

6. 5. 2008

**SHIRLEY/PAPANUI COMMUNITY BOARD
GREENSPACE TRAFFIC WORKS COMMITTEE
1 APRIL 2009**

**Minutes of a meeting of the Greenspace Traffic Works Committee
held on Wednesday 1 April 2009 at 4.30pm
in the Boardroom, Papanui Service Centre, Corner Langdons Road and Restell Street**

PRESENT: Matt Morris (Chairperson), Kathy Condon, Pauline Cotter,
Yvonne Palmer and Norm Withers

APOLOGIES: Apologies for absence were received and accepted from Ngaire
Button and Aaron Keown.

The Committee reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. QUEENSPARK BUS PRIORITY PROJECT – BUS STOP RATIONALISATION AMENDMENTS

General Manager responsible:	General Manager, City Environment Group, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Authors:	Kirsten Mahoney, Project Manager, Greg Barnard, Public Transport Infrastructure Co-ordinator

PURPOSE OF REPORT

1. The purpose of this report is to request the Shirley/Papanui Community Board that it recommend to the Council to amend some of the bus stop resolutions associated with the bus stop rationalisation aspect of the Queenspark Bus Priority project, following a review of bus stop infrastructure along this corridor during the detailed design phase.

EXECUTIVE SUMMARY

2. At its meeting held on 12 June 2008, the Council resolved *“that further consultation occur with St Stephen’s Church regarding the removal of the bus shelter close to their premises”*.
3. In carrying out this resolution during the detailed design phase, Council officers have reviewed the bus stop rationalisation programme for the Queenspark route in its entirety. This report outlines the recommended changes to the bus stop rationalisation approved by Council at its meeting held on 12 June 2008 in line with the Council’s Bus Stop Location Policy 1999 and the recently adopted Bus Stop Infrastructure Guidelines.
4. As a result of this review, the St Stephen’s Church bus stop and bus shelter is recommended to remain in its existing location. The other bus stop rationalisation amendments proposed as a result of the review are summarised below in the table. Note that the (f)(#) references relate to the Council resolutions in the report dated 12 June 2008.

Shirley/Papanui Greenspace Traffic Works Committee 1.4.2009

- 2 -

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Existing Bus Stop	Proposed Bus Stop	Recommendation	Reason for Amendment
(f)(61) That the existing bus stop on the east side of Hills Road commencing at a point 112.5m south of its intersection with Warden Street and extending in a southerly direction for a distance of 15m be revoked.	(f)(76) That a bus stop be installed on the east side of Hills Road commencing at a point 113.5m south of its intersection with Warden Street and extending in a southerly direction for a distance of 13m.	Retain the existing bus stop and revoke the proposed bus stop.	The cost of moving a bus stop one metre to the south along Hills Road is unwarranted. In addition, the length of the bus stop is proposed to be shorter than the recommended guidelines of 14m for minimum bus stop lengths.
(f)(64) That the existing bus stop on the west side of Hills Road commencing at a point 99m north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15m be revoked.	(f)(75) That a bus stop be installed on the west side of Hills Road commencing at a point 13.5m north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15m.	Retain the existing bus stop and revoke the proposed bus stop.	The existing bus stop is located closer to the Shirley Shopping area and therefore of more use to passengers than the proposed bus stop, which was the location of the second bus boarder stop during that trial.
(f)(66) That the existing bus stop on the east side of Hills Road commencing at a point 96m north of its intersection with North Avon Road and extending in a northerly direction for a distance of 18m be revoked.	N/A	Retain the existing bus stop.	The removal of this bus stop would introduce safety concerns for pedestrians having to cross North Avon Road to get to the next bus stop. Retaining this stop reduces the potential safety risks to those pedestrians utilising the bus service along Hills Road.
(f)(67) That the existing bus stop on the north side of Shirley Road commencing at a point 91.5m east of its intersection with Hills Road and extending in an easterly direction for a distance of 22m be revoked.	(f)(78) That a bus stop be installed on the north side of Shirley Road commencing at a point 127.5m east of its intersection with Hills Road and extending in an easterly direction for a distance of 20m.	Retain the existing bus stop and revoke the proposed bus stop.	The existing bus stop and bus shelter outside Shirley Primary School is recommended to remain in its existing location, as there is no reason to move it east by approximately 35m, given the cost of moving this infrastructure.
(f)(70) That the existing bus stop on the west side of Emmett Street at a point (bus stop sign only) north of its intersection with Shirley Road for a distance of 22.5m be revoked.	N/A	Retain the existing bus stop.	With the recommendation to retain the bus stop and shelter outside St Stephen's Church, it is considered appropriate to retain the bus stop in Emmett Street opposite St Stephen's Church.
(f)(71) That the existing bus stop on the north side of Shirley Road commencing at a point 13.5m east of its intersection with Emmett Street and extending in an easterly direction for a distance of 18m be revoked.	N/A	Retain the existing bus stop.	This bus stop and bus shelter outside St Stephen's Church is recommended to remain as it is a well patronised stop.

