

**RICCARTON/WIGRAM COMMUNITY BOARD**  
**TRANSPORT AND GREENSPACE COMMITTEE**  
**AGENDA**

**MONDAY 24 AUGUST 2009**

**9.30AM**

**IN THE BOARDROOM,  
SOCKBURN SERVICE CENTRE  
149 MAIN SOUTH ROAD, CHRISTCHURCH**

**Committee:** Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn, Judy Kirk, Peter Laloli and Bob Shearing.

**Community Board Adviser**

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**1. APOLOGIES**

**2. DEPUTATIONS BY APPOINTMENT**

**3. CORRESPONDENCE**

**4. BRIEFINGS**

- 4.1 Tony Spowart, Regional Traffic and Safety Manager, New Zealand Transport Agency will discuss with the Committee matters in relation to New Zealand Transport Agency roads within the Riccarton/Wigram Ward.
- 4.2 Tara Smith, Consultation Leader – Greenspace and Grant MacLeod, Recreation Planning Adviser - Network Planning Team Greenspace, Asset and Network Planning Unit will update the Committee on the progress of the Templeton Skate Park.

## 5. SOCKBURN SCHOOL PATROL – GARVINS ROAD

<b>General Manager responsible:</b>	General Manager, City Environment Unit, DDI 941 8608
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace Unit
<b>Author:</b>	Michael Thomson, Senior Traffic Engineer - Community

**PURPOSE OF REPORT**

1. The purpose of this report is to request that the Riccarton/Wigram Transport and Greenspace Committee recommends that the Board recommend to the Council to resolve a school patrol in accordance with the Local Government Act 1974 and 2002, and in accordance with the Land Transport Rule 54002, Traffic Control Devices Rule, 2004.

**EXECUTIVE SUMMARY**

2. The Sockburn School Board of Trustees has requested a school patrol on Garvins Road at the road crossing point by the school's entrance on Garvins Road. See attached plan (**Attachment 1**).
3. The road's crossing point is currently supervised by school staff and children trained as wardens. Owing to the increasing traffic, particularly heavy vehicles using Garvins Road as a link between Springs Road and Main South Road, crossing the roadway has become increasingly difficult. The school's ability to legally stop traffic to allow the school children to cross using a school patrol will create a safer and more convenient road crossing facility.
4. Council staff have meet on site with the Police Education Officer who is satisfied that a school patrol can operate safely at this location. The school's Principal confirms that the school has the human resources, in terms of supervising staff and children, to operate the school patrol. Council engineers have inspected the site and are satisfied that the site does not need additional engineering works or traffic/parking management.
5. Activity surveys have been conducted and the site meets the warrant for a school patrol, in terms of children crossing the roadway and vehicles passing the site.
6. The school patrol will be in the form of a "kea crossing" school patrol. This will be a patrol which has the same swing out signs as a standard school patrol at a zebra crossing, but with addition fluoro orange temporary warning flags.

**FINANCIAL IMPLICATIONS**

7. The installation of the school patrol which includes all signage and road marking, can be completed using allocated school crossing equipment and maintenance budgets allocated for the Council's 2009/10 financial year. The approximate cost is \$2,000.

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

8. Crossing equipment and maintenance budgets identified in the LTCCP for the financial year 2009/10.

**LEGAL CONSIDERATIONS**

9. Subject to the Local Government Act 1974 and 2002. Subject to the Land Transport Rule 54002, Traffic Control Devices.
10. The Community Boards do not have the delegated authority from the Council to resolve a school patrol.

