST

**5. NOTICE OF MOTION**

**6. CORRESPONDENCE**

**7. BRIEFINGS**

## 8. HILLS ROAD BUS BOARDERS TRIAL - INTERIM REPORT

<b>General Manager responsible:</b>	General Manager, City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Author:</b>	Kirsten Mahoney, Consultation Leader – Transport

**PURPOSE OF REPORT**

1. The purpose of this report is to provide the results of the initial consultation received from the first three months of the Hills Road Bus Boarder Trial.

**EXECUTIVE SUMMARY**

2. An Extraordinary Council meeting was held on 9 October 2007 to consider a report seeking the Council's approval to extend the Hills Road bus boarder trial for a further period of six months (i.e. until 16 April 2008) to align with the delivery of a report to Council recommending a proposal for the Queenspark bus priority route.
3. At this meeting, the Council resolved:
  - (a) *That as bus boarders for the Queenspark route are one of the options for the Queenspark bus priority project, the Council continue the Hills Road bus boarder trial until consultation on the bus priority project for Queenspark has been completed.*
  - (b) *That the results of the initial consultation be brought to the Council and the Community Board before the end of 2007, and those results be fed into the overall bus priority project.*
  - (c) *That in the event issues arise from the initial consultation, the Council may choose to modify the bus boarder trial prior to the conclusion of the overall bus priority project.*
4. This report highlights the issues raised during the initial consultation period (i.e. from 16 July 2007 to 26 October 2007). Further submissions received after this period will be included in the report on the Queenspark bus priority route.

**FINANCIAL IMPLICATIONS**

5. This project was funded from the Bus Priority Routes budget of \$120,000 for the 2006/2007 financial year. There is also budget allocated in the 2007/2008 financial year for the Queenspark bus priority route.

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

6. As above.

**LEGAL CONSIDERATIONS**

7. There are no known legal implications for this project.

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

8. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

9. Aligns with the Bus Priority Routes Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

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

10. As above.



## 8. Cont'd

### ALIGNMENT WITH STRATEGIES

11. This project is consistent with key regional and local Council strategies including the Metropolitan Christchurch Transport Statement, Public Passenger Transport Strategy, Pedestrian Strategy, Parking Strategy, Cycling Strategy, Road Safety Strategy, Citywide Public Transport Priority Plan, Metro Strategy 2006-2012, and the Greater Christchurch Urban Development Strategy.

### Do the recommendations align with the Council's strategies?

12. As above.

### CONSULTATION FULFILMENT

13. Consultation has been carried out in conjunction with this trial of the bus boarders at two locations in Hills Road
14. Consultation leaflets, including a feedback form, have been delivered to all residents and businesses along Hills Road (i.e. between North Avon Road and Shirley Road / Warrington Street). A copy of the consultation leaflet has also been sent to all landowners of properties along this section of Hills Road, as well as key stakeholder groups, service centres and libraries throughout the City.
15. A launch was held at the St Albans/Shirley Club on Friday 20 July 2007, to which elected members, media and stakeholder group representatives were invited. The launch included a bus trip along Hills Road, including a stop to let passengers off at one of the two bus boarders, and was followed by a seminar on the bus priority project.
16. A display was presented in the Palms Mall in the week of 23 July 2007, including a visual display of the actual modelling of the Hills Road bus boarders on a screen, consultation leaflets and display boards. The display was staffed by project team members from both Environment Canterbury and Christchurch City Council during peak times in the morning and afternoon.
17. A display was also in place at the Shirley Service Centre for the duration of the initial trial period, which included a computer terminal allowing the public to access the bus priority website for further information.
18. There has also been a lot of interest in the trial from the media, through newspaper articles, talkback radio and CTV. The project manager has written an article for the Press Perspective page and held five live radio interviews, as well as a 23-minute CTV interview, to ensure that the facts about bus boarders is in the public arena.
19. The project team has also presented information on the bus boarder trial specifically at 20 seminars to date for interested and affected groups, and as part of 60 seminars overall.
20. Feedback has been received during the consultation period up to and including 26 October 2007, using the following media (Number of responses received in brackets):
  - Consultation Leaflet Feedback Forms (55)
  - Have Your Say & Emails (88)
  - Phone Calls (24)
  - CSRs (8)
21. A total of 175 submissions were received on the trial prior to the closing date advertised of 26 October 2007. Of these 175 submissions, 27 were in support, 126 were in opposition and 22 stated no preference.

## 8. Cont'd

22. The key issues raised are outlined below, with a response from the project team:

### **Access to residential properties and side streets**

23. *Submitters have noted that right hand turns to residential properties and side streets has been made more difficult with the loss of the flush median in the vicinity of the bus boarders. However, when a bus does stop at the bus boarders, it does allow a break in the traffic flow, which enables vehicles to pull out of side streets.*
24. The loss of the flush median is not a new concept and exists on numerous arterial roads around Christchurch and other major cities in New Zealand, not to mention the rest of the world. This design meets current roading design standards and guidelines. The stalling of traffic when making a right turn into properties or side streets is part of the driver behaviour change that is required within Christchurch. Elsewhere in the world, oncoming traffic will stop and allow a car to cross in front of them. This already happens in Lincoln Road and many other areas of the City. Motorists can turn around and approach the driveway from the opposite direction, if necessary.
25. Where cars are parking across residential driveways, this is an enforcement issue, which is not necessarily caused by the installation of the bus boarders. It may be that the bus boarders have worsened an existing situation; however, an enforcement campaign is part of the bus priority project. The risk of cars parking right up to driveways should have improved as parking has been removed, not added in the area of the bus boarders.
26. The bus boarders have made it easier for residents to get out of their driveways. Firstly, it is possible for motorists to see over the top of the bus boarder, unlike a parked car or van, so visibility is improved. Secondly, the operation of the bus boarders creates a break in the traffic stream, which allows cars to enter and exit driveways or side streets. This should improve the situation.
27. The operation of the bus boarder creates breaks in the traffic stream, especially at peak times and should therefore make it easier between 4-6pm to get in and out of properties or side streets.
28. The crash rate along Hills Road is down compared to previous years, which is not necessarily due to the trial of the bus boarders, but does indicate that the bus boarder trial has not increased the crash rate along Hills Road.
29. Requests for no parking areas and restricted parking, moving power poles, kerb realignment and access to properties immediately adjacent to the bus boarders will be investigated and reported back on as part of the Queenspark route.

### **Bus driver behaviour and education**

30. *There has been mixed feedback regarding bus driver behaviour, with many submitters acknowledging their appreciation when the bus driver gives a friendly wave. Submitters have requested that there is ongoing education and training of bus drivers in regard to other road users.*
31. Each of the bus companies operating in Christchurch undertake their respective driver training and education programmes. Christchurch Bus Services monitored driver behaviour during the first week of the bus boarder trial and gave specific training to drivers as to how to approach and depart the bus boarders.

### **Cause more accidents**

32. *It has been asserted that the bus boarders cause more accidents.*
33. The Crash Analysis System and analysis of insurance claims from a national insurance company both show a decrease in the number of accidents for this location during the trial period of three months from the same period of time in previous years.

## 8. Cont'd

**Congestion**

34. *Congestion along Hills Road, particularly at peak times, is already bad, and the perception by submitters is that the bus boarders make this congestion worse, and will force traffic onto other routes.*
35. Traffic growth is continuing with a predicted further 20% increase in the next 15 years. This will equate to a 160% increase in congestion and with most of this additional traffic on arterial roads it will increase the existing 24 km of road congestion to 78 km, making commuting times 26% longer.
36. The Warrington Street / Hills Road intersection is the main bottleneck for existing congestion along Hills Road, with or without the inclusion of bus boarders. The entrance and egress from the Shirley shopping area also adds to congestion at this intersection.

**Consideration of access for emergency vehicles**

37. *Submitters have requested that access for emergency vehicles be considered. There is concern that emergency vehicles will not be able to travel along Hills Road with the bus boarders in place.*
38. Emergency vehicle drivers are trained to travel along the centre of the road. The fire service has advised that bus lanes would be preferable to bus boarders. Bus boarders are manageable but rely on the oncoming traffic to stop to allow them through. Bus lanes would provide an area for motorists and other road users to pull into to allow emergency vehicles through.

**Cost of bus boarder measure**

39. *The cost of the bus boarder measure is of concern to many submitters, particularly if it is to be rolled out across the city. The belief is that the bus boarders only benefit a few (i.e. bus passengers), to the detriment of the many (i.e. motorists).*

<b>Bus Boarder Trial Costs</b>				
<b>Task</b>	<b>LOGIMA Quotation Date</b>			
	<b>Estimated 19 Aug 07 NZ\$</b>	<b>Actual 19 Aug 07 NZ\$</b>	<b>Estimated 01 Nov 07 NZ\$</b>	<b>Actual 01 Nov 07 NZ\$</b>
Marketing and Comms	27,000	27,000	27,000	26,738
Design	4,500	4,500	4,500	4,500
Construction & Maintenance	75,750	39,621	75,750	73,775
Consultation	3,000	3,000	3,200	3,200
Project Management	3,000	3,000	3,200	3,200
<b>Total</b>	113,250	<b>77,121</b>	113,650	<b>111,413</b>
		Actual cost based on estimated hours.		

**Diversion of traffic to side streets**

40. *With the congestion along Hills Road and the bus boarders in place, submitters consider that traffic will divert down side streets causing congestion and safety issues on local roads.*

## 8. Cont'd

41. No monitoring has been specifically undertaken regarding diversion of traffic to side streets as a result of the bus boarders trial. Another vehicle count will be carried out after the trial to see what changes there have been. The vehicle counts undertaken to date were on:
- 07 Jul 1999
  - 11 Jul 2001
  - 03 Jul 2003
  - 30 Jun 2005
  - 19 Oct 2006
  - 24 Jul 2007
42. The next vehicle count is planned for when traffic settles down after Christmas break and all children are back to school (i.e. February 2008).

### Four-laning of Hills Road

43. *Submitters consider that bus boarders should only be used on four-lane roads and that Hills Road should be four-laned to allow unimpeded traffic flow particularly at peak times.*
44. This capital programme item has been re-identified as "traffic flow improvements", not four-laning. This is listed in the Transport & Greenspace Unit's capital programme for the 2011/12 financial year for three years.

### Location of bus stops and bus boarders

45. *The location of the bus boarder at the corner of Edward Avenue is considered too close to the corner of Edward Avenue and Hills Road, and it is believed that bus stops along Hills Road are too close together, causing disruption to traffic flow as the bus stops and starts.*
46. Bus stop rationalisation has been investigated as part of the overall Queenspark bus priority route project.

### Motorist behaviour and education

47. *There was a lot of feedback received about the behaviour and driving habits of motorists, and the need for driver education.*
48. This is a long on-going process which is often forced on the driving population by the effects of severe congestion. The culture change is more difficult to encourage when take a proactive approach to infrastructure improvements.

### Pedestrian/cyclist conflict

49. *The cycle lane going behind the bus boarder has raised concerns about the conflict between pedestrians and cyclists. Suggestions have been made by submitters, including to increase the signage for cyclists, and make the pedestrian pathway flush between the footpath and the bus boarder, with a raised area in the cycle lane. Cyclist submitters have supported the separated cycle lane from the traffic lane, although there have been some concerns raised about glass and debris along the cycle lane behind the bus boarder.*
50. The pedestrian/cycle conflict poses less risk of injury than the potential for bus/car/cycle conflict at a normal bus stop.

### Public transport

51. From the feedback received, it appears that public transport and giving buses priority is generally supported. However, feedback strongly indicates that bus boarders are not favoured as a bus priority measure, and the preference is for part-time bus lanes along Hills Road. This will be further discussed in the Queenspark bus priority report.

## 8. Cont'd

### Bus services

52. *Submitters have provided suggestions to improve the bus service, including ticketing options and alternatives, such as car pooling and Park N Ride schemes.*
53. There are three bus companies operating in Christchurch, which are contracted to provide bus services by Environment Canterbury. Environment Canterbury is responsible for providing public transport passenger services and defining the public transport routes in and around Christchurch.

### Removal of parking spaces outside businesses

54. *The local business, particularly at Dudley Street, are concerned about the loss of parking opposite their shops due to the bus boarders, and have requested their removal, or relocation, as well as the implementation of restricted parking (i.e. P30).*
55. It is proposed to recommend the implementation of P30 time restricted parking on Hills Road outside the Dudley Street shops and Edgeware Road shops to ensure that on-street parking is available for customers. This recommendation will be made as part of the Queenspark bus priority route report. P30 is consistent with the time restricted parking already in place on Hills Road outside the Shirley shopping area.

### Safety of passengers waiting on bus boarder

56. *Several commuters along Hills Road have called and written to the Council with concerns about children waiting on the bus boarder for a bus, and playing very close to the passing traffic. Requests have been made for a barrier to be installed to protect the children. There have also been requests for the inclusion of a bus shelter at the bus boarders.*
57. It is of concern to the project team that children are playing on the bus boarder in an unsafe and unsupervised manner. As the bus boarders are primarily for off-going passengers, it is not considered necessary to include a bus shelter at these two locations.

### Design of bus boarder

58. *The concern has been raised that the bus boarders are non-compliant with design codes NZS 4121:2001 Design for Access and Mobility – Buildings and Associated Facilities. It has been stated that the bus boarder slope should not exceed 1:50 (the existing is 1:12) as this increases the difficulty for wheelchair users to use public transport.*
59. The design of the bus boarder has been an iterative process involving all major stakeholders and end users. The scheme design has been successfully safety audited.

