

4. Resolves to delegate to the Director Lifelines the authority to determine the dates that the one-way designation and discontinuance of the existing bus stop will take effect, and all other matters necessary to designate a new bus stop.
5. Notes that Council staff will arrange for public notification of the decisions.
6. Notes that Council staff will consider whether amendments to the Council's delegations should be made to enable decisions of this nature to be made by delegated authority. Council staff will recommend any appropriate amendments to Council's delegations at a later Council meeting.

Authorised by:

David Wilson - Director Lifelines

Keywords: Eden Lane, Gladstone Road, bus stop, Countdown

BACKGROUND

Eden Lane

1. Woolworths have proposed the implementation of one-way northbound traffic system on Eden Lane between the new servicing area of Countdown, and Disraeli Street. This is currently utilised as a two-way and exit and entry point by the public.
2. WSP were commissioned by Gisborne District Council to report their findings on the impacts:

"We understand that the Applicant is proposing to implement one-way northbound traffic on Eden Lane between the new servicing area for the supermarket and Disraeli Street (Stantec, 2019, page 10). Based on information in the TAR (Stantec, 2019, page 4), we also understand that whilst Eden Lane currently operates as a two-way service lane along the rear of a number of businesses on Gladstone Road, the road reserve width is only approximately 4.5 m and the carriageway width is no more than 3.85 m in places, which suggests that it cannot practically accommodate opposing vehicles passing each other." Extract from WSP report (Countdown Redevelopment Gisborne – Review of Transportation Assessment Report 30 October 2020)

3. Council staff engaged directly with the businesses on Eden Lane that have back entrances to their Gladstone Road properties from Eden Lane. Gisborne Honda were opposed to the road becoming one-way. Gisborne Honda's clients with trailers and farm bikes, find it easier to enter and exit the back entrance from the Disraeli Street end of Eden Lane as the Carnarvon Street end is often busy with shoppers.
4. After that feedback, Countdown proposed vesting additional land with the Council to allow for better traffic movement along Eden Lane. This additional land is shown in yellow on the attached map. Staff acknowledge that this will not address all the concerns of Gisborne Honda as it is an appropriate solution.

Gladstone Road Bus Stop

5. Countdown's new infrastructure plans will include a vehicle access on Gladstone Road at a point where a bus stop is currently located. The bus stop will need to be removed from this location.
6. The WSP report (Countdown Redevelopment Gisborne – Review of Transportation Assessment Report 30 October 2020) did not identify a suitable position for the relocation of the bus stop. It noted:

"However, due to the presence of the right-turn bay (for southbound turns into Carnarvon) and the median pedestrian refuge island on Gladstone Road, it appears there will be limited scope to relocate the bus stop to a suitable position between the Gladstone Road access and the Gladstone / Carnarvon intersection."

7. Council staff have now identified a potential replacement location for the bus stop on Gladstone Road, but consider it is appropriate to consult with the businesses immediately adjoining that location before a final decision is made.
8. Council can designate a road as one-way, and designate bus-stops under clause 5.1 of the Gisborne District Traffic and Parking Bylaw, by resolution publicly notified.

DISCUSSION and OPTIONS

Eden Lane

9. Council staff recommend that Council adopts Woolworth's proposal for Eden Lane to be widened, and a portion of Eden Lane be designated as one-way; from the location indicated by a red circle on the attached map to the end of Eden Lane at Disraeli Street.
10. The designation will benefit the community, as the relevant portion of the road cannot practically accommodate two-way traffic.
11. Council staff recommend that further engagement with affected parties is not necessary as Council already has an adequate understanding of the concerns of those parties. Access to the rear of the properties adjoining Eden Lane will be retained. Concerns regarding the difficulties in accessing these sites from the Carnarvon Street end of Eden Lane will be mitigated by the proposed widening of Eden Lane.
12. Council staff recommend that the Director Community Lifelines be authorised to determine the operational matter of the date at which the designation will take effect.
13. Appropriate signage will also be erected.