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

11. As above.

5 Cont'd

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

12. Yes.

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

13. Yes.

**ALIGNMENT WITH STRATEGIES**

14. Road Safety Strategy, Pedestrian strategy.

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

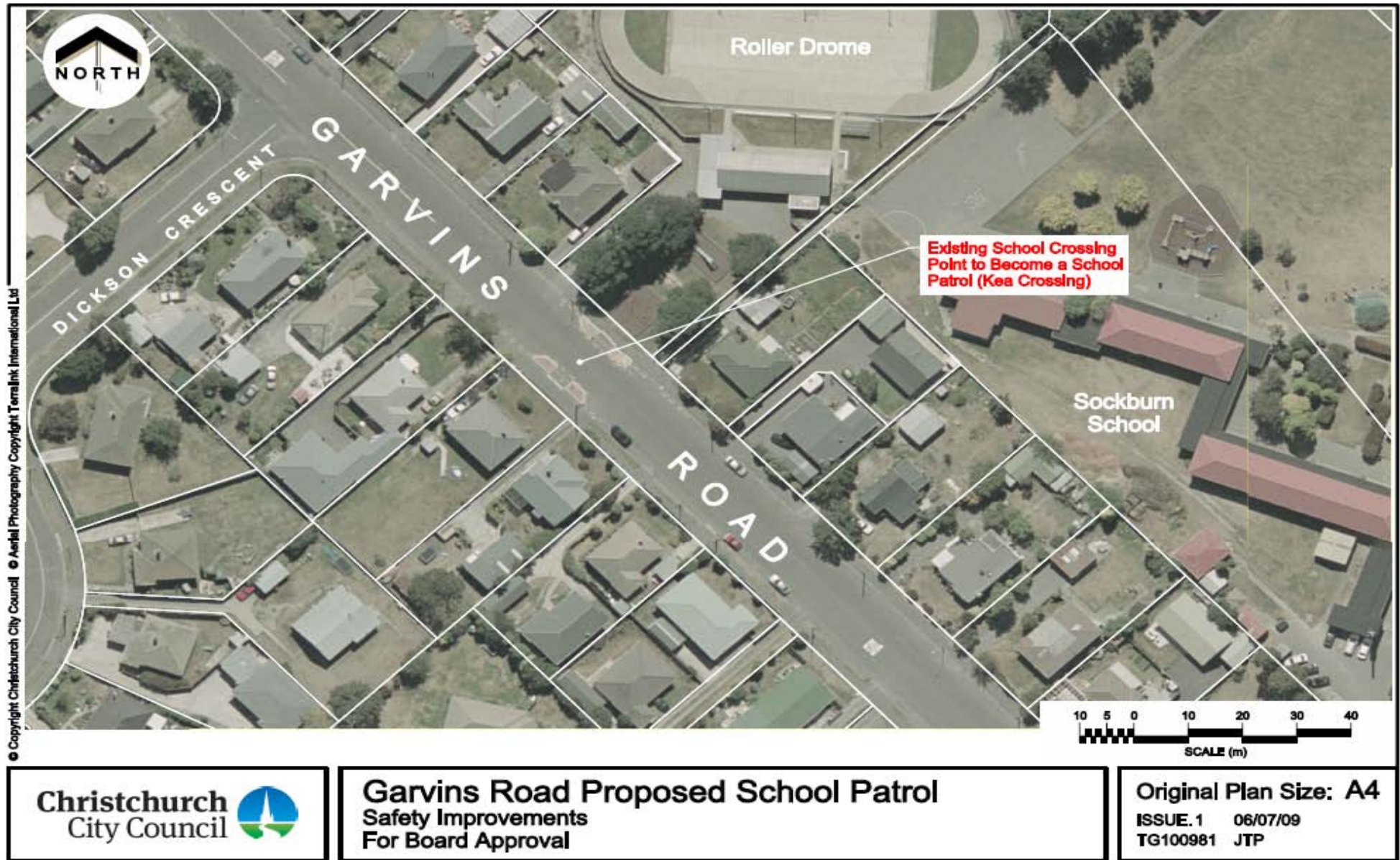
15. As above.

**CONSULTATION FULFILMENT**

16. As a result of the original request, the Council's Traffic Engineering staff have met with school senior staff, and the Police Education Officer. As the school patrol is a temporary activity (directly before and after school), and does not involve any physical change to the roadway or parking, the residents opposite, or the rollerdrome, management have not been consulted. Note the existing crossing point is outside the rollerdrome.

**STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Transport and Greenspace Committee recommends that the Board recommend to the Council to approve in pursuance of the powers vested in it by Section 8.3 (1) of the Land Transport Rule-Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the local Government Act 1974 and 2002, the Christchurch City Council hereby authorises the Principal of Sockburn School to appoint appropriately trained persons to act as school patrols at the school crossing point as specified at Garvins Road, located at a point more or less 66 metres south-easterly generally of Dickson Crescent.



## 6. CORNER OF DOVEDALE AVENUE/WAIMAIRI ROAD – BUS STOP ALTERATION - ADDITIONAL INFORMATION

<b>General Manager responsible:</b>	General Manager, City Environment Unit, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace Unit
<b>Author:</b>	Greg Barnard, Public Transport Infrastructure Co-ordinator

### PURPOSE OF REPORT

1. The purpose of this report is to provide additional information and options and to seek the resolution of the Board regarding changes to the existing bus stop situated at the southern end of Dovedale Avenue near the intersection with Waimairi Road, to provide safe use of the stop by buses and passengers (see **Attachment 1**).