### Introduction of local by-law / National legislation / Enforcement / Education

60. *One of the main submissions received as an alternative to the bus boarders is for Council to implement a local by-law, which makes it mandatory for cars to give way to buses that are indicating to get back into the traffic flow from a bus stop. There have also been submissions requesting the Council to lobby central government to pass national legislation to this effect.*
61. Environment Canterbury is working with bus company representatives to push for national legislation whereby the bus is given legal right of way over motorists when indicating to pull out from a bus stop. This process could take 2-3 years.
62. At the Council meeting held in October 2007, a request was made for legal staff to investigate and report back on the possibility of a local by-law.

**8. Cont'd**

**Suggestion of increased signage on back of buses**

63. *Many submitters requested that signage be put on the rear of buses to encourage motorists, cyclists and other road users to let the bus go first.*
64. This has been carried out by Environment Canterbury and the bus companies.

**STAFF RECOMMENDATION**

It is recommended that the Community Board:

- (a) Receive this report.

## Hills Road Bus Boarder Trial - Email and Have Your Say Feedback

Date Rec'd	Submission
18-Jul-07	Observations of Hills Road - At 5:45pm traffic on Hills Road was almost backed up right to the Bealey Avenue intersection and that's without the bus boarders operating. When it comes into practice the Bealey / Fitzgerald / Hills Road intersection is potentially going to become blocked. Additionally with the stationary traffic on Hills Road any vehicles trying to enter / pull out of side streets are completely blocked off and dependent on the goodwill of other motorists to let them through. It would seem that there isn't much goodwill amongst drivers as one would hope.
22-Jul-07	At our ABC Committee meeting last Thursday evening, it was agreed by the Committee that it would be brilliant if you or one of your team were able to attend our AGM and give a short presentation re the bus boarders. Our meeting starts at 2pm with elections and we have Mike Yardley coming at 3pm, so I was thinking that perhaps if someone were available about 2:45pm we would hopefully squeeze this in, it would not be such a bad idea for Mike Yardley to experience the presentation with our people, and would give him some insight also. I have written our newsletter for notice of the AGM for forwarding to National Office Monday if possible, I am hoping you can give me an OK immediately to be able to include the bus boarders piece in the notice.
23-Jul-07	Great. I have sent the notice to Wellington. The AGM is to be held at Royal New Zealand Foundation of the Blind premises in the main offices, 96 Bristol Street, CnCh, on Saturday 18th August, I already gave you the times of the other items on the agenda that day, so if you can be there around 2:45pm that would work in fine. By the way I have been along to Hills Road this morning with Mimi my guide dog trainer and went over both of the placements. It was the view of both of us that the one at the corner of Edward Ave was by the better of the two, the placement of the opening in relation to the actual boarding position to get on the bus was much easier to find. Mimi did suggest that a small hump in the road and a sign for cyclists to watch out for pedestrians crossing would be a good idea, and also putting a bus stop sign on the footpath. Other than that it all worked very well at Edward Ave corner.
20-Jul-07	The RNZFB have a Telephone Information Service (TIS) that people ring up to get verbal info on things that are happening since they can't read it in the newspaper. Carina thought it would be good to put something on the bus priority project on that for blind and visually impaired people to access. Can you send something through and just tell them Carina suggested you send it to them for the TIS line. They probably just want a few paragraphs about what it is and how they can get further information. The dates of the meetings you are going to are also going to be advertised on the TIS line.
27-Jul-07	We had a lady pop in by the name of Yvonne, she said she has bough the power pole issue to your attention. If this bus boarder does go ahead after the trial would there be a chance of getting the power pole moved, it is a bit dangerous where it is, also backing in is a nightmare trying to get between the power pole, the bus boarder and the traffic.
27-Jul-07	In July, I attended a briefing on the Hills Road bus boarders. The Council has acknowledged that this is a second rate option for giving priority to buses (behind dedicated bus lanes). Whatever your view of the boarders are, I think the Council are to be congratulated for giving this trial a real go, after some important learning from their first attempt. Submissions on this project are open until October 26th.
19-Jul-07	I think this idea is ridiculous. Given all forecasts of traffic congestion, initiatives should be aimed at reducing it, not increasing it by forcing traffic to queue up behind buses that are stopped to embark / disembark passengers. Remember also that to many drivers - couriers, trucks, tradespeople, taxis to name a few time is also money, and these delays will impact them financially as well. Also consider the effect on communities surrounding these stops, as traffic moves on to currently quiet streets to avoid them, causing further spreading disruption to a wider population group. Also I think there will be a negative impact on road safety in these areas, as frustrated drivers attempt to pass the buses that are blocking the road, effectively "parked" in the middle of the road, which I assume is essentially illegal. Overall my impression of this plan is an unnecessarily expensive, disruptive and potentially dangerous attempt to keep buses running to a timetable. Perhaps a review of the bus scheduling is a better idea. Food for thought indeed ...
20-Jul-07	I do understand the need for buses to run on time, and to encourage people to use public transport, yet I can see no overall benefit or even logic to this project. Anyone who travels down Hills Road at peak times knows only too well the horrendous congestion there is, with people desperately trying to enter the traffic flow from side streets only to crawl along at a snail's pace. To deliberately make this worse by halting the flow of traffic for buses to let people off is simply ludicrous. To me the \$93,000 or so reportedly spent on this scheme would have been better spent on encouraging people - like myself, who will suffer none-the-less - to let the bus go first when pulling out. This narrow sighted project will be dangerous and will absolutely contribute to road rage. It makes me angry just THINKING about it, because I will end up stuck in peak hour traffic for a bus that is just sitting there, parked. Obviously this is a 'bright idea' from someone on the council who lives on the other side of the city.
23-Jul-07	Whilst I have always thought that there is 'room for improvement' regarding the increasing traffic flow from the north to the CBD I have, until now, had confidence that there was some intelligence behind these changes. I.e. The lane structure at the Northwood crossroads is a continuous case of "accidents about to happen" as there is not a 'straight ahead' lane and confusion exists for motorists turning. Secondly, the section of the Main North Road, outside the St Bedes School (City Bound) should be a Clear Zone from at least 7:30am to 8:30am. The delays for traffic turning left into QE2 Drive are ridiculous considering that there is often only one vehicle, on most days, blocking free access to a free left turn. Finally, I have experienced your Hills Road trial over the past few evenings. I do not normally return home at peak hours, but even at 6.00-6.30pm I can imagine how disruptive this would have been at peak hour. If your intention is to make Hills Road "Buses Only" then why wouldn't you say so and advertise this so that ordinary people (who pay the road taxes) could take evasive action.
23-Jul-07	In my 10+ years Auckland and overseas experience (where there are real traffic problems) and local knowledge going back over more than 40 years, I must say that the Hills Road initiative is: THE MOST RIDICULOUS CONCEPT I HAVE EVER SEEN AND HAS A VERY NEGATIVE IMPACT ON BUSINESS PRODUCTIVITY, LET ALONE PERSONAL INCONVENIENCE TO THOSE WHO PAY FOR THE ROADS!
23-Jul-07	Would you please tell me in which country / countries this has been successful? Also how much has been spent on this evaluation and trial exercise to date and who are the decision makers responsible for approving the trial?
30-Aug-07	Thanks for your feedback which is very informative. I will be very interested to see if this concept will be as successful here as it is in the other countries mentioned. Although I do not support this initiative because I believe that whilst it is beneficial for 20-30 commuters on the bus, meanwhile there is a queue of about 50+ cars who are inconvenienced by this. However, I do hope it will succeed as I would not like to see funding to this project go down the drain so good luck. Thank you once again.
23-Jul-07	As a property owner in Edward Ave (tenanted), I am annoyed I wasn't given the opportunity to comment on the ridiculous idea of bus boarder. As Hills Road is such a busy road this will end in serious accident. How long do you think traffic is going to sit behind bus before someone pulls out into oncoming traffic. The unfortunate Edward Ave residents will never get out of the street with traffic piling up behind buses. This bank up will almost certainly increase the traffic down Edward Ave as frustrated drivers try to circumnavigate a bus bank up. I will do my best to make this an election issue and vote against by way of my choice. This must go down as the most stupid idea of street works this Council has had. And believe me you have had plenty.
24-Jul-07	This bus stopping in the middle of the road is pure lunacy, don't forget that other buses using Hills Road will be held up in the traffic along with the cars when another bus stops in the middle of the road thus putting those buses behind schedule. Having a bus stop in the middle of the road won't ease congestion, it'll worsen it. Duh hello? Anybody home in there? Not only that but you will see more nose to tail crashes as people aren't expecting the bus to stop, I know you can say that they may learn over time, but you're forgetting that people are stupid which this idea is further proof of. I should also point out I work for an insurance company and I've already come across one nose to tail crash by the bus stop on Friday July 20, gee that's just one day after it started on July 19, isn't it?
24-Jul-07	Gee CCC, you've done it again! Wasting ratepayers money and slowing down the traffic, good on you. Do you travel down this road often? I think not. The huge ugly signs alone appear not to be working very well when you have to hire large portable electronic versions, how much is that costing? It would be nice to think you had better things to do than dream up this time and money waster. Hey I've got an idea, why don't you get your heads together with Transit and improve the Marshlands Road link north, I think you will find that would be a hit, but I'm sure you've heard it all before.
24-Jul-07	Fantastic idea, the sooner it is in place the better. Have seen this used in other parts of the world and it really does work.
25-Jul-07	There are a couple of issues that I have with the project: 1) How much will it slow down traffic at peak periods, and if the traffic jam extends to more than distance of a bus stop then I believe this is a real issue, and that it compromises normal traffic flow. 2) Bus drivers need to be educated that when the roads are quiet and there is not a gap in the traffic when they want to pull out, that they may have to wait for a few cars to go before they pull out. Quite a lot of bus drivers believe it is their right to pull out and cars should stop for them. Bus drivers are just one of the users on the road. 3) Other initiatives need to be explored such as car pooling.
26-Jul-07	I firmly believe the recent alterations to Hills Road bus pick up points to be ill advised. Just as recently as on last night's news Auckland's Traffic management declares "dedicated bus lanes" to be an outstanding success. Surely this is the way to go, by banning street parking on the access routes and allowing buses and cycles free unimpeded flow into the city. I honestly believe that this trial will not succeed.

