

**13. CATHEDRAL SQUARE REDEVELOPMENT
PASSENGER TRANSPORT RELATED ISSUES**

RR 8720

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Corporate Plan Output: Cathedral Square Redevelopment 9.5.61	

The purpose of this report is to report back on the passenger transport related issues in connection with the Cathedral Square redevelopment, following the recommendations made by the City Council at its meeting on 23 September 1998:

1. That officers immediately investigate the provision of a suitable off street site on the northern side of Cathedral Square as a waiting area for bus patrons.
2. That the existing bus information centre not be retained in its present position and that discussions be concluded with the Canterbury Regional Council regarding the relocation of the centre.
3. That officers investigate the issue of lay-over areas outside Cathedral Square for buses waiting (if need be with the Canterbury Regional Council).

OFF STREET PASSENGER WAITING AREA

The waiting area was proposed because of the current inadequate number of bus shelters in the north west quadrant of the Square. Also it would be several months before any additional shelters could be installed because of the resource consent process and the opposition to these shelters from the adjoining shop owners.

As a result of the above resolution a meeting was arranged between City and Regional Council staff in order to identify a suitable site. The Regional Council staff recommended that the location of this waiting area must have good visibility of as many of the bus stops as possible. This is because passengers will only wait in an area away from their stop provided they can see the stop, and therefore the bus arriving, and are able to walk directly and easily to the stop. They also proposed that the off-street waiting area should not be combined with their bus information centre (see below) for operational reasons.

The attached plan shows the current premises in the north west quadrant of the Square. Only two are currently vacant, the Servicke Jones building and the former Jackson Bay shop. The Servicke Jones building has heritage status and gives limited visibility for passengers, and only five stops would be visible from inside the building. The former Jackson Bay shop, although having full height front windows, would also only have five stops visible from inside the building. Even with remote cameras and viewing screens inside one of these buildings passengers would still have to walk up to 200 metres to catch the bus.

Therefore it is considered that due to the dispersed nature of the bus stops around the Square that the provision of a passenger waiting area would not be appropriate. The funds allocated for this purpose could be used for additional public transport infrastructure in the central city area. This view is also supported by the Canterbury Regional Council staff.

BUS INFORMATION CENTRE

The existing bus information kiosk in the Square is leased by the City Council to Scenic Travel Limited who sub-lease part of the building to the Regional Council.

The Regional Council have confirmed that they are endeavouring to vacate the existing bus information kiosk no later than March 1999 and this is also the situation with Scenic Travel Limited. Both the Regional Council and Scenic Travel will be responsible for the expenditure involved in re-locating to new premises without any funding assistance from the City Council.

The existing kiosk building will be removed from the Square as part of the Stage 4 works and be stored at the Pages Road depot until a suitable alternative site/use can be identified.

BUS STOP LAY-OVER AREAS

There are insufficient stops within the Square to accommodate all the bus services at peak times. Additional remote lay-over areas are required for operational control, to allow a continuous flow of buses through the pick up locations within the Square and Gloucester Street. Currently limited remote lay-over stops are available on Oxford terrace and Gloucester Streets. However since the relocation of the bus services into the north west quadrant of the Square, the CRC have identified additional suitable sites on Oxford Terrace and Manchester Street as shown on the attached plan.

- Recommendation:**
1. That the provision of a passenger waiting area in the north west quadrant of the Square be the subject of further investigation for a report back to the City Services Committee.
 2. That a “*bus stop*” be installed on the western side of Oxford Terrace commencing at a point 38 metres in a southerly direction from its intersection with Gloucester Street and extending in a southerly direction for a distance of 28 metres.
(This replaces four metered spaces).

3. That a “*bus stop*” be installed on the eastern side of Manchester Street commencing at a point 28 metres north from its intersection with Gloucester Street and extending in a northerly direction for a distance of 15 metres.
(Existing temporary “*bus stop*” in front of parking building).