### EXECUTIVE SUMMARY

2. A report was submitted to the Riccarton/Wigram Transport and Roding Committee in November 2008 recommending that changes be made to the bus stop at the intersection of Dovedale Avenue and Waimairi Road owing to the difficulty of buses utilising the stop and the subsequent safety issues involved.
3. The Committee tabled the report and requested additional options be explored to minimise the amount of parking to be removed.
4. Five options have been identified of which three (Options 3 (**Attachment 3**), 4 and 5) do not require the removal of car parking, one (Option 2 – **Attachment 3**) which would require the removal of additional car parking and one, the original and preferred option (Option 1 – **Attachment 2**), would required the removal of three car parks.
4. Buses have difficulty in manoeuvring safely in and out of this stop. Stopped buses currently block the live traffic lane.
5. Longer than normal “lead in” and “lead out” distances, plus larger turning configurations will be necessary owing to the 90 degree parking.
6. It is proposed to:
  - a) Re-contour the kerb layout to allow buses to enter easily; and
  - b) Remove three car parking spaces to allow the bus to exit the stop.

### FINANCIAL IMPLICATIONS

7. The cost of the preferred option is \$500 for removing the existing bus stop and car park markings and remarking as required will be met from the Passenger Transport Infrastructure Budget. The cost of \$3,000 for re-contouring the kerb layout will be met by the Roding Operations Budget. The other options will vary in cost but not exceed \$1,000 and each option listed below has an indicative cost shown.

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

8. Yes.

### LEGAL CONSIDERATIONS

9. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
10. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of bus stops.

## 6 Cont'd

11. The installation of any parking restriction signs and / or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

12. Yes, see above.

### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

13. LTCCP – Transport and Greenspace Capital Programme.

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

14. As per above.

### **ALIGNMENT WITH STRATEGIES**

15. Liveable City (3) Provide a safe, efficient and affordable transport system. Ensure access to goods and services, and work opportunities, joint ECan/CCC Metro Strategy.

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

16. Yes. Our Community Plan.

### **CONSULTATION FULFILMENT**

17. The Facilities Manager of the University has no objection to the proposed preferred option. Additional consultation would be required for Options 2 and 3.

### **STAFF RECOMMENDATION**

It is recommended that the Committee recommend that the Board:

- (a) Approve the removal of three parking spaces immediately to the east of the current bus stop.
- (b) Rescind the current bus stop situated from the corner of Waimairi Road.
- (c) Approve the installation of a bus stop in Dovedale Avenue commencing at a point 12 metres from Waimairi Road and extending in a westerly direction for a distance of 14 metres.
- (d) Approve the installation of no stopping lines from a point 26 metres from Waimairi Road in a westerly direction for a distance of seven metres.

### **BACKGROUND (THE ISSUES)**

18. In 2005/06 changes were made to the parking layout of Dovedale Avenue. Parking on the south side of Dovedale Avenue was changed to 90 degree angle parking. To direct traffic, a kerb build-out was constructed at the intersection of Dovedale Avenue and Waimairi Road. The build-out design together with parking layout makes it difficult for the bus to park correctly.
19. A number of complaints have been received from bus drivers and other road users regarding the bus stop where a bus using the stop is unable to pull out of the live traffic lane due to the configuration of the kerb and the minimal length of the stop.
20. The 90 degree parking layout means a greater lead out is necessary for the bus to exit the stop safely and not cross the road centreline. This manoeuvre necessitates the removal of more parking spaces than would be the case with parallel parking.

**6 Cont'd**

21. The Community Traffic Engineers in a previous memorandum to the Board's Roading and Transport Committee regarding parking and traffic issues in Dovedale Avenue identified the issue with the bus stop and recommended the kerb build-out be modified and three parking spaces be removed for safety reasons.

**THE OBJECTIVES**

22. To enable buses to pull safely out of the live traffic lane, pull up fully to the kerb and to depart the stop safely without crossing the road centreline.

**THE OPTIONS**

**23. Option 1**

- a) Re-contour the kerb layout to allow buses to enter easily and;
- b) Remove three car parking spaces to allow the bus to exit the stop without crossing the road centreline.
- c) Extend the bus stop to allow for the length of buses. This is the preferred option.

**Option 2**

- a) Leave the kerb build-out as is and;
- b) Move the bus stop 14 metres west of the current position.
- c) Remove nine car parking spaces to allow the bus to exit the stop without crossing the road centreline. (Estimated cost \$1,000).
- d) This option is not recommended as it will require the removal of an excessive amount of car parking.

**Option 3**

- a) Move the bus stop to a position in the vicinity of 138 Waimairi Road. This option would mean that passengers who were utilising the existing stop would have to cross Waimairi Road or continue further along Dovedale Avenue to disembark. There has been no consultation with residents along this section of Waimairi Road for this option. (Estimated cost \$800).
- b) This option is not recommended as passengers would need to cross Waimairi Road to reach the University and this may create safety issues.

**Option 4**

- a) Remove the bus stop completely and passengers can utilise the stop at the western end of Dovedale Avenue. (Estimated cost \$200).
- b) This option is not recommended as the stop is very busy with a number of students disembarking there to access various university facilities.