Hills Road Bus Boarder Trial - Email and Have Your Say Feedback

30-Jul-07	It's good to see the Council is proactive about the future of our public transport, but I don't think this bus boarder is a good option. I totally agree with the idea that making it law for a bus to have right of way while returning back into traffic would keep vehicles moving more effectively. Another point about the current set up is cars heading south are using the cycle lane to avoid getting too close to northbound vehicles who are being forced to the centre line by the bus stops.
1-Aug-07	I have just reviewed the drawings for the concept design Trial #2. I believe there is a significant risk of conflict between pedestrians getting on and off the bus and cyclists using the cycle lane. The drawings show that people disembarking the bus walk straight into the cycle lane. There is a significant risk that they will walk straight into the path of a cyclist hurting themselves and/or the cyclist. The drawings show that people embarking the bus will be standing in the cycle lane, blocking the cycle traffic. I believe that this has the potential to cause significant conflict between the foot and cycle users. The drawings do not show any signage for cyclists informing them of dual use (pedestrians using the bus and cyclists). I believe that such signage is required to minimise conflict between these two user groups. However, current signage used for cyclists is not useful as it is typically placed on a pole 2m (or more) above the road level. Most cyclists are looking at the road immediately in front of them and only see signs planted on the road, or at most on poles less than 1m above the road level. I believe that the signage used for cyclists should be reviewed. I believe that this has the potential to cause significant disharmony between the foot and cycle users.
6-Aug-07	I think the Bus Priority system installed in Hills Road is the most absurd and dangerous idea I have seen to date. I wonder how long it will be before someone crashes into the large obstructions that have been built. Also, there are not enough buses travelling up Hills Road to warrant this intrusion. The best way to keep traffic moving is for the buses to move out of the way, e.g. in Wainoni Road and all traffic to enable the bus to move back into the road by law - something which is happening voluntarily most times anyway.
14-Aug-07	To the people trialling the bus boarding scheme on Hills Road, yesterday morning I was driving to work, heading north on Hills Road, when I noticed a potentially dangerous situation at the southernmost bus boarder (time approximately 8:35am). A little girl, about 7 years of age, was waiting for a bus and she was sitting on the concrete edge of the bus boarding island only centimetres from the carriageway - looking across the road and leaning out pointing at something. Another larger child was with her but a couple of metres away and not actually watching her. I think they were both brown skinned. I immediately slowed down and moved over but to do so I had to pull onto the wrong side of the road where fortunately nothing was coming at the time. I work at a school and know when children have to wait they normally jump about, chase each other and play games. When they are waiting for a bus on the footpath they have at least got the gutter and cycle lane between them and the passing cars. Waiting on the bus boarders they have virtually nothing. I as a motorist applaud the idea of letting the bus go first and appreciate it when the bus drivers wave their thanks. Trusting you will think carefully about this.
16-Aug-07	While I agree with the idea of bus priority, I completely disagree with bus boarders down Hills Road (or any road). I think more education is needed to encourage the public to give way to buses. I always give way to a bus where safe, and let them know by flashing my lights. I like that the bus drivers have been educated to give a friendly little wave each time - this is good reinforcement of positive behaviour. Apart from the recent bus priority campaigns on back of buses I've seen no driver education (for public). I do not like the bus boarders idea - I think it will frustrate and annoy drivers and create a negative attitude from drivers towards buses. I felt this way recently going down Hills Road when I let a bus pull in front of me and then realised that I'd be 'punished' for that by having to wait behind it at each silly bus boarder. Frustrated drivers are very dangerous drivers. I do agree with the other ideas - bus lanes, pre-signals, and bus stop rationalisation. The rationalisation I only agree with for those bus stops where its dangerous for the bus to pull out in front of traffic (perhaps because surrounding traffic doesn't get much warning because of layout of road). I think the most important thing is driver education (for the public) where its done in a positive and encouraging manner which creates a positive relationship between drivers and public.
16-Aug-07	I believe in giving the bus right of way back into traffic. However, having to live across the street from a bus bay is HUGELY inconvenient. Trying to get out of my driveway in the peak hour traffic as well as back into it after work, leaves much to be desired. It is a risk, especially when cars CONSTANTLY park outside of our house in order to use the services of the shops (located next door). Giving way to buses has been a way of life for me (having been brought up in Canada) so seeing these measures here on streets that cannot handle the backlog of traffic makes no sense. Implementing fines for those cars that do not give way to buses may be a better idea? Seeing the bus bay moved down the street would really only cause problems for those homeowners. Can you implement a "NO PARKING" area in front of our house and potentially the shops (for certain day time hours) as well as extend our driveway so that it is not on such a hazardous angle?
20-Aug-07	Hello, I believe the road changes putting the bus in the middle of traffic on Hills Road in Christchurch is the completely wrong way to tackle problems with congestion in Christchurch. Christchurch has extensively wide roads on an international standard. Blocking the only 'for traffic' lane on a major route to the north east of Christchurch is not the answer. Surely having a bus stop in front of all the traffic is only going to create more congestion? I would propose better education around Christchurch on letting buses out into the traffic stream before going this far on this and other routes. Have bus lanes been trialled? The UK has successful bus lanes on a significantly narrower streets than we have. It would seem logical to use something that would help increase traffic flow rather than slow it down.
20-Aug-07	Having observed the trial in operation I am very support of the concept. There appears to be little if any disruption to traffic flows and other road users have adapted quickly to the change. I would support any steps to make these measures permanent.
20-Aug-07	The bus stop idea on Hills Road certainly has merit, but doing it with only two stops and not all of the stops on Hills Road, can only produce a distorted result. Likewise, painting bus priority lanes on city streets is a waste of time and paint, without enforcement. Including cyclists in bus priority lanes borders on lunacy. Bicycles travel in a totally different speed ratio from motor vehicles, thus making them incompatible. We need to engineer traffic with the aim to keep it moving, not obstruct it at every turn of the wheel. The most important thing missing is traffic enforcement. The only two things which are being enforced in Christchurch are speed and parking, due to their obvious capacity to generate instant revenue. Traffic engineering in this beautiful Garden City is on the wrong track, we need a re-think from the ground up.
30-Aug-07	Thank you for your clear and intelligent response. As you may have gathered, I am a bus driver in Christchurch and vitally interested in traffic matters in our fair city. I realise that traffic management and enforcement are under two different authorities, which is a pity and perhaps could be worked on. The management of cyclists in traffic is a really challenging subject, which should be researched carefully and in depth, in order to arrive at the best possible outcome for all concerned. The good thing is that there is some room for improvement, an opportunity we should grab with both hands.
21-Aug-07	The bus stops in the middle of the road are just plain crazy. Not every idea from Europe is a winner. Putting the bus stop there only makes people angry waiting for the bus to go and then they will do stupid things trying to get past them. The sooner that you spend some more of our money on it the better. Who comes with this shit idea? Really really dumb. This is a good website to be in contact with the big wigs ha ha.
24-Aug-07	Bus boarder trials. Surely CCC can come up with a better scheme than this! This idea must have been presented to Council by the same desk bound public servant in Land Transport, who came up with the idea that left turning traffic should give way to right turning traffic going into the same street (eyes in the back of the head rule). For a start most drivers will give way to a bus pulling out from the curb provided it indicates early and doesn't just pull out from the curb, so why do you need stupid bus boarders obstructing the free-flow of cars and cyclists. If you must spend money our rates money spend it on worthwhile ideas like doing some recessed bus stop areas on busy roads, allowing a bus to pull well in to the side of the road and traffic to flow freely around the bus while it is parked?
27-Aug-07	All you are doing with this "Bus Boarder" crazy idea is deliberately blocking the flow of cars along Hills Road. This will frustrate drivers even more than at present, resulting in crazy illegal manoeuvres from impatient drivers. Rather than implement a stupid plan such as this, at ratepayer expense, it would be better for the Council to spend some time and money on improving the system as it stands. 1) If illegal parking is such a problem on the Hills Road bus stops (or any bus stops for that matter) then call in the tow trucks, get the cars removed, and fine the owners. 2) Get the bus company to train its drivers properly. I have no problem with letting a bus into the line of traffic. However, it is very frustrating, and angers me greatly, to stop for a bus that has its right indicator flashing, only to find that the driver is still boarding passengers. That sort of stupidity doesn't need to happen very many times before a once helpful car driver will cease being helpful. 3) Adjust the timetable to realistically allow for the time it takes to cover the route. Although I do not use a bus often, having to work varying hours at Lincoln, I do take the bus whenever I work in town. I have yet to see a bus arrive at my stop even remotely near the time listed on the timetable. 4) Set up proper bus lanes. And on a general note, why doesn't the Council do more encourage motorcycle and scooter riders into the City? There are many people who choose not to commute using a bicycle (no showers at work or just don't like getting hot and sweaty on the way), but would be happy to use a scooter or motorcycle if there were more parking spaces available. At up to 185 miles per gallon for a scooter, use of them should be encouraged. For some reason the Council seems to be blinkered in its dedication to bicycles and the provision of cycle lanes, which 99% of the time are totally empty. I wonder when the fad will fizzle, as has happened with the re-naturalisation of the Christchurch stream beds, something I would rather see my ratepayer funds spent on.
28-Aug-07	I do not support the Bus Boarder concept. I think it will hinder vehicle traffic flow. I think it will be frustrating for those travelling in cars who have to wait. I think that vehicles should give way to an indicating bus to rejoin the traffic flow. Means to achieve this ends should be explored. Perhaps a process such as this will help impress in people's minds that if vehicles do not give way to buses, a draconian regime such as the bus boarder concept may be set in place.
28-Aug-07	If you Google "Yield to Bus (YTB) programme" you will find numerous links. Most drivers are not interested in letting buses back into traffic, so why not mandate it, it works in the US! I did not read about this is the CCC's plans, is the CCC considering this at all??



Hills Road Bus Boarder Trial - Email and Have Your Say Feedback

28-Aug-07	<p>I generally catch the bus every day from Burnside into town, reasoning that it can take as long to drive into town and to find parking as it does to catch the bus and walk to work. There are, however, several situations that hold up the bus, which I believe should be addressed whilst initiating the new system. One of the greatest delaying factors is when the bus drivers have to make change - either for someone who catches the bus with cash or when a passenger wants to reload their Metro cars, but they only have a large denomination bank note. A suggestion here would be to place a ticket dispenser at the bus stops that then dispenses a ticket, much as the inner city parking meters do, using either cash, a credit card or a debit to a cell phone. This should actually suit the passengers better as they then have more options, other than just cash, to pay. The same system could be used to reload a Metro card, rather than having the driver pause for lengthy periods to load the card, make change and then swipe the card again. These payment options should decrease the stopping times of the buses and therefore decrease the delays to traffic stuck behind the bus. During the day the passenger complement changes to include more disabled persons using assisted walking tools or wheelchairs and mothers with toddlers and strollers, again, a delay to the traffic queue behind the bus as the bus has to kneel, the bus driver has to extend a flap to touch the pavement surface by getting out of his/her seat and manually tipping over a metal sheet and assisting the passenger onto the bus and into restraints. The metal sheet has to then be manually flipped back into the bus and only then can the driver be seated and drive on. When the pushchair or wheelchair exits the bus, the reverse of the process is required to allow the passenger/s exit. In order to reduce traffic congestion in these cases, an alternative to the present system is required on all buses, but particularly this Hills Road system where the traffic will be excessively delayed by this process. Perhaps a smaller bus, that may be passed by other traffic, during the day? Or more automated ramp systems? I am sure that many better options exist but not being in this field I am not aware of all of them. My last concern is with regard to bike riders. As a person that rides into work on occasion, having a bus looming next to you is a scary sensation - it takes so little to knock one off one's bike - and one does not have a nice hard shell to cushion the shock! Most of the drivers are very good about allowing sufficient room between their vehicle and the bike rider, but with this system on Hills Road, I am afraid squeeze into the bike lanes in order to circumvent the buses or that the buses may do the same. Whilst undertaking this upgrade of the road system, it would be appreciated if protection and alternative bike lanes could be planned for bike riders. Thank you for requesting this feedback. I hope that you find my comments have bearing on the matter and are of assistance.</p>
29-Aug-07	<p>Your trial site video only depicts / sells one occasion of traffic obstruction along this section of Hills Road but one shouldn't overlook this concept is destined to roll out over the city. My sympathy remains with the bus drivers and adjacent property owners, because I for one, will be using my car's air horns when incurring any premeditated obstruction to traffic, and that includes a Big Red. It may even start a trend in the queuing traffic. Tell Nicky to remove her head out of her fundamental orifice and reattach to reality.</p>
31-Aug-07	<p>I drive down Hills Road each AM and PM. AM trip is normally between 8.00am-9.00am. I am concerned that the current barriers on the bus islands protect pedestrians from cyclists moving through the cycle way, but not from traffic moving at 50kph. The current system has this area open to the road. On two occasions I have had to take defensive action as a result of children waiting for their bus on their way to school. They have been playing on the island area as they wait, running from end to end and side to side. Effectively as I pass the area they are less than 2-3 feet from my car, which is an accident / fatality waiting to happen. If they stepped out, my only way to avoid hitting them would be to drive into oncoming traffic, as the road narrows significantly enough to leave no room for any other action. It would be my opinion that the risks to children while waiting are high enough that either a waiting area should be moved back to the footpath where it was, or appropriate barriers placed between the island and the road. I am concerned that there is a significant potential for an accident to occur before this project is reviewed, and more immediate steps need to be taken to minimise the risks to children or other pedestrians.</p>
31-Aug-07	<p>I submit that the proposed bus boarders should not be implemented for the following reasons: 1) Public safety: Bus passengers are forced to cross the busy cycle lane. Given the tendency for people not to look for cyclists when crossing cycle lanes and/or not see cyclists this poses a significant risk to both cyclist &amp; pedestrian. 2) Bus driver safety: Studies confirm that drivers are getting more aggressive and violent in general terms. The perception that the bus is holding up the traffic for long periods when picking up large numbers of commuters or people who take time to find the fare may be a catalyst for frustration to be directed at the driver personally. 3) Breakdowns: Also a safety issue - often if a bus breaks it is when it is when stationary. If the bus is in the traffic lane this will quickly cause a major traffic issue (refer item 2 above). 4) Relevance: this is a solution looking for a problem to fix. There is not currently an issue with buses rejoining the traffic flow. In my experience there are always people such as myself who will let other traffic into the flow. Therefore this is more about the general traffic flow on Hills Road being congested - which bus boarders will add to. This will force traffic onto other routes causing potential congestion issues there.</p>
4-Sep-07	<p>While I applaud the attempts at increasing public use of public transport, the proposed "bus boarders" simply do not work. I have noticed several changes since the bus stops were put in place (as I walk home every day down Hills Road during rush hour): a) People waiting in the queue behind buses get increasingly irritated, and take greater risks running red lights and overtaking the buses along the street; b) Traffic flow up other streets appears to have increased as people try to avoid the stops. Have any surveys been done regarding these statistics? From what I have observed, drivers would react to the proposed bus-stops city-wide by simply becoming increasingly aggressive. Perhaps another measure (albeit potentially tougher to introduce) would be to make it a legal requirement to give way to buses pulling out (if this is not already so), and have the Police actively enforce the measure for a period.</p>
7-Sep-07	<p>I have never seen anything so stupid, it's just another way of holding up traffic. There has got to be better ways of spending rate payers money.</p>
10-Sep-07	<p>I am against bus stops that require the bus to stop in the traffic lane as it requires all traffic to stop behind the bus. This is not only frustrating for drivers, it is also dangerous for cyclists / passengers dismounting into the path of cyclists. A better solution is combined bus and cycle lanes with additional room for buses to pull over at stops with cyclists passing between the stationary bus and traffic, not between the bus and footpath! Where there is not enough road width for full-time bus lanes (such as Riccarton Road) a bus lane can be provided by "peak time" bus lanes with parking allowed only at off-peak times. Where such "peak time bus lanes" are implemented, careful consideration needs given to providing room for cyclists to pass parked cars, yet stay out of the main traffic lane. London has had considerable success improving bus travel times with bus lanes (and hence encouraging bus use). Many of the bus lanes in London operate only at peak times. Rigid enforcement (even with CCTV cameras mounted on buses or overlooking the bus lane) is needed to stop illegally parked cars / delivery vehicles blocking the bus lane. Causing drivers to resent buses with such ideas as boarder stops will not improve driver attitudes toward buses. In heavy traffic conditions it is often drivers' courtesy that allows buses to pull out of stops in the first place! Bus lanes have the advantage that stopped buses do not hold up traffic, and when traffic is heavy / congested, the bus journey time is reduced and more reliable. This encourages bus use. With thought given to bus lane design, cyclists' safety can be improved at the same time.</p>
17-Sep-07	<p>I think bus boarders will only increase the antagonism drivers feel towards buses. In my driving experience, bus drivers can be very inconsiderate road users and perhaps education of bus drivers and the general public in regards to letting the bus go first would be the most beneficial step.</p>
19-Sep-07	<p>The biggest waste of ratepayers money. Get rid of it. I drive around Christchurch every day, and most people allow buses to move back into the traffic. Of course it would be helpful if the bus drivers actually indicated. I have seen on a number of times, the bus driver indicate at the same time as pulling out, which can be rather dangerous. Indicate and wait, and proceed when practical, don't just assume all drivers are going to stop and allow the bus to pull out. The bus boarders in Hills Road are more of a danger to drivers. The best way to stop traffic gridlock, is to stop giving building consents to all these new subdivisions, until you have the infrastructure in place, instead of trying to get it done after the event. Stop hindering the use of side streets, and some traffic may use these streets more. If a side street, e.g. Aylesford Street, residents want humps and other hindrances in place, let them pay for them and also upkeep that street. All ratepayers paid for the roading and continue to pay for the upkeep, yet are hindered from using, when more traffic would use, instead of Hills Road. We have too many streets in Christchurch that have humps.</p>
25-Sep-07	<p>From a meeting of our Committee and General Members on 22nd September 2007 feedback was sought from those who had been over to try out the bus boarders on Hills Road. The comments from our members included: That people felt that it was dangerous to have to walk across a cycleway to access the bus, it was felt that even with signs up it was an accident waiting to happen, we know from experience how little notice people take of signs. There was too much difficulty in finding walkways through the "gateway" to access the bus, and people would have to find different routes altogether to catch a bus to avoid the bus boarders. We have advocated over a long time period to have accessible buses etc, and some of our members are also in wheelchairs, and feel that they would feel awful holding up a stream of traffic because it takes a few minutes for them to board a bus. This would certainly do quite the opposite for the greater use of buses as a promotion, and people feel that on routes where the bus boarders were placed people would need to turn more to taxis as a means of transport. Our conclusions therefore are that we do not support bus boarders being installed in our city, and would need more taxi travel to be available at affordable prices.</p>
1-Oct-07	<p>The solution in Hills Road to give bus priority works well for the bus but isn't good for other road users. I was in Norway for 10 weeks 18 months ago and was impressed with the bus priority system used there. They have a road rule that gives a bus pulling out of a bus stop the right of way. If a bus at a bus stop indicates that it is pulling out you are required to stop. If you don't and there is a collision it is your fault just as if you didn't give way at a give way intersection. I have both travelled on the bus and also driven following a bus. I was impressed at the travel time of the bus as well as the lack of negative impact for cars. When the bus pulled over a few cars went past and then the bus pulled out again. The bus had all the advantages of the Hills Road bus boarder without the disadvantage of cost of construction and slowing down other traffic. Has the Council pursued a law change with the Government or parties such as interested parties such as the greens? This would be a cost effective, low impact solution for the entire country. This would provide benefits for all cities both great and small and make bus travel a better option for most users as trips would be quicker and timetables more accurate. I don't support the bus boarder as we need a solution for the whole city not just pressure points. The Norwegian solution would</p>
1-Oct-07	<p>1) Make travel by bus more attractive and reliable. 2) Encourage people to leave their cars at home and take a bus. 3) Protect buses from the effects of growing traffic congestion.</p>
	<p>I strongly disapprove of the new bus boarder.</p>

