

## 11. BUS PRIORITY PROJECT - BUS LANE OPERATIONAL TIMES

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
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### PURPOSE OF REPORT

1. The purpose of this report is for Council to formally ratify the resolutions it made in May and June 2008 regarding the operational times for the bus lanes on the Papanui and Queenspark routes.

The reason this needs to happen is that the Traffic and Parking Amendment Bylaw 2009 which was established on the 1 July 2009 requires specific resolutions for bus lanes. The requested ratification ensures that the original resolutions comply with both the legal process in place at the time and the legal process required through the Bylaw Amendment which was established a year later.

In addition, the report requests Council to approve some minor changes to the lanes themselves for safety reasons, and to make one correction to the resolutions made on the Colombo Street Route.

### EXECUTIVE SUMMARY

2. A report was presented to Council at its 11 February 2010 meeting, seeking approval for the proposed Colombo Street Bus Priority Lanes. After considering this report Council resolved that:

*“A report be prepared for the Council in relation to all the bus lane operation times in line with those originally resolved by Council in May and June 2008, such that it can ratify the 2008 operational times and make any changes required.”*

3. In May and June 2008, the Council resolved on the projects for three Bus Priority Routes; Papanui, Colombo and Queenspark (refer **Attachments 1 and 2**). This report has been prepared in response to the 11 February 2010 resolution. Further background is outlined in the Legal Considerations section of this report.
4. The tables below describe the three Bus Priority routes and, notes changes that are now required to some of the original resolutions and why those changes are required.

<b>Papanui/Main North Road route</b>	Summary of route: Bus Lanes both sides of the road between Bealey Avenue and Northcote/QE II Drive. Bus lanes operate between 7am – 9am (inbound) and 3pm – 6pm (outbound) except outside schools where they are between 4pm – 6pm (outbound). <b>The project was resolved on by Council on 15 May 2008 on the basis of the recommendations of staff and the Community Boards recorded in the Joint Report by the Chairpersons of the Fendalton/Waimari Community Board and the Shirley / Papanui Community Board (attachment 1)</b>	
<b>May 2008 report clause ref:</b>	<b>Amendment Resolution now required</b>	<b>Reason for Amendment</b> <i>Note: the amendments to the resolutions for the Papanui Route reflect what is marked/signed on that route, which is now operational</i>
Staff recommendation (b)(vii)	On Main North Road between the hours of 4pm to 6pm Monday to Friday adjacent to the kerbside on the west side of Main North Road in a section between Sawyers Arms Road and Vagues Road	The time of 3pm to 6pm Monday to Friday was incorrectly noted in the resolution dated 15 May 2008. This section of the route is outside St Joseph's School, therefore the parking restriction should be 4pm to 6pm
Staff recommendation (b)(xii)	Revoke	The revocation of the section of bus lane on Main North Road commencing at a point 143 metres North of its intersection with Meadow Street and extending in a northerly direction for 11 metres is required for safety reasons. Cranford Street has a free left turn movement at any time onto Main North Road. A bus travelling straight through the intersection along Main North Road on a green light could potentially collide with a vehicle turning left using the free left turn from Cranford Street onto Main North Road.