5. The staff recommendations outlined below are consistent with the bus stop rationalisation plans shown at Appendix 1.

FINANCIAL IMPLICATIONS

6. There are no financial implications with the retention of the existing bus stops.

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7. The bus stop rationalisation is included within the estimated costs for the Queenspark Bus Priority Project, which is included in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 and 2009/2010 financial years. Removal of an existing bus stop including signage and markings typically costs \$300 each, and the installation of a new bus stop including signage and markings typically costs \$300 each.

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

8. As above.

LEGAL CONSIDERATIONS

9. The installation of any bus stop signage and/or markings must comply with the Land Transport Rule - Traffic Control Devices 2004 – Rule 54002.
10. The retention of the existing bus stops will require resolution by the Shirley/Papanui Community Board, as these were revoked by the Council at its meeting held on 12 June 2008.
11. The revocation of the proposed bus stops will require resolution by the Shirley/Papanui Community Board, as these were passed by the Council at its meeting held on 12 June 2008.

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

12. The delegation for resolution of bus stops and bus shelters lies with the Community Board in the Council's Register of Delegations 2008.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. The Queenspark Bus Priority Project aligns with the Transport and Greenspace Unit's Asset Management Plan, and 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?

14. As above.

ALIGNMENT WITH STRATEGIES

15. The Queenspark Bus Priority Project is consistent with the New Zealand Transport Strategy, as well as key regional and local Council strategies, including the Regional Land Transport Strategy, 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.
16. The bus stop rationalisation aspect of the bus priority project has been developed in line with the Council's Bus Stop Location Policy 1999.

Do the recommendations align with the Council's strategies?

17. As above.

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CONSULTATION FULFILMENT

18. Public consultation for the Queenspark Bus Priority Project was undertaken from 15 October – 17 December 2007. The Queenspark Route specific consultation brochure was distributed to approximately 3,770 households along the route and side streets (residents and absentee landowners), as well as stakeholders and other interested groups. A total of 17,000 route specific brochures were printed and distributed.
19. As a result of consultation phase, a total of 163 responses were received on the Queenspark route, through a variety of media including emails, feedback forms (included with the brochure), Have Your Say on the Council's website, letters and phone call. In addition, there were four route specific seminars held.
20. The consultation process was reported to all Community Board members and Councillors in a report dated 18 January 2008 *Bus Priority Record of Consultation, Communication and Marketing*. The issues raised during the consultation phase were reported to the three Community Boards at their meetings held on 19 May 2008 (Burwood/Pegasus), 21 May 2008 (Shirley/Papanui) and 21 May 2008 (Hagley/Ferrymead) and to Council at its meeting held on 12 June 2008.
21. The request to keep the bus stop and bus shelter outside St Stephen's Church was made to Council at its meeting held on 12 June 2008 by Mr Ralph Ross. Further discussions were held with Mr Ross following the Council meeting, where Mr Ross outlined the history behind the bus stop and bus shelter at both Shirley Primary School and St Stephen's Church. In consultation with Council officers, the recommendation of the project team is to retain these two bus stops with their associated bus shelters in their existing locations.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) That it reinstate the following resolutions revoked by the Council at its meeting held on 12 June 2008, which read:
 - (f)(61) *That the existing bus stop on the east side of Hills Road commencing at a point 112.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 15 metres be revoked.*
 - (f)(64) *That the existing bus stop on the west side of Hills Road commencing at a point 99 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres be revoked.*
 - (f)(66) *That the existing bus stop on the east side of Hills Road commencing at a point 96 metres north of its intersection with North Avon Road and extending in a northerly direction for a distance of 18 metres be revoked.*
 - (f)(67) *That the existing bus stop on the north side of Shirley Road commencing at a point 91.5 metres east of its intersection with Hills Rod and extending in an easterly direction for a distance of 22 metres be revoked.*
 - (f)(70) *That the existing bus stop on the west side of Emmett Street at a point (bus stop sign only) north of its intersection with Shirley Road for a distance of 22.5 metres be revoked.*
 - (f)(71) *That the existing bus stop on the north side of Shirley Road commencing at a point 13.5 metres east of its intersection with Emmett Street and extending in an easterly direction for a distance of 18 metres be revoked.*