## Hills Road Bus Boarder Trial - Email and Have Your Say Feedback

4-Oct-07	Bet you invent some porkies about the submissions. But it won't be a good idea, we gave secretly marked notices to the taxis and others, and when you misrepresent the results all hell will break loose.
5-Oct-07	Hills Road Bus Boarder. I have done a traffic observation today at the Hills Road "Let the bus go first" site on Hills Road. Immediately north of Dudley Street that is half an hour each at 1pm and 4:30pm. My figures are available in raw form. Commuters in cars = 1180, Commuters on bikes = 11, Buses stopping = 5. Ratio of single occupant to two or more is approx 2:1. Of 5 bus stops, 3 people got on, and four got off, but they couldn't cross the road as pedestrians. One cyclist equals a hundred cars, but hey who's counting when ideology is at stake. The people who live in the area are very apathetic towards this plan. The new ECan and Transit roading plan has this area marked as four lanes in the future. The drainage system and the level of realignment here, suggests that this is anything but a trial. Flat 2 at 89 Hills Road just reduced its sale price by \$15,000, I have elsewhere suggested that punters invest now. I cannot say that the bus stops in themselves are creating problem mayhem, but individual car drivers trying to turn into side streets on the right are in an impossible position.
5-Oct-07	Bus Boarder Trial - Can you make sure the red tickets submissions "Everybody wins" are not destroyed after analysis.
5-Oct-07	The idea of giving buses priority could be a good one in certain circumstances. However, Hills Road is an incredibly busy street and the delays for traffic on Hills Road during peak times are significant anyway. To exacerbate delays for traffic is not efficient. It would be better to take some positive action to actually relieve the congestion on Hills Road rather than introduce something that will make it worse.
5-Oct-07	I support the bus boarder proposals. The city is experiencing continuing growth in use by private cars, most with only one person in them, heading into the central city. Anything that discourages this form of transport and encourages the use of public transport is to be applauded. We too readily complain about increasing congestion without realising that each of us as individuals is contributing to this. Other cities have more severe restrictions. I have recently been in Melbourne where all vehicles must stop behind all trams where passengers are getting on or off. I suspect that there would have been considerable initial opposition to this practice but now it is accepted as the norm. I would much rather see this type of measure implemented than that which has been adopted in London where motorists are charged to use the inner city roads through its congestion charges, these charges applying between the hours of 7.00am and 6.00pm. The aims of the £8 daily charge are to discourage the use of private cars, reduce congestion, and provide investment in public transport. Maybe if this option was floated to the people of Christchurch as a way of reducing congestion there would be less opposition to the much more reasonable Bus Boarder proposal. The council needs to take leadership in reducing inner city congestion and this is one of the practical solutions it can do. It should not be deterred by vocal outbursts by selfish motorists who may suffer minor inconvenience from time to time. As more people use public transport, the better the service will become. Stick to this proposal and extend it to other over-congested roads such as Papanui and Riccarton Roads. P.S. I regret to admit that I am a motorist who rarely uses public transport!
8-Oct-07	Just for the record I'd like to express my dissatisfaction with whoever thought up this mental idea. In the bigger cities else where in the world they make the roads wider to allow traffic flow. BUT some stupid muppets in Chch decide to make all traffic STOP for a bloody bus! Come on sort out this crap!! Can't believe you've wasted my CCC rates money on this balls up!!
11-Oct-07	As a country person the times I go to town I usually do and see heaps of other people let buses out onto the roads when they have indicated to do so. I think CH drivers are very courteous in this respect. For the ones that don't do it pass a bylaw making it compulsory to let buses out in the main traffic. As for people illegally parking on bus stops that is an enforcement issue and should be chased up by CCC Parking Officers and the Police.
11-Oct-07	I think this is a silly idea. Not happy with the waiting time behind the bus when there is a big line of cars waiting, and traffic is at a stand still when it could be moving ... if the bus was pulled over like they normally are, why don't we put in lights like they have down Colombo St ... where it is a white "B" and the bus gets to go first. If the road has a sensor or the bus driver had a remote to tell the lights that the bus was there, it would stop the traffic at the lights and let the bus pull out safely.
15-Oct-07	In 1973 I emigrated from the Netherlands to New Zealand. At the time it was compulsory there to give way to a bus indicating its wish to pull out from a bus stop. What can be simpler than that?! Yes it requires Government legislation and yes your chances with the current government are nil. My chances as an individual are also nil. But how about a major Council that stands up after the next election and says "Government, this is what we need and we wish to implement this in Christchurch".
15-Oct-07	As a frequent user of Hills Road, I am appalled at the complete lack of road safety that is displayed with this proposal. The council's proposal will encourage car drivers to overtake the stationary bus. Increase the likelihood of rear end collisions. Add to traffic congestion. As the bus drivers have only been through a bus driver's licence course provided by WINZ, I suggest the Council assists with the provision of more formalised training that is available to drivers working for other companies (including Red Bus). This training need became evident, when I witnessed two buses in the same week failing to negotiate a simple corner one of them being Worcester Street / Stanmore Road. I believe training would be a far better solution to help bus drivers cope with traffic rather than install an "aid" that will endanger other road users.
16-Oct-07	The small number of people getting off the buses at peak time doesn't warrant the hold up of traffic which banks up to Bealey Ave. Confirm the opinion of the AA rep at the public meeting at Shirley School that bus boarders should be for 4-lane roads only.
17-Oct-07	I am writing to lodge my formal submission with regard to the Hills Road Bus Boarders and why I believe it should not go ahead in its current format or design. The major problem with the Hills Road bus boarders is that they are non-compliant with the design codes that are laid out in NZS 4121:2001 Design for Access and Mobility - Buildings and Associated Facilities. The entire length of the bus boarder has been built as though it is a kerb ramp and this makes the bus boarder very dangerous for any person in a wheelchair because when they push along the bus boarder to get to the front of the bus boarder to enter the bus the chance of the wheelchair doing a side tip is massive. A bus boarder is classified as an extension of the footpath and therefore the traverse (cross) gradient of the Bus Boarder must be at no more than 1:50 (2%). The kerb ramp must be used correctly. That is to access the Bus Boarder not to access the bus. The gradient of the bus boarder at 95 Hills Road is 1:12. This does not comply with Section 6 of NZS 4121:2001 which requires the traverse gradient of all footpaths, ramps and landings shall not exceed 1:50 (2%). The gradient of the bus boarder at the corner of Edward Avenue and Hills Road is 1:15. This does not comply with Section 6 of NZS 4121:2001 which requires the traverse gradient of all footpaths, ramps and landings shall not exceed 1:50 (2%). Other than those bus stops that are obviously on roads with inclines such as Dyers Pass Road these two bus boarders are amongst the steepest access points to the bus system. All other bus stops in the immediate surrounding area of Hills Road are off footpaths that are graded at approximately 1:50 (2%). Why therefore deliberately build bus boarders that increase the steepness of the access point and deliberately make it more difficult for people who already have enough difficulty using public transport and thereby deliberately discriminate against people on the grounds of their disability by making it deliberately more difficult to get on the bus! The solution is very simple. These bus boarders must be redesigned by those of us who are constantly involved in this work and competent to do it. They can then be rebuilt to do the job that they are supposed to do. That is: Give ease of access to the Public Bus System via a competently designed bus boarder which is non-discriminatory in design.
17-Oct-07	Just heard Mr West on News Talk ZB about the bus boarders. Cannot understand why it was stated that it would take two years to get a law passed so that the traffic would have to give way to the buses. Surely this could be fast tracked?? And a sign on the back of all the buses please give way. The bus boarders are very expensive to put in and a complete waste of time there is no shelter either for the passengers waiting on this they are left open to all kinds of weather. I have been on this subject for a long time awaiting your reply.
17-Oct-07	As discussed, sometimes broken glass in the cycle lane at these structures is a problem - not much room to dodge it - appears that bottles are being broken against the railings and glass falls onto cycle lane and adjacent boarder pavement.
17-Oct-07	This is a criminal waste of rate-payers money. Early Christchurch city planners had the foresight to provide us with some of the widest suburban streets in New Zealand and the present Council is doing its best to narrow some of the heaviest loaded roads. You can not and will not force people to use public transport if it is not cheap and does not go where they want. The bus service in Christchurch is termed the "loser cruiser" because of the majority of the type of people who use it. Having the cycle lane routed behind the bus stops in Hills Road is something only the writers of Monty Pythons Flying Circus could dream up and I wonder if that is where the idea came from. I drove down Hills Road last week and was stopped in a column of cars by a bus letting one person disembark. Cost efficient, I don't think so. I can understand very young and elderly citizens i.e. non car licenced, using the public service for getting into and out of town but they can do that at non-peak traffic times. I think this whole concept is a very dumb idea and should be removed quicker than it was implemented.
18-Oct-07	I am not in favour of the present trial in Hills Road. I would prefer to see a bus / 1/2 lane (car has to have 2 or more people) established, and this given a trial as well. The lane would be open to all traffic except for 7-9am heading to the city, and 4-6pm heading north. This works brilliantly in Brisbane and I have driven under those conditions as well as travelled by bus. I would also like to see a bylaw passed that all traffic MUST give way to buses anywhere that are indicating they are pulling out from the curb. This measure would ensure that buses get the priority they need and traffic is disrupted minimally. This law has been in action in Sydney for a very long time (at least 20 years I think) and in my experience worked extremely well. It would not take long for the public to catch on if sufficient advertising in media and billboards was put in place. Why not try these measures first instead of building stick out curbs that hold up motorists and also endanger pedestrians alighting from the bus, through cyclists tearing through the cut-out access for them. Most cyclists I have seen are travelling at very fast speeds down here (I think it is a personal game to see if they can beat the bus to the other end of Hills Rd) and aren't taking precautions when passing bus curbs. Thank you for the opportunity to comment.
19-Oct-07	What is wrong with the ruling used in Queensland, where you give way to a bus indicating to pull out of a stop and into a lane, works perfectly well, without bus lanes you are proposing that will hold up traffic especially at peak times. And at no cost to ratepayers, just common courtesy of road users.
20-Oct-07	How would I go about addressing Council on this issue? Quickly for example... I personally think it is a terrible policy that will have zero positive effects other than dramatically increase inconvenience of other road users and drive up road rage and aggressive driving. It will have no effect on increasing the number of people using public transport and the cost of building these eye sore boarders will be astronomical. A good idea of getting people to use buses went into the Council, and a pitiful policy came out after a sing song and a piss up.
20-Oct-07	That a brief outline, I'd just like to address my concerns to the Council personally.
21-Oct-07	Rip the Bus Boarders out. NO bus lanes. Get the buses OFF main routes. Until public transport is free, accessible and convenient it will never be an option.

