

**Hearing of Submissions  
Proposed Bus Shelter - 41 Hallenstein Street, Queenstown  
23 May 2014**

Minutes of a hearing of submissions to consider a proposed bus shelter at 41 Hallenstein Street, Queenstown held at Council Chambers, 10 Gorge Road, Queenstown commencing at 11.00am on Friday 23 May 2014.

**Present**

Councillors Gazzard (chair), Aoake and Ferguson.

**In Attendance**

Mr Andrew Edgar (Infrastructure Engineer) and Ms Shelley Dawson (Governance Team Leader).

Councillor Gazzard introduced himself and the other members of the hearing panel and noted that they had received further information which they wished to read before commencing.

**Apologies**

Mr Edgar noted that Mrs Barbree Gummer could not be present but had submitted her comments which the panel had just read (attached to minutes as Appendix 1.).

**Declaration of Conflicts of Interest**

There were no conflicts noted.

**Confirmation of Agenda**

The Chair commented that the subject of the hearing was to determine whether the objections that had been raised against the bus shelter at 41 Hallenstein Street were substantive enough to halt construction.

**Speakers**

Ms Trisch Inder (Principal St Joseph's School) and Lucy Ward (Year 8 student leader St Joseph's School)

Ms Inder commented that there was an understanding that the consultation regarding the shelter had already occurred. She noted the comments of the objectors and added that a lot of work had been done identifying the safest and best location for the shelter. Ms Inder commented that the concrete had been laid and the school had the expectation that the shelter would go ahead.

Miss Ward explained that when it was raining the students waited in the classrooms which meant there was a chance of the bus not stopping. She commented that when the bus parked on the yellow lines on the 41

Hallenstein side of the street, it was difficult for cars to see and pass easily. Miss Ward commented that this limited visibility was an accident waiting to happen.

Ms Inder noted Mrs Smiths' frustrations that students were taking up her driveway and commented that a bus shelter would help contain the students and prevent this.

Miss Ward suggested that two shelters could be placed back to back on the pad. Mr Edgar clarified that one shelter (not two) had been proposed to be placed at the rear of the pad and would not restrict sightlines.

#### Mrs Kathy Smith

Mrs Smith commented that she was concerned about the damage to her front lawn and added that the proposed shelter would restrict her from getting her car in and out of her property. She questioned why the students could not be picked up on Melbourne Street. The Chair commented that the Ministry of Education decided on the bus routes with the bus companies, noting that schools often had no say in the decision.

There were questions on specifics of the pick-ups and drop-offs. Ms Inder commented that students were dropped off at the bus stop on the school side of Hallenstein Street in the mornings. She commented that students lined up for the bus from 3.05pm and all students were picked up by 3.30pm. Ms Inder noted that it depended on the home location as to which side of the road the children needed to wait on. Councillor Ferguson questioned how many students were on the buses and Miss Ward commented that for example the Lake Hayes bus was often very full with more than one student per seat.

The Chair thanked Ms Inder, Miss Ward and Mrs Smith for attending and for their comments. He explained that the panel would now deliberate and noted that the decision and any pertinent information would be passed on to the submitters.

*Meeting adjourned for deliberations at 11.20am.*

#### **Deliberations**

The panel questioned the route taken for St Joseph's and Mr Edgar commented that Beetham Street was very difficult for buses to negotiate and was not an option. The Chair commented that the area currently being used on Hallenstein Street on the other side of the road to the school was not a bus stop and was in fact an illegal parking spot. It was suggested that the Ministry of Education be made aware that the bus company was using an illegal pickup spot not an existing facility. Mr Edgar advised that the buses were currently parked at Queenstown Primary School which dictated the route and the pick-up for St Joseph's. He added that the company's tender to the Ministry was cheaper based on having an area to park their buses during the day. It was

questioned whether the bus shelter could be located at the existing bus stop and Mr Edgar commented that he would have to investigate issues such as the width of the footpath.

There was discussion on whether it was possible to either amend the routes or the parking area for the buses so that all St Joseph's students were picked up from the existing bus stop on the school side of Hallenstein Street. Mr Edgar commented that he would be meeting with the Ministry of Education in June. The hearing panel suggested that Mr Edgar advise the Ministry that the bus company was using an illegal bus stop and that the existing bus stop needed to be used. It was suggested that the pickups could start from St Joseph's or an alternative was for the buses to be parked at the St Joseph's bus stop during the day.

**Decision of the hearing panel:**

That the opposition to the proposed bus shelter at 41 Hallenstein Street is valid in terms of traffic and safety issues and that school buses are currently parking illegally to pick up St Joseph's students.