1 Cont'd

(b) That these resolutions are to read:

(f)(61) That the existing bus stop on the east side of Hills Road commencing at a point 112.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 15 metres remain.

(f)(64) That the existing bus stop on the west side of Hills Road commencing at a point 99 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres remain.

(f)(66) That the existing bus stop on the east side of Hills Road commencing at a point 96 metres north of its intersection with North Avon Road and extending in a northerly direction for a distance of 18 metres remain.

(f)(67) That the existing bus stop on the north side of Shirley Road commencing at a point 91.5 metres east of its intersection with Hills Rod and extending in an easterly direction for a distance of 22 metres remain.

(f)(70) That the existing bus stop on the west side of Emmett Street at a point (bus stop sign only) north of its intersection with Shirley Road for a distance of 22.5 metres remain.

(f)(71) That the existing bus stop on the north side of Shirley Road commencing at a point 13.5 metres east of its intersection with Emmett Street and extending in an easterly direction for a distance of 18 metres remain.

(c) That it revoke the following resolutions passed by the Council at its meeting held on 12 June 2008, which read:

(f)(76) That a bus stop be installed on the east side of Hills Road commencing at a point 113.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 13 metres.

(f)(75) That a bus stop be installed on the west side of Hills Road commencing at a point 13.5 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres.

(f)(78) That a bus stop be installed on the north side of Shirley Road commencing at a point 127.5 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 20 metres.

(d) That these resolutions are to read:

(f)(76) That a bus stop proposed to be installed on the east side of Hills Road commencing at a point 113.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 13 metres be revoked.

(f)(75) That a bus stop proposed to be installed on the west side of Hills Road commencing at a point 13.5 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres be revoked.

(f)(78) That a bus stop proposed to be installed on the north side of Shirley Road commencing at a point 127.5 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 20 metres be revoked.

COMMITTEE RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS

2.1 MR CHRISTOPH HENSCH RE EDGEWARE ROAD/COLOMBO STREET INTERSECTION

Christoph Hensch reported his concerns and those of St Albans residents about their belief of the danger to pedestrians using the Edgware Road pedestrian crossing by Colombo Street and presented a number of possible solutions, including a village square concept.

It was **agreed** that staff be requested to present a report to consider the immediate installation of stop signs at the Trafalgar/Edgware Streets and Colombo Street/Edgware Road intersections. The report would also consider the proposal of painting "Pause" on the pavement on each side of the pedestrian crossings.

It was **agreed** to recommend that the Board would:

- Consult with landowners of the shops on the South East corner of the Colombo Street/Edgware Road intersection on the possibility of having a one-way entry to the car park off Edgware Road and a one-way exit from the car park onto Colombo Street.
- Consider the removal of parking spaces outside of the PhysioMed premises at 57 Edgware Road.
- Consult with relevant taxi companies on the moving further westward of the taxi stand on the north west side of the Trafalgar Street/Edgware Road intersection.

Staff provided advice that the Trafalgar Street/Edgware Road give-way lines had been positioned to provide line of sight in either direction and this was not obscured by the two parking spaces outside the PhysioMed premises. The Taxi stand has already been shifted west and a further move was likely to be resisted. This intersection would be included in the Bus Priority project.

The Chairperson thanks Mr Hensch for his presentation.