Hills Road Bus Boarder Trial - Email and Have Your Say Feedback

<p>22-Oct-07</p>	<p>I wish to register my opposition to the bus boarder plans (currently being trialled on Hills Road) because: 1) Traffic congestion - no matter what ideal world you might like to live in, for the foreseeable future, people will choose to drive cars to and from work, you will not stop this entirely, so holding cars up on busy roads so buses can stop the flow of traffic is ridiculous, not to mention dangerous. 2) Best Practices in Other Cities - Surely our Councillors have enough sense to study successful city plans where car traffic and buses work together - what about Melbourne? Here's a city that runs like clockwork. People take buses and trams because they are regular, frequent, run on time &amp; are not held up by traffic jams. One of the things they do is close off certain streets to parking between peak hours to have room for bus lanes - an INCREDIBLY easy but sensible idea! Come on Councillors, let's stop trying to reinvent the wheel with hair-brained schemes like the bus boarder and use systems that are proven to work in other cities! 3) Buses are not for everyone - We need to be realistic about why people take buses and why others don't. Adding an hour each way to your work day to take the bus when you already work 9-10 hours is not anyone's idea of fun. Hauling 10kg of stuff and two screaming kids into town on a bus journey that means afternoon sleeps are missed is not anyone's idea of fun. Rushing sick kids to hospital on the bus is not anyone's idea of fun. Having to breastfeed your baby on the bus in front of embarrassed or gawking strangers is not anyone's idea of fun. Carting 10 bags of groceries home on the bus is not anyone's idea of fun. Your whole family getting sodden and wet and catching colds while waiting for the bus is not anyone's idea of fun. Having an hour to unwind and read a book on the way home on the bus is fantastic, not having to find a car park or pay for parking is fantastic - remember there are pros AND cons for each form of transport. Making bus journeys shorter by having bus lanes will down on travelling time and encourage more people to take the bus - for this we need proper bus lanes, but we also need efficient roads to drive our cars on too. Can we not use some of the ideas above and in other successful cities to work together for a better, more efficient and stress free city for everyone - not just the pro-bus people.</p>
<p>19-Oct-07</p>	<p>I have just been perusing the City Council's website and being a professional urban bus driver in this fine city of ours, I thought I would share a few feelings with yourself about my work as an urban bus operator. I wanted to bring to your attention some of the annoying traffic behaviours that can cause delay and frustration to drivers. Major gripes: 1) Parking of vehicles in bus stops (very bad in Gloucester Street). 2) Bus stops not being long enough, or segregated sufficiently from parked vehicles to reduce the stress caused to drivers entering and exiting the stops (A suggestion place the stop at the beginning of a block of parking. We can pull up short when needed). 3) Double yellow lines not being observed (very bad in Lincoln Rd between Harman Street and Meredith Street). 4) Traffic turning left from compulsory stops, i.e. not stopping becoming stationary, as they see buses approaching (very bad on Cranford Street at most intersections between Westminster Street and McFaddens Road). 5) The under passing of buses at intersections (passing on left). Very dangerous at Cranford Street and Innes Road. Where there is a bus stop directly opposite that left lane, causing some very dangerous situations. I know I drive the Number 16 and 14 routes between 4pm and 7pm during the working week. There are three more routes that suffer from delays due to traffic density and they are the numbers 14 Nunweek, 16 Beitast, 17 Bryndwr. With the number 14 and 16 the main problem is the inability to leave the bus stops, there are times I have had to wait for an entire block movement of traffic to pass as none would let me out. There is also the fact of having to pull-up quickly as these drivers that don't obey compulsory stops this also occurs along parts of Harewood Road also at Crofton Road, Gardeners Road and Cotswold Avenue. The main congestion that occurs on the 17 Bryndwr route is from Carlton Mill Road to Heaton Street, it appears wide enough for a left-hand bus corridor to be in place (outbound only needed). The other congestion occurs at the traffic lights at the Selwyn Street / Brougham Street and Antigua Street / Moorhouse Avenue intersections (having to wait for straight through traffic that underpasses the right hand turning traffic). One suggestion at the Moorhouse intersection would be to allow the bus to turn right into Hazeldene Road and left into Montreal Street as we did during sewerage upgrades earlier this year. This worked quite well even with a Tag axel bus. 6) Riccarton Road - if the side streets along Riccarton Road were made left-hand entry left-hand exit, I feel that the flow along the road would be greatly improved (especially between Mandeville Street and Clarence Street). I suppose the biggest gripe I have is the driving standards that we have in the city in general and the lack of enforcement. I am aware this is a national problem. Though when you observe a traffic offence and you know that a police car has seen it also and they don't do anything there and then, regardless of their tasking. It really makes you wonder why they bother issuing licences in the first place. I guess I remember the MOT and Council Traffic departments all too well and recall how vigilant they were. Oh how time have changed. Some of these matter you may be well aware of and there may be issues that I have brought to your attention.</p>
<p>23-Oct-07</p>	<p>Extraordinary meetings of Council 9th and 11th October showed the public that 'Consultation' means telling us what is going to happen regardless of our submissions, or our votes, or even democracy. In fact within the farcical propaganda Agenda papers you people describe 'Consultation' as 'to inform the community ... and involve' Consultation means to ask, and confer, and to consider. Now, as I interjected to Gary Moore .. What on earth is the use of us being involved when you have already decided, and intend to misuse the 'bus goes first policy' to put up blockades to stop cars. This is a sad weak policy. Ratepayers Assn have sent letters to Richard West, and they receive no reply. Not good Kirsty. Knock knock Richard West. My position is as follows: You and Council will hear our objections to your bus blockade policy, whether you like it or not. If you will not represent our views in open Council, I will attend meetings myself, at will, and with the 'Press' and it will be a vigorous show. Many of us who oppose the planning concepts from the 1980s expected to be heard and considered. You do not own Christchurch and you do not own the Traffic flow. We do.</p>
<p>24-Oct-07</p>	<p>I am also disconcerted that Council and staff have linked the Bus blockade to the 'Bus Priority' 'let the bus go first' policy. In this way by linkage the position becomes as stated in the Agenda paper as not negotiable. That is that Ecan and City have introduced these policies and will not be changed. People who disagree with the Bus blockade do not disagree with the Bus priority. It is just that we do not agree with this [blockade, stop cars here] way of achieving it. I say that Transport people should be looking at reducing the size of these buses. I often look at the numbers in buses and mostly smaller shuttles would be more efficient along these busy corridors. Bob Parker's suggestion also of having a by law 'let the bus go first', although impossible to enforce, would be a better alternative than the blockades. In summary I think the Bus Boarders are part of the stated policy to make it difficult for vehicle commuters, as well as bus first. Making life difficult for commuters going home is very bad policy.</p>
<p>24-Oct-07</p>	<p>Boarders not necessary, added nuisance / danger to cyclists. I commute by bicycle or motorcycle from Woodend to City Centre. There are 2 possible morning buses and 2 evening that take about 50 minutes. For interest cycle takes about 50 minutes door to door, motorcycle about 25 to 30 minutes and car about 45 to 50 minutes. My take on the buses is 2 issues - general travel time in peak hours and buses having difficulty pulling back into the traffic stream due to cars not giving way. The first can only be improved by bus lanes, which can also be T2 or T3 lanes. Having lived in Australia for the past 15 years, noted that several states have law where a bus indicating to pull out from the kerb has right of way. They just indicate and pull out! No argument. It works. Therefore no need for special boarding structures. See link for picture of bus with sign of rear <a href="http://www.sta.nsw.gov.au/busfleet/mkIV.php">http://www.sta.nsw.gov.au/busfleet/mkIV.php</a> A start could be made by some 'assertiveness' training of bus drivers, once the general populace realise that when a bus indicates it's going to pull out not wait for 10 cars to just slip by, then they will give way. A whole lot cheaper than building bus boarders all over the place.</p>
<p>24-Oct-07</p>	<p>The Mayor, Christchurch. By the time this is received at your office there will be new officers but I wish to express my concern with people not casting their vote. I am not one to ring talk back programmes but would like to say it is little wonder people get disillusioned by your people in charge of the City. The bus boarder fiasco on Hills Road is an example as when a public meeting was advertised at Shirley School to discuss the boarders Richard West (on programme) didn't turn up but others like Richard Budd and others spoke on their own agendas. Several people walked out which was understandable. The AA rep voiced their opinion and said bus boarders should be on 4-lane roads yet I see in the Press it is going to be trialled for another 6 months. An indication that people who sit in an office in town don't listen to the residents and shopkeepers who are seriously affected. I trust the new administration will and our City will continue to be a great place to live in.</p>
<p>24-Oct-07</p>	<p>Please find attached comments from O&amp;M's and Guide Dog instructors at the RNZFB. There are still a couple of issues with them from our perspective. This is conflict between pedestrians and cyclists as the cycle lane goes between the boarder and the footpath and potentially the slope as the boarder slopes from entry to the road edge to meet the bus height to allow quick boarding and exiting. Both of these could be addressed if a threshold was included where the pedestrian crosses the cycle lane (which would make the cyclist slow down) and then the height of the boarder would be the same as the threshold (with maybe a slighter slope up to the correct height for boarding). Tactile tiles have been included but, as the fence has gone in second, they are now very close to the fence and not as useful as perhaps they could have been. Fences are very visible and meet standards. Would be great if the entry to the boarder is in line with the entrance to the bus. 1) I would like to see something tactile for bikes to indicate what they are approaching (tiny judder bars, or that paint they have on the outer lane of motorways to wake you up if you drift over) I just think signs won't be enough if the cyclists have their face down battling oncoming wind / rain etc. 2) The tiles need to be further away from the fence - GDU would not get any use them as currently situated as dog is on tiles and sometimes in a queue it is easier to drop the handle and rely on tactiles than the dog. 3) I liked the layout of the one on the corner of Edward Ave and Hills Road better than that of the one near Edgeware Road as the one on the corner of Edward Ave has the opening almost opposite where the buses front entrance would be.</p>
<p>25-Oct-07</p>	<p>I support the implementation of bus boarders in Christchurch. I am a keen cyclist, choosing to commute whenever I can across the city. I am also currently the Chair of Spokes (<a href="http://spokes.org.nz">http://spokes.org.nz</a>) the Canterbury branch of the Cyclists' Advocacy Network. Although a bus and cycle priority lane would be the optimum solution for encouraging more sustainable transport in our city, I see the bus boarders as a great compromise. I particularly like the fact that the boarders intentionally keep cars behind the bus. I support any steps taken to make public transport more reliable and user friendly. I would also like to acknowledge the work done by Christchurch City Council in pushing ahead with this trial. I'm sure it would have been easy to give up after the first trial, and I commend the efforts of those involved to implement learning from the first stage and give it another go. As a cyclist I would be very happy to see more bus priority infrastructure throughout the city.</p>

