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The purpose of this report is to bring to the Council recent progress on the central city bus terminus/interchange relocation project and to seek approval of the next steps of the study.

Two seminars were held for Councillors, on 21 and 28 July 1998, to discuss this issue and to present the recently received report from public transport consultants, PPK Infrastructure and Environment. The first seminar was presented in four parts covering:

- The history of the project and the existing public transport system;
- The peripheral termini concept (for central city bus operations);
- Contrasting off- and on-street central interchanges; and
- A brief assessment of some interchange sites

The PPK report was distributed to Councillors at this seminar (and directly afterwards) and a second seminar was convened on 28 July to allow clarifications and questions from the report to be asked of the report's author (who was in Christchurch on other business).

The second seminar also took the opportunity to address some issues raised at the first seminar, such as the removal of buses from Cathedral Square, the function, layout and security of peripheral termini, flexibility for future patronage growth and alternate sites of the interchange.

There appeared to be considerable agreement that the peripheral termini concept should be adopted for the central city bus operation (and the Regional Council supports this in principle also). Confirmation of this by the Council would assist in the future stages of the study.

To summarise, the peripheral termini operation involves all central city bus routes passing through a central interchange location (an intersection of routes) and travel on to termini at the periphery of the central city area (located where the last central city passenger alights). This peripheral terminus is where the bus has its route timing point and where it starts its return journey. The proposal has the substantial advantage of requiring half or less as much central kerb space/area as the present operation and serves the central city catchments far better.

At the seminars no clear preference emerged as to whether the central interchange should be off-street or on-street, and it was also felt that using a reduced area of the northwest quadrant of Cathedral Square should remain as an option for further consideration.

While the PPK report suggested a particular on-street option (Hereford/Colombo Streets intersection locality) may best meet the city's requirements, this was not considered in detail by the seminar. This, together with other options, would be a matter for on-going study and development.

A suggested outline for the next stages of the study was presented, involving the establishment of a joint Councillor sub-committee as a "steering group" for the study, including Councillors from Central City, City Services and Environmental Committees and inviting Councillor representation from the Regional Council. This sub-committee would approve a brief for a project team or working party to undertake to progress the study through the next levels of study detail. The working party could involve staff from the City and Regional Councils, inner city retailer representatives, bus operators and bus users, as well as any other people considered able to make a substantial contribution.

The work still required from this point includes:

- establishing the detailed requirements of both off-street and on-street interchanges;
- whether an off-street or on-street interchange is to be pursued (including estimated funding requirements);
- the number and location of peripheral termini;
- the location of the central interchange;
- the routing implications to the interchange and to the peripheral termini;
- the passenger facilities to be publicly provided;
- traffic priority and management requirements; and
- transitional requirements and programmes

This work would form the basis of the brief for the project team. The brief should also identify the base assumptions of the study at this point, the options (or a maximum number) to assess, timetables, consultation processes and reporting schedules. For the purpose of seeking to consider the implications of this study in the 1999/2000 Annual Plan process, it is proposed that the work should be completed by and reported to the February 1999 Council meeting.

- Recommendation:**
1. That the Council endorse the "peripheral termini" concept for adoption in the future central city bus terminus/interchange relocation study.
 2. That the Council establish a Special Committee to oversee the further progress of this study, comprising three members from each of Central

City, City Services and Environmental Committees, and invite the Canterbury Regional Council to nominate three Councillors to be part of this special committee.

3. That the Special Committee firstly consider and recommend whether to pursue an off-street or on-street central interchange and, secondly, develop a brief for a project team to undertake further study of this issue (including a target reporting date of February 1999).
4. That a project team be formed, including membership from staff from the City and Regional Councils, and invited inner city retailer representatives, bus operators and bus users, to undertake the above brief.
5. That the Committees appoint their Chairmen, Deputy Chairmen and one other representative to the Special Committee.
6. That the Central City Committee representatives be the Chairman, Deputy Chairman and Councillor C Manning.

The City Services Committee received the report at its meeting on 13 August 1998.

The City Services Committee recommends:

1. That the Council endorse the “peripheral termini” concept for adoption in the future central city bus terminus/interchange relocation study.
2. That the Council establish a sub-committee to oversee the further progress of this study, comprising two members from each of Central City, City Services and Environmental Committees.
3. That the sub-committee firstly consider and recommend whether to pursue an off-street or on-street central interchange, and secondly develop a brief for a project team to undertake further study of this issue (including a target reporting date of February 1999).
4. That a project team be formed to advise the sub-committee, including membership from staff from the City and Regional Councils.
5. That the sub-committee consult the Inner City promotion Team and other relevant inner city groups, retailers, bus operators, bus users and taxi interests.
6. That the City Services Committee members of the sub-committee be the Chairman and Deputy Chairman.

The Environmental Committee received the report at its meeting on 13 August 1998.

The Environmental Committee recommends:

1. That the Council endorse the “peripheral termini” concept for adoption in the future central city bus terminus/interchange relocation study.
2. That the Council establish a sub-committee to oversee the further progress of this study, comprising three members from each of Central City, City Services and Environmental Committees, and invite the Canterbury Regional Council to nominate three Councillors to be part of this sub-committee.
3. That the sub-committee firstly consider and recommend whether to pursue an off-street or on-street interchange, and secondly develop a brief for a project team to undertake further study of this issue (including a target reporting date of February 1999).
4. That Councillors Crighton, Evans and Harrow be nominated to serve on the sub-committee.