

Officer responsible City Streets Manager	Authors George Hadley and Stuart Woods
Corporate Plan Output: 9.5.16 Shuttle Bus	

The purpose of this report is to present details of the two routes previously considered for the Shuttle service by the Central City Committee on 3 September 1998. Option 1 was the original route of the service recommended by staff and Option 2 is the route chosen by Councillors at the above Committee meeting and adopted by the Council on 23 September 1998. The City Services Committee on 25 November resolved to refer both options to the Council for reconsideration.

The objectives for the route are to:

Provide a strong link between strung out central city retail areas and attractions (especially on Colombo Street)

Service the customer demand for stop location

Have quick and efficient travel

Provide options to travel in both directions along the route

Link with or pass close to existing high pedestrian areas

Link with other modes of transport as much as possible, such as the tram, the CANRIDE bus system and car parking areas (public and private)

If possible, not compete with services provided by the tram (i.e. north-south versus east-west services)

Provide a simple “cross-Square” service

SHUTTLE ROUTE

Option 1

This route for the central city shuttle was chosen to meet the objectives of the shuttle proposal (as outlined below) and as a result of several consultation processes undertaken during the investigation stages of the shuttle development. It was tested and compared to other routes during the consultation and the chosen route was strongly supported. It was reported to several Central City Committee meetings and seminars (between 1995 and 1997).

Over this period there were several other alternative or extended routes raised by various parties. Whilst some or all of these alternatives hold merit, they do not meet the objectives of the route as well. Concentrating the route initially on the high pedestrian flow areas and along desire lines would be the best policy for establishing the service and a patronage base in the most economically efficient manner. If the service flourishes in this initial environment, then other routes should be considered for addition to the service.

The common suggestions for extensions to the route included:

Extending the route up Colombo Street to Bealey Avenue, along to Victoria Street and back down to the Parkroyal (taking in several hospitals and the Victoria Street shops);

Extending out to the Christchurch Public Hospital; and

Varying portions of Manchester Street (strongly supported by the Central City East Revitalisation Project).

Option 2

This option was developed as a result of the seminar held on 18 August 1998 for the Shuttle. It varies from option 1 by travelling straight through the Manchester Street/Moorhouse Avenue intersection, rather than into Pilgrim Place; and then left into Madras Street, left into St Asaph Street and finally right into Colombo Street. The main reason for this option was to better serve the Polytechnic.

This option would benefit from improvements being made at the eastern base of the Moorhouse Avenue overbridge. The estimated cost of this work is \$55,000.

Route Comparison

In summary, option 1:

was the original route on which the contract was tendered;
services South City/Smiths City well in both directions of travel;
services the Hoyts 8/Science Alive area well, and
provides a minimal service to the Polytechnic passing some 245 metres from the Polytechnic site at its closest.

In summary, option 2:

adds 300 metres to the route and therefore costs an additional \$18,450 + GST per annum;
services South City only in the southward direction;
requires patrons wishing to go to Hoyts 8/Science Alive to walk across Moorhouse Avenue;
requires improvements to the eastern base of the Moorhouse Avenue overbridge, estimated cost \$55,000, and
provides good service for the Polytechnic.

The service operator, Christchurch Transport Ltd., has indicated support for option 1 for reasons that option two has difficulties accessing the Moorhouse Avenue through lane when travelling from alongside the over bridge, and provides poorer servicing of the South City/Smith City area and the Hoyts 8 area. CTL have also expressed concern that the service is proposed to start during the summer vacation of the Polytechnic. The Canterbury Regional Council are also currently reviewing their services to better serve the Polytechnic area. Trials have revealed little difference in operating times for the two options.

If option 1 is confirmed the following resolution is required:

1. That the following shuttle stops be approved:
 - (i) On the eastern side of Manchester Street commencing at a point 3 m measured in a northerly direction from a point opposite the northern kerbline of Mortimer Place and extending in a northerly direction for a distance of 17 m. (Loss of one metered space.)
 - (ii) On the southern side of Pilgrim Place commencing at a point opposite the western kerbline of Manchester Street and extending in a westerly direction for a distance of 12 m. (Existing no stopping restriction.)
 - (iii) On the western side of Colombo Street commencing at a point 60 m measured in a southerly direction from a point opposite the southern kerbline of Welles Street and extending in a southerly direction for a distance of 23 m. (Existing bus stop.)
2. That any of the existing parking restrictions in the above areas be revoked.

If option 2 is confirmed the following resolution is required:

1. That the proposed changes to the Moorhouse Avenue/Manchester Street intersection (plan attached) be approved subject to public consultation.

2. That the following shuttle stops be approved:
 - (i) On the northern side of Moorhouse Avenue commencing at a point 12 metres measured in an easterly direction from a point opposite the eastern kerbline of Colombo Street and extending in an easterly direction for a distance of 12 metres.
 - (ii) On the northern side of Moorhouse Avenue commencing at a point 34 metres measured in an easterly direction from a point opposite the eastern kerbline of Manchester Street and extending in an easterly direction for a distance of 17 metres.
 - (iii) On the western side of Madras Street commencing at a point 35 metres measured in a northerly direction from a point opposite the southern kerbline of Moorhouse Avenue and extending in a northerly direction for a distance of 15 metres.
 - (iv) On the western side of Madras Street commencing at a point 9 metres measured in a northerly direction from a point opposite the northern kerbline of Southwark Street and extending in a northerly direction for a distance of 15 metres.
3. That any of the existing parking restrictions in the above areas be revoked.

Recommendation: That the options for the route of the Central City Shuttle be reconsidered by the Council.