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26-Oct-07	<p>It is totally unacceptable to expect people to have to wait till the end of the trial for you to re-instate what people had before. That was: safe and legal access to the bus system at legally accessible bus stops on Hills Road. Under the Human Rights Act 1993 especially section 21 of that act you are prohibited from discriminating against a person on the grounds of their disability which is what you have done by removing the bus stops and installing the bus boarders in their current design. The Bus Boarder is not a kerb ramp. It does not come under Section 13 of NZS 4121:2001, Accessible Outdoor Public Areas but under Section 6 of NZS 4121:2001, Footpaths, Ramps and Landings. The Bus Boarder is a landing especially when you get off a bus as is every footpath as you must ensure that you are in a stable and comfortable position before you move on especially in a wheelchair, using a walking frame, the blind, mothers with prams, pushchairs etc. Then you have the ramp which connects as the accessway to the Bus Boarder - landing area with a turning circle at the bottom of the ramp. You do not get off a bus onto a kerb ramp anywhere in Christchurch except at the Hills Road bus boarders that you have installed. In the CCC booklet it is stated that the Bus Boarder is an extension of the footpath! Why has it not been built accurately the first time to save all this unnecessary debate and wastage of public money that the CCC is putting the ratepayer to? It is always very upsetting and very frustrating that the current civil engineers and project teams of the CCC install public facilities of this nature, discriminate against people with disabilities and then do not immediately rectify the situation when told that the job has been done incorrectly trying to justify it as an "experiment" to justify the incompetency of what has been done. It would be nice to have the highly competent civil and roading engineers back in the CCC who knew what they were doing like Mark Gordon, Brian Neill and Neil Eade who knew how to design CCC facilities in a non-discriminatory manner and who were always very co-operative to ensure that at this critical and vital experimental stage discrimination did not occur, thereby gaining the support of the disability community. There are plenty of genuine kerb cutdowns that are in desperate need of replacing around the Christchurch City area. You would be using the Council's time and money much better if you left the office and walked every street that the CCC is responsible for and checked every kerb cutdown and footpath. You would soon learn that there is plenty to do, much of which is of far more importance than the bus boarders. Finally, I wish to be heard in support of this submission as I want to ensure that all information supplied is properly and accurately presented to the full Council or any Sub-Committee set up to hear the matter.</p>
26-Oct-07	<p>After the result of the first trial, I do not see any real difference in the second with its expense of construction of intrusive structures and the frustration caused by the traffic blocking technique. I do not think the experiment should continue or be enlarged. Encouragement of positive driver behaviour is the key. For example "Please let the bus go first" signs on the rumps of the bus fleet would not be expensive and would encourage integration of buses into traffic on all routes at all times. As an aside, it seems a bit cheeky to announce expansion of bus boarder plans before the expiry of the submission period for this trial and the analysis and announcement of results and feedback.</p>
26-Oct-07	<p>Submission by 2021 to the CCC on the Hills Road Bus Boarder Trial (October 2007). <b>INTRODUCTION</b> - The vision and goals of the Christchurch Public Passenger Transport Strategy (CPPTS) are supported by Christchurch 2021. Reducing congestion, especially by increasing bus use, is a goal that is supported by Christchurch 2021. The bus boarders on Hills Road are NOT supported by Christchurch 2021. Christchurch 2021 believes the Hills Road bus boarders are an expensive response to bus priority that compromises goal 3 of the CPPTS "A system with excellent community use and support." Christchurch 2021 wishes to make a presentation should that be possible under the current or amended process. <b>SUMMARY OF RECOMMENDATIONS - The transport context of Bus Priority.</b> 2021 recommends that Council: 1. Develop relationships with ECan and Central Government to ensure appropriate funding for roading and public transport, with a particular emphasis on public transport. 2. Request that Ecan consider extending the free transfer period. 3. Provide specific space on arterial corridors for public transport - then later if feasible these can be used for light rail. 4. Increase the priority given to pedestrians in transport planning. 5. Support existing cycle strategy and network plan. 6. Implement peak-time clearways for bus priority - e.g. bus lanes and clearways. 7. Improve city planning and design so that people can live locally without the need to travel long distances to access community facilities and shops. An expensive solution better addressed by other measures. 2021 recommends that: a) the Hills Road bus boarder trial be ended, as the flawed design of the trial will not allow any conclusions to be drawn. b) if the Hills Road bus boarder trial continues Council be very careful about extrapolating results to other roads and determining the value for money of other options. c) publicity and a by-law forcing other vehicles having to give way to buses pulling out from the kerb will give more value for money and better city-wide results to reduce time it takes for buses to re-enter traffic from bus stops. d) the Council investigate whether the needs of emergency vehicles have been compromised by bus boarders on Hills Road; if so, whether any mitigating action can be taken. e) the Council require staff to faithfully represent the opinions of those for and against the bus boarders in its decision making processes. f) the Council investigate whether staff made an error in seeking an initial 3-month period for the trial and if an error was made what may be done to avoid such errors in future. g) the Council require staff to explain why a bus boarder has been constructed contrary to the intention of the Citywide Public Transport Priority Plan. <b>THE TRANSPORT CONTEXT OF BUS PRIORITY</b> - Congestion is increasing as people are travelling more for work, leisure and recreation, and we have a growing population. Dispersed development in suburbs on the outer edge of the city is exacerbating the problem. The result is a number of congested locations particularly noticeable at peak traffic times. Bus reliability in Christchurch is compromised by this congestion. In the 2006 census, 7000 people (5% of commuters) travelled to work by bus. For bus patronage to increase bus trips should not be much longer than the car journey, and buses need to run on time. Congested roads are causing wide variability in bus travel time, and hence an unpredictable timetable. This is a disincentive for bus users, especially for commuters. Increasing the numbers travelling on public transport is an efficient and effective way of reducing congestion. While in the future rail may be feasible, now and in the medium-term enhancing the existing successful bus service will offer affordable and tangible gains. Walking and cycling are popular in Christchurch - 17,000 (12%) people walked or biked to work in 2006 - and they are important modes of transport for school children. Making walking and cycling safer and more convenient will help to boost the numbers of people using active transport. This will not only reduce traffic congestion, but will increase physical fitness and quality of life. <b>Specific comments on the Hills Road bus boarders sit within a wider transport context:</b> 1. Improve city planning and design so that people can live locally without the need to travel long distances to access community facilities. Chronic traffic congestion is often a symptom of more fundamental community design problems, such as inadequate mobility options that force people to drive for every trip, and dispersed land use patterns that increase travel distances. Where this is true, expanding roads may reduce short term symptoms but exacerbate long term problems. City planning should ensure that people can access local shops and community facilities without having to travel or travel long distances. 2. Implement peak-time clearways for bus priority - e.g. bus lanes and clearways. The most obvious and well understood method for priority is bus lanes or clearways which dedicate road space to buses, give buses an uninterrupted priority and allow pick-ups and drop-offs without disrupting other traffic. Bus lanes usually operate all the time, whereas clearways are restricted to peak times. Bus lanes may necessitate loss of parking - clearways restrict parking at peak times only so are generally more acceptable to adjacent shop owners. 3. Support existing cycle strategy and network plan. The existing cycle strategy is a combination of cycle lanes and off road paths. It is important that network is completed with good cycle access through intersections. It is currently half-finished, and with the current spend of under \$1M per year will take 20 years to complete. A reprioritisation of the transport budget to enable faster completion of the cycle network is necessary. 4. Increase the priority given to pedestrians in transport planning. During street renewals, especially in the inner city and suburban "hub" areas, greater priority should be given to the needs of pedestrians, to improve comfort and safety for people walking in the area. 5. Provide specific space on existing arterial corridors for public transport - then later if feasible these can be used for light rail. The Council should further develop its partnership with ECan, central government and transport providers to plan for two dedicated bus corridors by 2012 - one north-south, the other west-east. A new dedicated corridor should be investigated, to be used by buses initially but could be used by light rail in the future. If built, it should be built so that it does not interact with road traffic. That will mean it goes under or over roadways. It will require land purchase and investment. Residential intensification could occur along this corridor. Light rail may be a long-term solution to congestion but may be expensive, and in the short to medium term something must be done to address growing congestion. Space can be provided on arterial corridors for buses which can later (if feasible) be used for light rail, or Bus Rapid Transit (BRT). "Park and Ride" may be an option for peripheral locations such as Rolleston and Rangiora. Rail was considered in the Urban Development Strategy process but was dismissed as a viable option for the foreseeable future because of: a) The lack of penetration of existing rail lines into the CBD. b) The cost of providing the additional infrastructure (double tracking existing lines, providing new lines, improving existing stations, providing new stations, integrating stations with their surrounding area). c) The urban form in Greater Christchurch currently lacks the density needed to make new services and stations viable within their walking catchments. d) The option of providing feeder bus services is not attractive to commuters who are deterred if they have to change modes. However, a practical option for keeping options for light rail open for the future could be by the designation of corridors. 6. Consider extending the free transfer period. The Council should consider making a submission to ECan to investigate extending the free transfer period to four hours during non-peak times, to encourage inner-city shopping and investigate extending the route and frequency of the free inner-city shuttle service. 7. Develop relationships with ECan and Central Government to ensure appropriate funding for roading and public transport, with a particular emphasis on public transport. <b>THE OBJECTIVES OF THE TRIAL SPECIFIED IN THE PAPER ENTITLED "HILLS ROAD - BUS BOARDER TRIAL" (hereafter "the paper") in the report of the Shirley/Papanui Community Board to the Council meeting of 19 April 2007 were to:</b> 1. Observe, identify and evaluate the behaviours of bus drivers, other vehicle drivers, bus passengers, and residents in the area with respect to bus boarders. 2. Observe and measure the impacts of the bus boarders on bus and car travel times. 3. Observe, identify and evaluate other impacts of the bus boarders on traffic, pedestrians, cyclists, residents etc. <b>Problem identification and trial (experiment) design.</b> The problem identified in paragraph 1/ of the paper is one of bus travel time and in particular the difficulty that buses have of re-entering the traffic stream from bus stops on Hills Road. The key to the problem stated is whether bus drivers can re-enter traffic with minimal delay. The measure to determine the success of the trial is given in paragraph 37 of the paper as meeting the objectives of the trial which are open ended objectives of observation without any outline of desired outcomes from the trial; the objectives of the trial will be met by watching what happens when a bus boarder is built - not whether bus travel times are reduced (which is the presenting problem in the paper), whether bus boarders are a better option than another intervention, or whether they are value for money. The trial is in effect an open experiment. The intent is to construct a bus boarder and see what happens. There are no solid hypotheses about what should be observed given the intervention. The trial, or experiment, has no validity because there is no control group where only publicity, for example, was trialled (the obverse would have been unsafe so has not been contemplated). Hence the trial cannot determine whether publicity could have caused to re-enter the traffic stream to increase. Instead all the time savings will be said to be caused by the bus boarders. The Council will be in no better position to determine whether bus boarders are better or worse than other interventions on Hills Road or other similar roads that have no flat median strip and have two lanes. The Council would be unwise to extrapolate results from Hills Road type interventions to double lane roads although this is the intention stated in paragraph 5 of the paper: "It is proposed to trial the amended concept design for a period of three months to ascertain its effectiveness as a bus priority measure for Hills Road, as well as other potential sites around Christchurch". 2021 recommends that the Hills Road bus boarder trial be ended, as the flawed design of the trial will not allow valid conclusions to be drawn. 2021 recommends that if the Hills Road Bus Boarder trial continues Council be very careful about extrapolating results to other roads and determining the value for money of other options. Value for money Christchurch 2021 was advised by the Council that as at 9 August 2007 direct costs of the two Hills Road Bus Boarders were estimated to be: Construction cost including one year maintenance (tendered price) \$75,750; Marketing &amp; Communications (estimated) \$27,000;</p>