3. TRANSPORT AND GREENSPACE UPDATES

Mary Hay (Greenspace Consultation Leader) and Basil Pettigrew (Traffic Engineer – Community) updated the Committee on the following projects.

3.1 GRASSMERE STREET - PARKING

No further action at present due to the current work programme under the LTCCP.

3.2 SPRINGFIELD ROAD/ABBERLEY CRESCENT/EDGEWARE ROAD – TRAFFIC MANAGEMENT PLAN

No further action at present due to the current work programme under the LTCCP.

3.3 REDWOOD SHOPPING CENTRE

A report will be presented to the 15 April 2009 Board meeting recommending parking restrictions on the Main North Road consistent with the entrance ways being legal road.

3.4 ERICA STREET TRAFFIC CONCERNS

A speed survey which will determine speed, volume and class of vehicle has been commissioned.

3. Cont'd

3.5 HUSSEY ROAD

A memorandum is currently being prepared by staff regarding speed limits.

3.6 SAFETY CONCERNS ABOUT LEFT TURNING TRAFFIC INTO NORTHFIELD ROAD FROM NORTHCOTE ROAD

It was **agreed** that staff be requested to ask the police to undertake speed monitoring in Northfield Road between the hours of 7.30 – 9am and 6.30 – 7pm and to report these results back to the Committee.

4. COMMITTEE MEMBERS' INFORMATION EXCHANGE

Specific mention was made of the following:

- It was **agreed** that staff be requested to prepare a report on the potential funding of Casebrook Intermediate School Edible Garden Project.
- It was noted that two historic plaques have recently been stolen from the Papanui Domain.
- No reliable information has been received about the theft of the Morrison Avenue reserve plaque. Information had been requested for local schools as well as a newspaper article publicising the theft.
- It was **agreed** that staff be requested to arrange a combined community board seminar on traffic calming options.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

5. CONFIRMATION OF MEETING MINUTES – 4 FEBRUARY 2009

The Committee **resolved** to confirm the minutes of the Greenspace Traffic Works Committee meeting of 4 March 2009.

6. MAIN NORTH ROAD AT DANIELS ROAD– PROPOSED NO STOPPING RESTRICTION

The Committee considered a report seeking approval that the stopping of vehicles be prohibited at any time for a distance of 20 metres on the Main North Road adjacent to the piece of legal road that forms the access to the off street parking behind the Redwood shops.

The Committee **resolved** that:

- (a) The existing parking restrictions on the east side of the Main North Road, North of Daniels Road be revoked.
- (b) The stopping of vehicles be prohibited at any time on the east side of Main North Road commencing at its intersection with Daniels Road and extending in a northerly direction for a distance of 30 metres.
- (c) The stopping of vehicles be prohibited at any time on the east side of Main North Road commencing at a point 41.0 metres north from its intersection with Daniels Road and extending in a northerly direction for a distance of 20 metres.
- (d) The parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Main North Road commencing at a point 30 metres from its intersection with Daniels Road and extending in a northerly direction for a distance of 11 metres.

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- (e) The parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Main North Road commencing at a point 60 metres from its intersection with Daniels Road and extending in a northerly direction for a distance of 18 metres.

7. HUSSEY ROAD NEIGHBOURHOOD IMPROVEMENT PROJECT

The Committee considered a report seeking approval to proceed to final design and construction of the Hussey Road Neighbourhood Improvement Project.

The Committee **resolved** that:

- (a) The plan for the Hussey Road Neighbourhood Improvement Project proceed to final design and construction within the approved 2008/09 budget of \$272,517; and
- (b) The following parking restrictions for the Hussey Road Neighbourhood Improvement Project be approved:
 - (i) The stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 49 metres east from its intersection with Springvale Gardens and extending in an easterly direction for a distance of 92 metres.
 - (ii) The stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 215 metres east from its intersection with Springvale Gardens and extending in an easterly direction for a distance of 107 metres.
 - (iii) The stopping of vehicles be prohibited at any time on the north side of Hussey Road commencing at a point 47 metres east from its intersection with Springvale Gardens and extending in an easterly direction for a distance of 273 metres.

The meeting concluded at 5.50pm.

CONSIDERED THIS 6TH DAY OF MAY 2009

**MATT MORRIS
CHAIRPERSON**