**Option 5**

- a) Maintain the status quo, that is, do nothing and the bus stop remains as is (nil cost).
- b) This option is not recommended as it does not address the issue of the bus being able to leave the live traffic lane and pull fully into the stop.



**6 Cont'd**

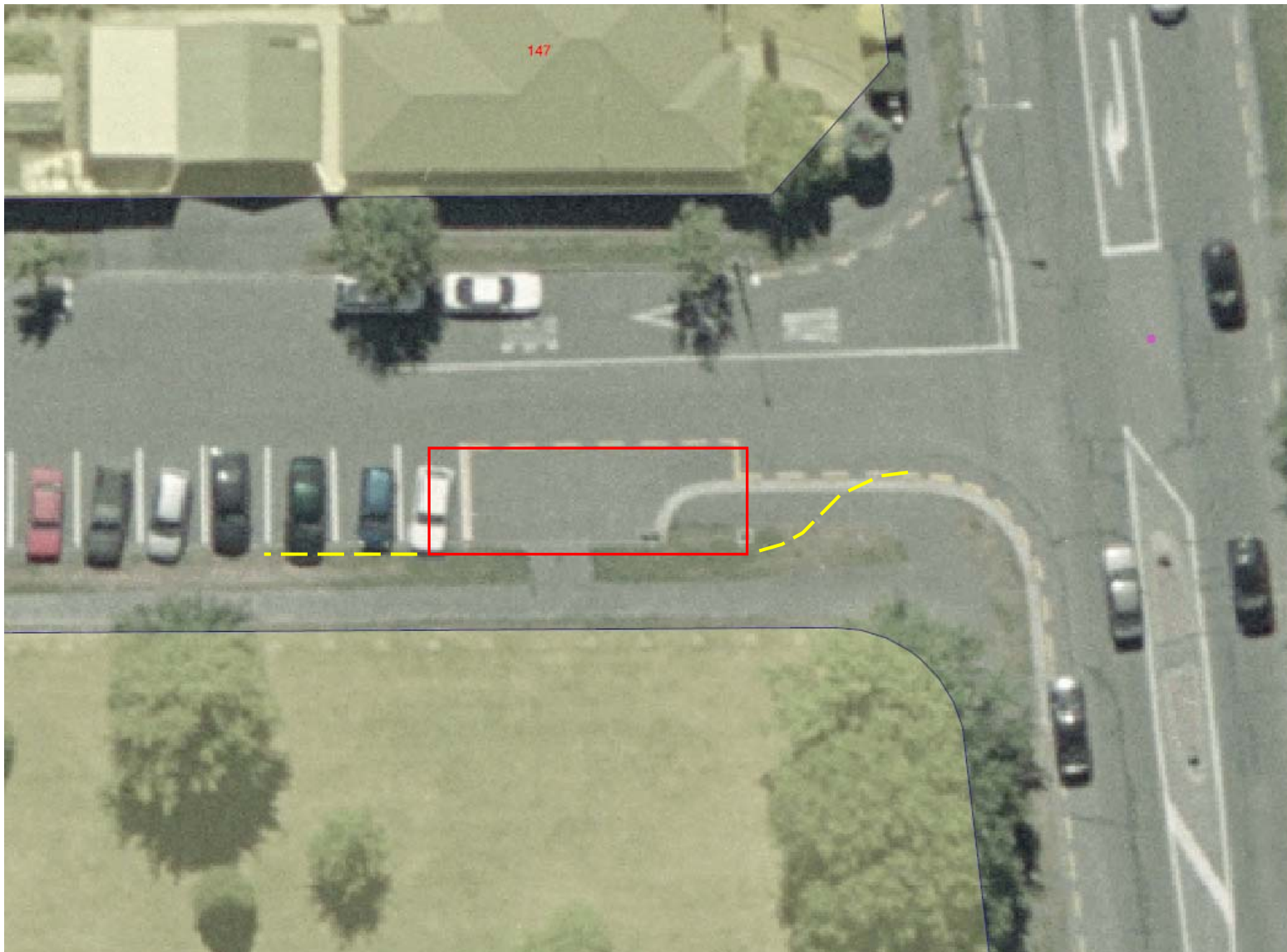
**THE PREFERRED OPTION**

**24. Option 1**

- a) Re-contour the kerb layout to allow buses to enter easily and;
  - b) Remove three car parking spaces to allow the bus to exit the stop without crossing the road centreline.
25. This option will provide sufficient space for buses to turn into Dovedale Avenue and manoeuvre fully onto the bus stop without blocking the live traffic lane.



## Current Bus Stop Layout at Dovedale Avenue



Proposed Bus Stop Layout - Option 1



Relocated Bus Stops - Options 2 and 3

24. 8. 2009

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**7. ELECTED MEMBERS INFORMATION EXCHANGE**