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	<p>Consultation (estimated) \$3,000; Project Management (estimated) \$3,000; Total = \$108,750. The value of extending bus boarders throughout the city will be expensive. Their value for money compared to other possible interventions to get buses back into traffic from bus stops will remain inconclusive. Christchurch 2021 suggests a city-wide perspective which focuses on getting buses into traffic through a mix of publicity, and by-law creation and enforcement. Publicity appealing to the better nature, fair play instincts and self interest of commuters appears to be the simplest most cost effective strategy for a city wide problem. In addition, a by-law could be passed to let buses into traffic from the kerb once they signalled. Once enforced this will achieve the stated aim of the trial across the City and will contribute to the overall aims of the Christchurch Public Passenger Transport Strategy. 2021 recommends that publicity and a by-law forcing other vehicles having to give way to buses pulling out from the kerb will give more value for money and better city-wide results to reduce time it takes for buses to re-enter traffic from bus stops. Emergency Service Operators. Emergency service operators need to be involved in discussion on bus boarders on Hills Road. With a lack of flat median or other space, particularly at Dudley Street there is a moderate risk that Hills Road becomes impassable where a bus has stopped, cars are parked outside the Dudley Street shops and there is traffic backed up on the south bound side of Hills Road. 2021 recommends that the Council investigate whether the needs of emergency vehicles have been compromised by bus boarders on Hills Road, if so, whether any mitigating action can be taken. COMPROMISES GOAL 3 OF THE CPPTS "A SYSTEM WITH EXCELLENT COMMUNITY USE AND SUPPORT" Bus priority will only be achieved with a supportive community. The previous Mayor stated at Council that he had heard nothing but praise for the bus boarders. This does not accord with the criticism evidenced by: * Letters to the Press and community newspapers (both against and some for the trial). * Opposition from the Automobile Association including at one public presentation where the trial was characterised as a stalking horse for four-laning. * Opposition from the Shirley, Golf Links and Combined Residents Associations. * Opposition from retailers at Dudley Street including a petition of over 500 signatories. * The opposition from residents, bus users, bus drivers are conveyed to Christchurch 2021 candidates in the recent local body elections. In the 9 October report to Council entitled "HILLS ROAD BUS BOARDER TRIAL - REQUEST FOR EXTENSION OF TRIAL" various consultation processes were noted. However, nothing was reported on the opinions of those consulted including public statements. At the same time the report noted the trial is "operating successfully". As discussed above, success of the trial is measured by observing the bus boarders. The Council needs to faithfully represent the views of the public in this process. The unwillingness to do this so far has not and will not create excellent community support for bus priority as the big picture vision and specifically the bus boarders on Hills Road. Indeed the obvious exclusion of publicly raised contrary views risks bringing the Council process in to further public disrepute. In addition, the extension of the trial raises doubt as to whether the trial was ever really for three months. The request to extend the trial due to a wish to align with the Queenspark route proposal allows observers to ask reasonable questions about whether the Council has demonstrated a lack of obvious foresight in decision making or whether the trial was never intended to be complete in 3 months. The year long maintenance contract also raises doubt as to the genuine nature of the three month trial period. The trial doesn't accord with clear intention of the Citywide Public Transport Priority Plan, section 2.2, which states that "It [the use of bus boarders] is especially applicable to multi-lane roads or 2 lane roads with a flush median". Neither of the Hills Road sites meet this condition. While the document does not preclude bus boarders in the sites on Hills Road, the Council has chosen the worst possible conditions for a trial. This approach risks undermining public faith in the value of Council strategies and plans, and contributing to them. 2021 recommends that the Council require staff to faithfully represent the opinions of those for and against the bus boarders in its decision making processes. 2021 recommends that the Council investigate whether staff made an error in seeking an initial 3 month period for the trial and if an error was made what may be done to avoid such errors in future. 2021 recommends that the Council require staff to explain why a bus boarder has been constructed contrary to the intention of the Citywide Public Transport Priority Plan.</p>
<p>26-Oct-07</p>	<p>Submission by CCRA (Linc) re the Hills Road Bus Boarder Trial #2 - Amended Concept Design. We are making this submission, as result of having consulted our members, and also on behalf of those members of the community who were in attendance at the Public Meeting held on 19th September 2007 at Shirley Primary School. As CCRA is a city wide group this submission on the bus boarder trial is being made within the context of the total Bus Priority consultation, and the Greater Christchurch Urban Development Strategy and Action Plan (ref pages 116-121). We have made detailed submissions to the earlier UDS consultations, and currently have a representative attending the UDS stakeholders group seminar meetings. Our group continues to be supportive of measures designed to improve and encourage the use of public transport within greater Christchurch. There is also a widespread community awareness and support for the need to implement a sophisticated public transport system. The focus will have to be on the expansion of the bus service, at least initially, as it would appear that any expansion of the existing rail network to include commuter services would be excessively expensive and time consuming. It is understood that the Bus Boarders in Hills Road are one of the trial systems under consideration for the Bus Priority consultation. From the meeting held on 19th September and other community feedback, we can report that the majority response is that these bus boarders are not a good solution. The concept of bus boarders is understood and appreciated, but it is designed for use on dual carriageway roads, not existing narrow streets like Hills Road. The trial has not improved the well being of the local residents who have the Bus Boarder stations outside their properties, and has also had a negative effect on some of the local businesses in the street. These concerns are explained in detail in the submission made by Shirley Residents' Association. Another major area of concern is that regarding the arrangements for the cycle lanes going "behind" the bus boarder stations. The potential mix of pedestrians and cyclists is not a good one. One of the concerns is that people running to catch the bus will not be looking out for cyclists when they cross in a hurry to the station. Children are very trusting of instructions regarding road safety, and may not be able to judge if it is truly safe to cross the cycle lane in order to get onto a bus boarder station. Cyclists already have too many safety issues to contend with under existing conditions, and do not deserve a further potential hazard such as this bus boarder design. Planning experts also assume that pedestrians are meekly going to follow the directions put in place by the inclusion of landscaping and post and rail fences to get them safely on and off the stations. Unfortunately people will continue to behave randomly, take short cuts and make all those other unexpected movements which may cause danger to themselves and other road users. A further stated concern by a great number of people, and highlighted by Engelfield Residents' Association is that holding up the rest of the traffic behind the bus on a single carriageway, increases vehicle emissions and fuel wastage, and may lead to bad car driver behaviour. There is existing give and take between buses and other road users at peak times, and this should be encouraged and reinforced with an extended education campaign. The general opinion of the community is that the introduction of clearways at peak times allowing bus priority lanes is a more suitable option for single carriageway roads. It is suggested that: * Bus company front line staff need to be fully included in consultations. * Measures to get passengers on and off buses more speedily should also be evaluated. For example in many European cities all passengers have to have pre-purchased tickets, thus allowing drivers to concentrate on his task. In some USA cities, the passenger has to have the correct money available to put into machine, no change given! All these measures are accepted and abided by in these local communities. * Park and Ride schemes are also very successful in the UK, and their carefully considered introduction to key areas of greater Christchurch could effectively reduce traffic congestion. Our final wish is that your staff carry out a true consultation with the whole community on the Bus Boarders trial. In the spirit of the UDS, we trust that there will be consultation with all the other local authorities in greater Christchurch and that all the views and feedback from all parties are fully evaluated and taken into consideration before the production of any final reports. Further to the meeting held on 19th September, we are forwarding copies of the correspondence received with the expectation of discussion by the speakers. We expect that submitters will be given the opportunity to speak to their submissions, and in this case we wish to have the opportunity of a CCRA representative speaking to our group's submission. // Question from Resident: Congestion what has caused this. On Hills Road traffic from north having been diverted through Hills Road. The Northern Motorway and Park and Ride done properly will reduce this then should be the time to evaluate and see if practical measures need be taken as now being considered.</p>
<p>26-Oct-07</p>	<p>I vehemently oppose the prospect of Bus Boarders as on trial in Hills Road. This is an outmoded idea, picked up from the UK, where with the serious road congestion there, I have experienced the total disruption to the smooth flow of traffic, adding to the very real potential for absolute gridlock. An additional objection is that in causing all traffic to stop when the bus stops, all the traffic is sitting, engines idling, contributing to the Christchurch air pollution, and avoidable carbon emissions!! A far better plan would be to change the law in favour of a public transport bus having absolute right of way when exiting a bus stop. This is also far more cost effective for the beleaguered ratepayers!!</p>
<p>26-Oct-07</p>	<p>Submission to the Christchurch City Council on the Hills Road Bus Boarder Trial (October 2007). While I support the idea that we need to deal with the issue of easing Christchurch's traffic congestion problem by encouraging people to use public transport, I am vehemently opposed to the Hills Road bus boarder trial which has been running for the past three months. My reasons for this opinion are indicated below. First of all, I would like to address the safety aspect of these bus boarders, particularly in relation to those with a disability. I have a vision impairment and a moderate hearing loss. I have personally spoken to other disabled people within our community who are well-informed about the bus boarders. Based on our concerns, these boarders are not compliant with the building code. Their steepness does not make it easy for a wheelchair user to access the bus either by getting on or by getting off. In my case, I have used these boarders and have felt totally vulnerable as I saw traffic going past me at certain speeds while waiting for the bus to arrive. I felt as though a car driver could actually hit me while standing on the bus boarder. Furthermore, there is no shelter for those people who have chosen to use these bus boarders as their means of accessing the bus when it arrived. As a Community Board candidate recently held Local Body Elections, I doorknocked in the area where those residents live near the bus boarders and are therefore affected by them. Many of these people were angered by the fact that they had never been consulted by the Council in the first place. It was also noted that since the erection of the bus boarders, residents near these bus boarders have been selling their homes. This is particularly noticeable down some of the side streets such as Slater Street, Dudley Street and other nearby locations. These residents have mentioned that their once-quiet streets have seen an increase in traffic volumes since the beginning of the bus boarder trials due to drivers diverting down these streets in order to avoid Hills Road. One more issue of concern to me is the need for emergency vehicles to travel along Hills Road to attend accidents quickly. If a bus has stopped at the bus boarders either to pick up or drop off a passenger, there is no way that an emergency vehicle can go past without endangering other motorists. Again, I am pointing out the safety aspect in this scenario. These bus boarder trials have been an extremely costly exercise with no obvious reduction in the number of motorists choosing to patronise the public transport system. I therefore urge you to suspend these trials immediately and indefinitely to offer the following suggestions as a means to encourage people to use our bus services, and to ease the difficulty bus drivers have in trying to re-enter the main travel routes. A less costly alternative, but more effective, in the long run is the use of signs on the back of the bus encouraging motorists to allow the bus to go first. This is a simple education exercise, and a positive way to encourage people to respond to acceptable driver behaviour. Secondly, consideration should be given to asking Environment Canterbury to reinstate the four hour travel tickets. This would encourage more people to do their shopping and attend appointments in the inner city and leave their cars at home. Again this would decrease the amount of traffic congestion that exists at present. Finally a more favourable alternative is to introduce clearways along the main travel routes. This would effectively mean that people would have a quicker journey and it would therefore be more viable and an effective means of people being given the message to leave their cars at home. I would like to add more comments to my submission, but feel that it would be of more value for me to speak to this opposition of the bus boarders. Thank you for taking the time to consider my thoughts on this matter.</p>

Hills Road Bus Boarder Trial - Email and Have Your Say Feedback

26-Oct-07	<p>I think that this trial is not the solution to buses not getting back into traffic. I think educating drivers and bus drivers is the answer. I find that many bus drivers do not signal before coming out or signal when they are already moving. This is frustrating to motorists and there is no excuse, bus drivers are professional drivers. Many motorists don't let anyone in, let alone buses. I don't see the big deal with motorists letting buses in, the buses are going to pull over again in a few blocks anyway. I have a company car now but 1 and a half years ago, I bought a vespa and rode that to work rather than take the bus. I work in an industrial area and it is not serviced well by buses. The bus would take twice as long as driving because I would have had to take 2 different buses. There was also an issue with costs. The bus was no cheaper than the vespa.</p>
26-Oct-07	<p>I am opposed to these "Bus Stops" due to our poorly designed roads. The backlog of traffic within Bealey Avenue and Fitzgerald Avenue right now during peak hours is diabolical. My solution for keeping a lot of cars off the road would be cheap bus fares during peak hours. Even I might be interested ther!!!</p>
28-Oct-07	<p>Has anyone calculated how much petrol is burned up and how bad it is for the environment while cars are banked up behind these stupid bus stops that make everyone wait while they park in the middle of the road. Now Garry Moore is gone can't we get rid of these things once and for all? I wish this to be an official submission.</p>
26-Oct-07	<p>In my opinion the bus boarder is an ill conceived concept which I consider to be dangerous, and which causes further unnecessary delays for both the motorist and the bus. I am the proprietor of the Chinese takeaway shop directly across the road from the bus boarder (Dudley Street section). According to my observation, this concept is causing more trouble than the previous operation and I urge the Council to abandon the trial urgently. My reasons for making this request are as follows: 1. By taking out all the parking spaces between Huggins Place and Edgeware Road, our patrons and delivery vehicles have nowhere to park and are either forced to park on the yellow line and the boarder islands or drive past us going north without stopping. It could be argued that motorists can make a U turn returning to our shop and use the parking spaces available in front of our shop. However, with the amount of traffic during certain times of the day this is often not possible. To ask people to park further down Hills Road or around Edgeware Road is impractical because most people demand convenience and if it is not convenient they will just move on. As a result of this concept we are losing considerable business. 2. The one parking space behind the broken yellow line and the first island leading to the bus boarder is surely a poor substitute for a proper parking plan for the area. I cannot see the point of patrolling one space and devoting the Council's valuable resources to catch just one offender. It is highly unnecessary and in my opinion the space badly needed for patrolling are the ones outside our shop which at the moment have no time restrictions imposed. It is more urgent than ever since you have removed all available parking spaces across the road and the visitors to neighbouring properties and our shop are competing for a few precious parks which makes the already bad situation even worse. I do not believe the Council has considered this problem and the long term effect on our shop. We feel our livelihood is being jeopardised and could be under threat of closure because of the loss of the parking spaces that were previously available. 3. On several recent occasions I have seen emergency vehicles held up behind buses and unable to get past to attend emergencies. In the past emergency vehicles were able to get past motor vehicles because there was sufficient room for the cars to move aside to allow emergency vehicles through. With the bus boarder designed to stop all traffic to give buses the priority over everybody (emergency vehicles included), it is impossible for anyone to move aside to assist the emergency vehicle (even if they are required by law to do so) simply because there is no room to do that. Can I ask the personnel in charge of this bus boarder project (Mr Richard West) to imagine either yourselves or any member of your family, friends, relatives, etc, having a medical emergency such as a stroke, a bad fall, or suffering a serious burn and an ambulance was called to attend to the emergency but on the way the ambulance happens to be held up behind the bus, and like everybody else, have to wait for the bus to finish their business before it can again move along. Impact on a person's life in the event of delays in the ambulance getting to the person requiring attention. Surely roads must be made in such a way as to allow free and uninterrupted passage to all emergency vehicles. 4. With the bus stopping in the middle of the road, it has created a new traffic jam during peak time because there are simply no alternatives but to stop with the bus when the bus stops. The traffic is simply building up behind it and has no way of easing. I am certain that buses further down the road will be delayed by the traffic that has been delayed by buses stopped elsewhere on the road where the bus boarder is in operation. If the Council is to enforce this concept of bus boarder, it will be implemented right round town and the chaos that can be caused will be considerable due to the reasons above. Please stop this bus boarder project for Christchurch's sake and return life to normal by considering other alternatives. I happened to meet Mr Richard West in my shop a few months ago when he came in to raise the issue of the bus boarder with me. I gave him my disapproval of the project immediately and asked him to refrain from making a second attempt with the trial as I could not see it being able to work, but it appears to have fallen onto deaf ears. However, during the conversation he mentioned should this trial fail, the next step will be imposing a bus lane which means there will be no parking along the length of Hills Road at any given time, therefore he urged me to accept the bus boarder concept. Whilst I can agree that it is necessary to give buses certain priorities, I feel there are better ways of doing that. There are other road users who use the road which they have paid for with their rates and how dare the Council deprive them from their rights to use the road that they are entitled to? Besides is it really necessary to clear the way for the bus 24 hours a day even when the traffic is light (apart from peak hours)? I have got my reservations regarding this issue for if that's the case then all of the street parking along Colombo Street and Riccarton Road should also be wiped because, everyone knows, we have worse traffic congestion problems. I heretore I once again raise the question to the personnel in charge of this project as to why it is necessary to impose parking restrictions when it is not necessary on Hills Road but necessary on Riccarton Road and/or Colombo Street? I wonder if it is because of the fierce opposition from all the shops along Riccarton Road that makes the Council change its mind. I refer to an article written by Chrissie Williams to the Press. I agree in principle that the bus should be given certain priorities over other road users but the bus boarder concept is definitely not the answer. Bus lanes could be an alternative but to take away all the street parking is taking the issue too far. Besides depriving all road users of their rights to a park could bring on a different set of problems for the Council, therefore I strongly urge the Council to reconsider their position before any more attempts are made to prioritise the bus. I still think the Council should address the traffic congestion problems first before forcing the motorist to accept whatever solution to the bus problem the Council wants them to accept.</p>
26-Oct-07	<p>1. Can you explain why the traffic on North Parade has increased since latest bus bay trial. The traffic changed significantly the day the trial started. There are 3 schools on this road and it is already busy. 2. What was the actual cost of the entire project to date? That is the total cost of design and supervision of all work including consultation, public notifications, investigation, meetings, cost of construction and removal of first trial and all other activities associated with this project? 3. Why has the Council not listened to rate payers who have suggested the sensible solution which most of the world do. If a bus puts its blinker on to turn into the traffic, traffic must give way. This lets a few more cars through while it is stopped, reducing congestion. Then cars must stop or slow as soon as the blinker is used. It would be cheaper to put a larger blinker on a bus than these bays. It could even say Give Way Now. If I don't give way I get fined how hard is that.</p>
26-Oct-07	<p>Concerns with new Road Layout. I am now concerned with the safety of turning off Hills Road into Dudley Street (heading out of the city) as the road is now considerably narrower than it was due to the new layout. Before the bus boarder was installed there was adequate space to pull into the centre of the road (in front of the crossing) and be out of the flow of traffic but with the new cycleway going off at an angle and the bus boarder itself being so far away from the curb side it leaves a very narrow strip of road for you to stop in while waiting to turn. Once a car has stopped to turn into Dudley Street the cars following along Hills Road have to avoid it by driving onto the cycle path and then swerve back over to avoid the Bus Boarder. I believe it will only be a matter of time before an accident occurs at this junction (i.e. someone will not be paying attention and drive into the back of a stationary car waiting to turn into Dudley Street). If the Council wishes to have the bus boarder I believe it would be best moved 75-100 metres away from the Dudley Street junction. Also I would like the parking spaces opposite the shops to be returned as previously, to allow people to go to the small shops. The last thing we want is the local shops closing due to lack of trade because people can't stop anymore!!</p>
30-Oct-07	<p>Fax received (dated 14 Oct 2007). At the CCC meeting held on 8th October, the councillors voted in favour of extending the "bus boarder" trial in Hills Road for a further six months. We would be very grateful if you could provide us with some clarification regarding the time frame of consultation, in light of this extension. At the present time the CCC website indicates that the closing date for submissions on the Hills Road Bus Boarder Trial #2 - Amended Concept Design is 26th October. Place can you advise if this submission date is still valid. And if that is so, is there to be a further submission due in six months time, after the trial extension? We have to relay this information on submission dates to a number of others, so if you can get back to us it would be much appreciated. We would also like to obtain a copy of the minutes of the meeting held on 8th October, are they available from the website?</p>