Bus Stop

14. Council staff recommend the current bus stop on Gladstone Road outside of the Countdown supermarket be discontinued to allow for the construction of the new accessway to the supermarket on Gladstone Road.
15. Council staff recommend that the bus stop be relocated to an alternative site on Gladstone Road. Relocating the bus stop down Disraeli Street or close to the Disraeli Street intersection is not recommended as it may encourage pedestrian usage of Eden Lane and it is too narrow to accommodate this.
16. Council staff consider that it is appropriate to consult with businesses adjacent to a new proposed site on Gladstone Road before a final decision is made by Council.
17. The precise location and other details regarding the new bus stop are operational matters that could appropriately be determined by the Director Community Lifelines under delegated authority following engagement with the affected parties.

ASSESSMENT of SIGNIFICANCE

Consideration of consistency with and impact on the Regional Land Transport Plan and its implementation

Overall Process: Low Significance

This Report: Low Significance

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: Low Significance

This Report: Low Significance

Inconsistency with Council's current strategy and policy

Overall Process: Low Significance

This Report: Low Significance

The effects on all or a large part of the Gisborne district

Overall Process: Low Significance

This Report: Low Significance

The effects on individuals or specific communities

Overall Process: Low Significance

This Report: Low Significance

The level or history of public interest in the matter or issue

Overall Process:

This Report: Low Significance

18. The decisions or matters in this report are considered to be of Low significance in accordance with Council's Significance and Engagement Policy.

TANGATA WHENUA/MAORI ENGAGEMENT

19. No consultation required.

COMMUNITY ENGAGEMENT

20. There is no explicit statutory obligation to consult with the public or affected parties regarding the decisions. However, the decisions must be made in accordance with the decision-making principles under Part 6 of the Local Government Act 2002.
21. The Council resolutions must be publicly notified in accordance with clause 5.1 of the Bylaw.

Eden Lane

22. Council staff have engaged with directly affected parties and has an adequate understanding of the views and preferences of those persons to make an informed decision.
23. Council staff consider the proposal to designate Eden Lane as one-way is unlikely to be of significance to, or adversely impact, the community as a whole and hence community consultation is not required. The following factors are relevant:
- The lane is not currently used by a large number of persons.
 - While there may be an increase in the number of users of the lane associated with the changes to the Countdown supermarket, the proposed designation will improve the safety outcomes for those users rather than adversely impact on them.
 - The community will retain access to all other premises which Eden Lane currently serves.
 - It is not a matter which is identified in Council's Significance and Engagement Policy.

Bus Stop

24. Council staff consider it appropriate to consult with those parties that may be directly impacted by having a new bus stop located outside their premises.
25. Engagement with the wider community is not required. Since the beginning of November 2020, 81 people have been picked up by bus from this stop. These bus users will not be significantly impacted by relocating the bus stop to a different site on Gladstone Road.

CLIMATE CHANGE – Impacts/Implications

26. No climate change impact or implications.

CONSIDERATIONS

Financial/Budget

27. No financial implications as if the bus shelter is moved it will be at Countdown's expense.

Legal

28. The requirement for the decisions to be made by resolution under clause 5.1 of the Traffic and Parking Bylaw 2011, is consistent with Council's bylaw making power under s22AB of the Land Transport Act 1998. The requirement for a resolution indicates that it is appropriate for a decision to be made by more than one person. Other Councils commonly decide matters such as these at committee or sub-committee level. Council does not currently have a clear delegation of this power to a standing committee. Council staff will review the matter and recommend any appropriate changes to Council's delegations at a future meeting.

POLICY and PLANNING IMPLICATIONS

29. No policy and planning implications.

RISKS

30. If the one-way road option is not approved, there may be adverse safety outcomes for the users of Eden Lane once the new supermarket premises are operational.

NEXT STEPS

Date	Action/Milestone	Comments
18.03.21	Council approve this proposal	
19.03.21	Advise Countdown of outcome of Council meeting	
19.03.21	Commence the communications regarding Eden Lane outlined under Community Engagement section	
19.03.21	Start discussions with Carters regarding placing Bus Stop outside their premises	

ATTACHMENTS

1. Attachment 1 - Eden Lane Map [21-61.1 - 1 page]

Attachment 1 – Map of proposed changes to Eden Lane