<b>Queenspark route</b>	Summary of route: Bus Lanes both sides of the road to the north from Cambridge Terrace to Bealey Ave, then along Whitmore Street and Hills Road to Shirley Road, along Shirley Road and New Brighton Road to Bassett Street. Bus lanes operate between 7am – 9am (inbound) and 3pm – 6pm (outbound) except outside schools where they are between 4pm – 6pm (outbound). <b>The project was resolved on by Council on 12 June 2008 on the basis of the recommendations of staff and the Community Boards recorded in the Joint Report by the Chairpersons of the Burwood/Pegasus, Hagley/Ferrymead, and the Shirley/Papanui Community Board (attachment 2)</b>	
<b>June 2008 report clause ref:</b>	<b>Amendment Resolution now required</b>	<b>Reason for Amendment</b>
Staff recommendation (c)(1)	On the north side of New Brighton Road operating between the hours of 7am to 9am and 3pm to 6pm Monday to Friday, in the section between the intersections of New Brighton Road / Marshland Road and New Brighton Road / Golf Links Road	The existing resolution allowed for the provision of 24-hr special vehicle lane restrictions. For consistency throughout the city, bus lanes should be limited to standard operational times for am/pm peak.
Staff recommendation (c)(2)	Revoke	The revocation of the section of bus lane commencing at the intersection of Golf Links Road and continuing for 38 metres along New Brighton Road is required for safety reasons. Golf Links Road has a free left turn movement at any time onto New Brighton Road. A bus travelling straight through the intersection along New Brighton Road on a green light could potentially collide with a vehicle turning left using the free left turn from Golf Links Road onto New Brighton Road.
Staff recommendation (c)(4)	On the south side of New Brighton Road operating between the hours of 7am to 9am and 3pm to 6pm Monday to Friday, in the section between the intersections of New Brighton Road / Cresswell Avenue and New Brighton Road / Golf Links Road	The existing resolution allowed for the provision of 24-hr special vehicle lane restrictions. For consistency throughout the city, bus lanes should be limited to standard operational times for am/pm peak.
Staff recommendation (c)(7)	On the west side of Whitmore Street between the hours of 3pm to 6pm Monday to Friday, commencing at its intersection Bealey Avenue to the end of Whitmore Street at its intersection with Hills Road	The existing resolution allowed for the provision of 24-hr special vehicle lane restrictions. For consistency throughout the city, bus lanes should be limited to standard operational times for pm peak.
Staff recommendation (c)(8)	Not required	Extent of bus lane include within amended C (7) resolution
Staff recommendation (c)(10)	Not required	The original resolution was a duplicate of C (7), therefore no longer required
Staff recommendation (c)(11)	Not required	The original resolution was a duplicate of C (8), therefore no longer required
Staff recommendation (c)(12)	Not required	The original resolution was a duplicate of C (9), therefore no longer required
Staff recommendation (c)(13)	On the North side of Shirley Road between the hours of 3pm to 6pm, Monday to Friday, commencing opposite the intersection of Petrie Street / Shirley Road to Quinns Road / Shirley Road.	The existing resolution allowed for the provision of 24-hr special vehicle lane restrictions. For consistency throughout the city, bus lanes should be limited to standard operational times for pm peak.

5. The bus lane operational times for the Colombo Street route were resolved by the Council on 11 February 2010. However, a small amendment is required to one of the resolutions made by the Council regarding the Colombo route, as it included the following typographical error:

“That the times for the bus lanes on Colombo Street between ~~the Bus Exchange~~ **Moorhouse Avenue** and Brougham Street be changed to apply from 4pm to 6pm.”

The bus lanes for the Colombo Street/City South bus priority route resolved by Council in May 2008, began at Moorhouse Avenue, not the Bus Exchange.

#### **FINANCIAL IMPLICATIONS**

6. Not applicable.

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

7. Funding is not required for the Council to ratify the May and June 2008 resolutions regarding the Bus Priority Routes and the operational times of the bus lanes.

#### **LEGAL CONSIDERATIONS**

##### *Bus lanes*

8. As part of the investigation of the issues arising in relation to the Colombo Street Bus lanes, Council staff became aware that there may be a need for Council to formally ratify the operation times of the bus lanes approved by the Council for the Colombo Street South route and the Papanui route (both approved in May 2008), and the Queenspark Route (approved in June 2008).
9. Resolutions made by the Council on 11 February confirmed the bus lane operation times for Colombo Street (although a minor change is now needed to one of those resolutions, as referred to above). Another resolution requested this report, as follows:
 

*“A report be prepared for the Council in relation to all the bus lane operation times in line with those originally resolved by Council in May and June 2008, such that it can ratify the 2008 operational times and make any changes required.”*
10. The bus lanes were legally established as of 1 July 2009, when the Traffic and Parking Amendment Bylaw 2009 (“Amendment Bylaw”), which inserted a new second schedule for special vehicle lanes into the Traffic and Parking Bylaw 2008 (among other things), came into force. The bus lanes can only be enforced once they are marked out on the road and are operational (as is now the case for the Papanui Route; the Queenspark route is not yet operational). The new second schedule inserted by the Amendment Bylaw provides that: “the hours of operation of any traffic lane restricted to specific classes of vehicles will be determined by Council by resolution as required from time to time, in accordance with the decision-making requirements in the Local Government Act 2002.”
11. At the time of making the Amendment Bylaw, the Council may impliedly have ratified the operational times for the bus lanes, however, for the avoidance of any doubt it is appropriate that the Council now formally confirm the times of operation for the bus lanes that were decided as part of the approval of those projects in May and June 2008. Apart from the few minor changes required to the resolutions that were made in May and June 2008, as noted above, there are no other changes along these routes. The Council can rely on the consultation carried out on these routes prior to its decisions in May and June 2008.
12. The fact that the bus lanes are already in operation on the Papanui Route, potentially without a ratification of the operational times having been made, does not affect any enforcement that has already been carried out in relation to that route. The bus lanes are all marked and signed as required by the Land Transport Rule: Traffic Control Devices 2004 (TCD Rule). The TCD

Rule (11.2) provides that a special vehicle lane such as a bus lane can be signed as a full time restriction, but also specifically provides for "other than a 24-hour restriction". The operation times for the bus lanes are marked on the signs. The public using the road clearly know what is required of them in relation to the bus lanes and at what times.