## Hills Road Bus Boarder Trial - Email and Have Your Say Feedback

30-Oct-07	<p>Christchurch "Bus Boarder" Trial. I have concerns about the CCC's possible introduction of the so-called "bus boarders", at present on extended trial in Hills Road. These concerns are with regard to firstly, their claimed efficiency, and secondly, the cost. <b>Efficiency</b> Where there is a single lane carriage way, such as that being trialled, a stopped bus will bring all traffic in that lane to a complete standstill with total disruption to the flow for however long it takes to disembark and embark passengers. Such passengers could include of course, small children requiring supervision, elderly less mobile passengers, and disabled persons requiring assistance, which would extend the 'normal' time. Against this is the situation where a bus in exiting a roadside bay, will require following vehicles to give way, but invariably these same vehicles, having been delayed, will be able to overtake the bus at the next stop, thus maintaining a more efficient flow of traffic. <b>Cost</b> I have no specific figures regarding the cost of establishing each 'bus boarder', but can only say this will not be insignificant. Yet this solution to road congestion at present on trial, is being proposed at a time when city and regional ratepayers are being asked to meet increases of such magnitude that comment is coming from a number of quarters that 'rates are becoming unaffordable' for a growing percent of not only Christchurch's population, but that of the country as a whole. <b>Alternative Proposal</b> My proposal is that the CCC adopt the system in use in both Australia and Singapore, whereby continued use is made of the existing bus-stop bays without the need for expensive development costs. The first phase, being signage placed on the rear of buses, could be introduced almost immediately as an educational 'courtesy' campaign. The second phase is the passing of a law (which could be initiated without undue delay) making it mandatory for following vehicles to give way to buses exiting bus-stop bays. While the local body may well consider a by-law to address the issue, in the interest of consistency, it would be preferable to have such a law introduced as an amendment to the existing national traffic regulations, even though the process is likely to be more protracted than if it were introduced locally. The third phase, effective with the passing of a law or legislation, is the erection of a roadside sign on the approach to each bus stop, with the mandatory requirement that following vehicles to give way to a bus exiting the stopping bay. <b>Conclusion</b> In my opinion, the keys to achieving the required flow of traffic under the existing bus-stop bay system lies in: (a) giving the bus exiting a bay the legal right of way, and (b) making the public aware of the law by signage and education, and perhaps even a reward system as in Singapore. The system being trialled at present could work if bus lanes could be established to operate during peak hours, but realistically, these require a carriageway of at least two lanes. It is worth noting that Singapore is in the process of introducing a trial of a system referred to as 'linear bus stops'; this seems similar to that being tested in Christchurch, however "it will use a planned road widening ... as the platform for a trial". The Council has recently spent huge sums of money on kerb, channelling, and 'beautification' works in streets off Papanui Road, most of which could hardly be deemed 'essential' in times of rising costs. I do not wish to see more ratepayer funds expended on yet another project of dubious value.</p>
26-Oct-07	<p>We are making a submission as a result of having consulted with members of the public in the Shirley area particularly, and as a result of this information having been evaluated at our residents group meeting on Tues 23rd Oct 2007. The outcome of a survey of 40 households in Hills Road, has given us the information that householders do not want the bus boarder in Hills Road. Only two supported the bus boarder, and the rationale was they could get out of their properties using the protection of the bus boarder itself. We believe that the way in which road courtesy is taking place, and evolving in Hills Road is illustrated by the submitter at 25A Hills Road, who states that motor vehicle courtesy allows her back into the street, and this courtesy also is being given by vehicles to buses. The present bus boarder creates more problems for the bus user than the previous stop, which took care of mobility problems and access from the footpath. The manner of placing the Boarders without consultation with householders or businesses is appalling. The only solution that we see as likely successful, is clearways at the appropriate busy times. We would also like to have seen, Staff and elected representatives present an actual survey, similar to ours, supporting their claims to the success of the Bus Boarder. We believe Christchurch should be seen as a leader in transport areas and we believe road courtesy for all road users should be the desired outcome. That would see buses claiming the right of way. We have other positive issues we would like to bring up during the continuation of the consultation. Our wish along with that of the Christchurch Combined Residents Association is that your staff carry out a true consultation over the bus boarder trial with the whole community. We expect that submitters will be given the opportunity to speak to their submissions, and we wish to have the opportunity for the Shirley Residents Association to speak to its submission. Yes we would like written feedback on our submission.</p>
31-Oct-07	<p>I am a part time Bus Driver. I had heard some criticism of the Hills Road Bus Boarders so went to look at them. My views are: 1) The concept is good but why put yellow "no passing" lines in the centre of the road. If there is opposing traffic why not let traffic pass the stopped bus. 2) The kerb appears to protrude a long way onto the carriageway and I would very vulnerable if I was a passenger waiting there for a bus. 3) The provision for cycles is overkill. They can wait like all other traffic. There is potential conflict between bus passengers and cycles when the bus is stopped, each party thinking the other should wait.</p>

**9. ATTENDANCE AT LOCAL GOVERNMENT NEW ZEALAND WORKSHOP**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941-8462
<b>Officer responsible:</b>	Democracy Services Manager
<b>Author:</b>	Peter Croucher, Community Board Adviser

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for interested members to attend a Local Government New Zealand one-day workshop for Community Board members in April 2008.

**EXECUTIVE SUMMARY**

2. The one-day workshop will be on Tuesday 29 April 2008 in the Christchurch City Council offices and will be led by Mike Richardson.
3. The workshop, which will feature presentations and small group discussions, will assist Community Board members (including Councillor members) to look at their various roles and examine ways in which individuals can achieve their objective while in office. The workshop will deal with what for many Councils has become a difficult issue, how to build constructive relationships between Councils and their boards, and it will discuss good practice in models for giving Boards the support to enable them to contribute to community well-being.
4. There is a need to register early for this event as numbers are limited.

**FINANCIAL IMPLICATIONS**

5. There is a cost of \$250 per person (excluding GST). The Board's 2007/08 operational funding has a conference attendance budget of \$1,500, which has not yet been used during the current financial year.

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

6. Yes.

**LEGAL CONSIDERATIONS****Have you considered the legal implications of the issue under consideration?**

8. There are no legal considerations.

**STAFF RECOMMENDATION**

It is recommended that the Shirley/Papanui Community Board give consideration to approving attendance by interested members at the one-day Local Government New Zealand workshop on 29 April 2008.



**10. MEMBERSHIP OF 2009 COMMUNITY BOARD CONFERENCE ORGANISING COMMITTEE**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941-8549
<b>Officer responsible:</b>	Democracy Services Manager
<b>Author:</b>	Clare Sullivan

**PURPOSE OF REPORT**

1. The purpose of the report is to select a board member to be the Board's representative on the organising committee of the 2009 Community Board Conference being held in Christchurch in from 19 – 21 March 2009. The organising committee will comprise one member from each of this Council's eight community boards.

**EXECUTIVE SUMMARY**

2. In September 2006, the Council bid to host the 2009 Community Board Conference. The bid was successful. This conference is held every two years. Christchurch City Council hosted the conference in 1997 and 2009 will be the 20<sup>th</sup> anniversary of the establishment of Community Boards. The Conference is held every two years and upwards of 200 delegates are expected to attend. The Conference is a key opportunity for community board members across the country to share best practice and ideas and developing skills in being effective community board members.
3. An organising committee was established in 2006, (comprising Community Board Chairpersons and their deputy Chairpersons and met during 2007. Following the election a new organising committee needs to be established. This committee will, together with a Professional Conference Organiser and with input from the New Zealand Community Boards' Executive Committee be responsible for the arrangements of the conference. It is envisaged that the committee will meet on a regular basis

**FINANCIAL IMPLICATIONS**

4. It is intended that the costs of the conference will be covered by registration fees and sponsorship. However, as there are some costs associated with forward planning such as engaging a Professional Conference Organiser and various deposits required, the Council and community boards have previously contributed \$45,500 towards these costs.

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

5. Yes.

**LEGAL CONSIDERATIONS**

6. The Committee will enter into a Memorandum of Understanding with the National Executive regarding the arrangements for the conference and will engage, by way of public tender a Professional Conference Organiser.

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

7. Yes. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS****Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

8. Not applicable.

**10. Cont'd**

**ALIGNMENT WITH STRATEGIES**

**Do the recommendations align with the Council's strategies?**

9. Not applicable.

**CONSULTATION FULFILMENT**

10. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Shirley/Papanui Community Board select one board member to be the Board's representative on 2009 Community Board Conference Organising Committee.

20. 2. 2008

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**11. COMMUNITY BOARD ADVISER'S UPDATE**

**11.1 CURRENT ISSUES**

**11.2 CSR REPORT – 1 DECEMBER 2007 – 31 JANUARY 2008**



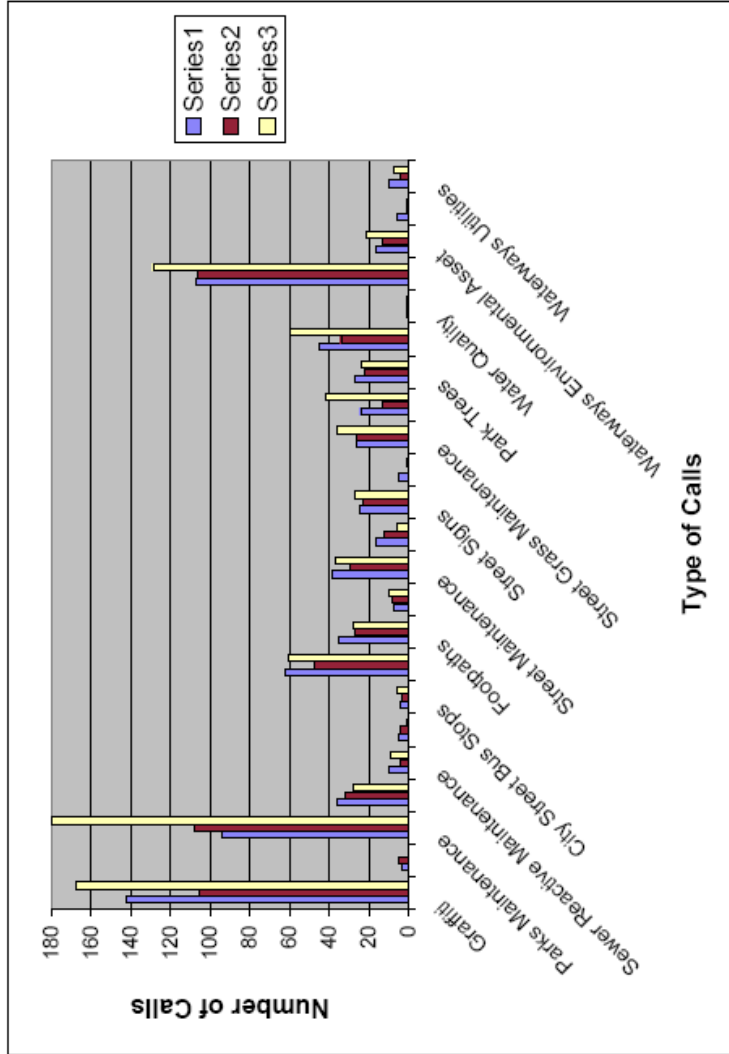


**CHRISTCHURCH**  
CITY COUNCIL · YOUR PEOPLE · YOUR CITY

**Streets Maintenance CSR Received By Community Board  
from 1 November 2007 - 31 January 2008**

As at 7 December 2007

Call Types	Nov	Dec	Jan
GRA	142	105	167
PAG	3	5	0
PAM	94	108	180
PKE	36	32	28
SER	10	4	9
STA	5	4	1
STB	4	3	6
STE	62	48	61
STF	35	27	28
STL	7	8	10
STM	38	29	36
STQ	16	12	6
STS	24	23	27
STW	5	0	1
STX	26	26	36
STY	24	13	42
TSA	27	22	24
TSS	45	34	60
WAQ	1	1	1
WAR	107	106	129
WWE	17	13	21
WNG	6	1	1
WWU	10	4	8
<b>Totals:</b>	<b>746</b>	<b>629</b>	<b>882</b>



20. 2. 2008

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12. ELECTED MEMBERS INFORMATION EXCHANGE

13. QUESTIONS UNDER STANDING ORDERS

14. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.