The hearing panel recommended the status quo in the meantime, noting that members of QLDC Infrastructure and Assets department would be meeting with the Ministry of Education on 12 June 2014. At this meeting QLDC officers would be vigorously advocating that the existing bus stop on the school side of Hallenstein Street outside St Joseph's School be used for afternoon pickups of all St Joseph's students. Officers would highlight that the current location for pickups on the opposite side of Hallenstein Street was illegal. Officers would suggest either a change in bus route or an alternative location for the buses to park during the day. Mr Edgar would also investigate placing a bus shelter at the existing bus stop if this was required.

*Deliberations adjourned at 11.35am.*

B. Gummer,

390 Redoubt Road,

Totara Park. Auckland. 2016.

Queenstown Lakes District Council.

Attention: Andrew Edgar.

To: THE HEARING PANEL 23/5/14, 11am.

Re: BUS STOP AND POSSIBLE SHELTER OUTSIDE 41 HALLENSTEIN ST, QUEENSTOWN.

My name is Barbree Gummer, a trustee for the Moawhango Trust.

I oppose the proposal of a bus stop and shelter outside 41 Hallenstein St.

I believe that this proposal should be notified to all property owners potentially affected.

We currently live in Auckland and have viewed site photos etc supplied by Andrew Edgar.  
Thank you Andrew.

### **Context**

Hallenstein St is a busy through road.

Number 41 is on top of a 'T' intersection.

Beetham St is opposite – very steep, poor visibility where it meets Hallenstein St.

A succession of school buses park on top of this "T" intersection on the broken yellow lines.

### **Our Property Concerns - in relation to our section.**

We have owned this property since 1966 and paid rates for 48 years.

This proposal blocks access from Hallenstein Street to much of the section.

The concrete pad appears to be very large and monopolises a large area in relation to the front and side boundaries.

I understand that the proposed bus shelter alone would measure 4.8 m wide by 2m high and 1.3m deep.

The bus shelter would noticeably obstruct and restrict the driver's visibility of children and traffic including bus traffic when exiting the property. This is of major concern to the owners of the property.

I have no doubt also that children will spread over any future exit/driveway from the property. What is the number of children expected to fit into this shelter?

Buses park over the area intended for entry and block access/entry to the property.

Even for a short time this is not acceptable and ignores the Road Code on this issue.

On enquiry I am told that the present buses are 10.5 metres long. I do not know how wide the buses are but I expect them to spread well over their side of the road.

10.5 metres from the 6 metre line from the pedestrian crossing would stretch uncomfortably over the entrance to 41 Hallenstein Street and comes close to the neighbour's drive, number 43. See Road Code.

I expect this proposal to affect the value of the property negatively.

The view to be compromised as well as plans for future development

The broken yellow lines outside 41 Hallenstein Street: See Road Code.

The afternoon school buses park over the yellow lines.

Parents' cars picking up children after school add to a situation that has been described by two Queenstown residents as chaotic.

Cars coming up Beetham Street add to this situation, particularly when school buses are outside 41 Hallenstein Street.

I consider that the bus route needs rethinking and the bus stop and proposed bus shelter placed outside St Josephs School on the other side of Hallenstein Street as one possible, far safer, option than school buses stopping at the 'T' intersection, as they presently do, even if it takes longer and costs more as it should be safer for small children to negotiate particularly in bad weather ie snow and rain.

Extract from the Road Code 2013. Land Transport New Zealand.

.. page 174 – 175. 'Where not to park.'

'You risk being fined and/ or having your vehicle towed away if you park in these areas.  
You must not park or stop your vehicle : ----

.. near a corner, curve, hill, traffic island or intersection, if it will stop other people from seeing along the road.

.. on , or closer than 6 metres to, an intersection, unless there are parking spaces or a notice telling you that you can park there.

.. on, or closer than 6 metres to, the approach side of a pedestrian crossing.

.. in front, of or 1 metre to, a vehical entrance.

.. on no stopping lines [ broken yellow lines] marked within 1 metre of the edge of the road, which you may see near the edge of pedestrian crossings, intersections , driveways or narrow roads.

.. on a yellow circle on the road, or between the circle on the road , and the footpath, unless someone who can move the vehicle stays with it.

.. on, or closer than 500mm to a fire hydrant, unless someone who can move the vehicle stays with it.

Changes would have to be made with the arrangements around yellow lines and school buses see page 175.

Many thanks,

B. Gummer.