#### *Amendment of previous resolutions*

13. Council staff advise changes in relation to some of the resolutions made by Council in May and June 2008 (for the reasons identified above), and an amendment is also needed to the resolution made on 11 February 2010. Amendments to previous resolutions can be made by the Council in accordance with clause 3.9.18 of the current standing orders, dated July 2008, which provides that:

*"A local authority meeting may, on a recommendation contained in a report by the chairperson or chief executive, or the report of any committee, revoke or alter all or part of resolutions previously passed at meetings. At least 2 clear working days notice of any meeting to consider such a proposal must be given to members, accompanied by details of the proposal to be considered."*

14. The Chief Executive has approved this report.

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

15. Funding for the Bus Priority project is programmed in the 2009–19 Long Term Council Community Plan (LTCCP).

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

16. Yes, as above.

#### **ALIGNMENT WITH STRATEGIES**

17. This project is consistent with the National 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.

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

18. Yes, as above.

#### **CONSULTATION FULFILMENT**

19. This report was sought by Council through a resolution at the 11 February 2010 meeting. No further consultation has been undertaken as part of this project, but the consultation carried out prior to the May and June 2008 reports is still relevant in relation to the recommendations to ratify the resolutions made at that time (with some minor changes).

#### **STAFF RECOMMENDATIONS**

It is recommended that the Council:

- (a) Ratify its resolutions made for the Papanui Road/Main North Road bus priority route on 15 May 2008 in relation to the Joint Report by the Chairpersons of the Fendalton/Waimari Community Board and the Shirley/Papanui Community Board (**Attachment 1**), including the operational times for the bus lanes, subject to the following amendments, that:

- (i) Staff Recommendation (b)(vii) be amended to:
 

“On Main North Road between the hours of 4pm to 6pm Monday to Friday adjacent to the kerbside on the west side of Main North Road in a section between Sawyers Arms Road and Vagues Road”
- (ii) Staff Recommendation (b)(xii) be revoked.
- (b) Ratify its resolutions made for the Queenspark bus priority route on 12 June 2008 in relation to the Joint Report by the Chairpersons of the Burwood/Pegasus Community Board, Hagley/Ferrymead Community Board, and the Shirley/Papanui Community Board (**Attachment 2**), including the operational times for the bus lanes, subject to the following amendments, that:
  - (i) Staff Recommendation (c)(1) be amended to:
 

“On the north side of New Brighton Road operating between the hours of 7am to 9am and 3pm to 6pm Monday to Friday, in the section between the intersections of New Brighton Road / Marshland Road and New Brighton Road / Golf Links Road”.
  - (ii) Staff Recommendation (c)(2) be revoked.
  - (iii) Staff Recommendation (c)(4) be amended to:
 

“On the south side of New Brighton Road operating between the hours of 7am to 9am and 3pm to 6pm Monday to Friday, in the section between the intersections of New Brighton Road / Cresswell Avenue and New Brighton Road / Golf Links Road”.
  - (iv) Staff Recommendation (c)(7) be amended to:
 

“On the west side of Whitmore Street between the hours of 3pm to 6pm Monday to Friday, commencing at its intersection Bealey Avenue to the end of Whitmore Street at its intersection with Hills Road”.
  - (v) Staff Recommendation (c)(8) be revoked.
  - (vi) Staff Recommendation (c)(10) be revoked.
  - (vii) Staff Recommendation (c)(11) be revoked.
  - (viii) Staff Recommendation (c)(12) be revoked.
  - (ix) Staff Recommendation (c)(13) be amended to:
 

“On the North side of Shirley Road between the hours of 3pm to 6pm, Monday to Friday, commencing opposite the intersection of Petrie Street / Shirley Road to Quinns Road / Shirley Road”
- (c) It is recommended that the Council amend its resolution made on 11 February 2010, to change the reference in the resolution to the “Bus Exchange” to read “Moorhouse Avenue”, as follows:
 

“That the times for the bus lanes on Colombo Street between Moorhouse Avenue and Brougham Street be changed to apply from 4pm to 6pm.”