

**REPORT BY THE CHAIRMAN OF THE  
CENTRAL CITY COMMITTEE**

**1. SHUTTLE BUS STOPS – CENTRAL CITY**

RR 8647

<b>Officer responsible</b> City Streets and Environmental Policy and Planning Managers	<b>Author</b> Lindsay Eagle, Area Engineer
Corporate Plan Output: 9.5.16 Shuttle Bus	

The purpose of this report is to confirm approval for the '*Bus Stop*' locations required for the central city electric shuttle bus route.

The Council has adopted the option 2, which extended the route along Moorhouse Avenue and north on Madras Street.

Resolution is required for the location of additional bus stops to service the major customer generating elements along this route. Bus stops have been located to serve Pak N Save, Big Fresh, Hoyts and the Polytech, while retaining the most practicable and safe traffic manoeuvring for the shuttle bus.

Managers of the properties adjoining these shuttle bus stop locations have been contacted. All have expressed agreement with the initial citing of the stops and enthusiasm for the concept of this service.

**Recommendation:** That the following stops be approved:

A. Group A Daytime Use

- (i) On the eastern side of Colombo Street commencing at a point 27 m measured in a northerly direction from a point opposite the northern kerbline of Tuam Street and extending in a northerly direction for a distance of 12 m.  
(One metered space and no stopping restriction.)
- (ii) On the eastern side of Colombo Street commencing at a point 39 m measured in a northerly direction from a point opposite the northern boundary of Dundas Street and extending in a northerly direction for a distance of 12 m.  
(Loss of two metered spaces.)

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- (iii) On the western side of Colombo Street commencing at a point 18 m measured in a southerly direction from a point opposite the southern kerbline of Tuam Street and extending in a southerly direction for a distance of 15 m.  
(Existing no stopping restriction)
- (iv) On the western side of Colombo Street commencing at a point 30 m measured in a southerly direction from a point opposite the southern kerbline of Lichfield Street and extending in a southerly direction for a distance of 12 m.  
(One metered space and no stopping restrictions.)
- (v) On the western side of Colombo Street commencing at a point 35 m measured in a southerly direction from a point opposite the southern property boundary of Cashel Street and extending in a southerly direction a distance of 12 m.  
(Extension of existing bus stop by 2 metered spaces.)
- (vi) In the south-eastern quadrant of Cathedral Square on the south eastern kerbline commencing at a point 3 m measured in an easterly direction from a point opposite the eastern property boundary of Colombo Street and extending in a north-easterly direction for a distance of 10 m.  
(Proposed no stopping restriction.)
- (vii) On the western side of Colombo Street commencing at a point 30 m measured in a southerly direction from a point opposite the southern kerbline of Armagh Street and extending in a southerly direction a distance of 15 m.  
(One metered space and no stopping restriction.)

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- (viii) On the southern side of Kilmore Street commencing at a point 60 m measured in a westerly direction from a point opposite the western kerbline of Colombo Street and extending in a westerly direction for a distance of 12 m.  
(Existing P5 loading zone.)
- (ix) On the eastern side of Durham Street commencing at a point opposite the southern kerbline of Chester Street and extending in a southerly direction for a distance of 12 m.  
(Existing bus stop.)
- (x) On the northern side of Armagh Street commencing at a point 56 m measured in a westerly direction from a point opposite the western kerbline of Colombo Street and extending in a westerly direction for a distance of 30 m.  
(Existing bus stop.)
- (xi) On the eastern side of Colombo Street commencing at a point 30 m measured in a northerly direction from a point opposite the northern boundary of Gloucester Street and extending in a northerly direction for a distance of 12 m.  
(One metered space and no stopping restrictions.)
- (xii) In the south-western quadrant of Cathedral Square on the north western side of the road commencing at a point 6 m measured in an easterly direction from a point opposite the eastern property boundary of Colombo Street and extending in an westerly direction for a distance of 10 m.  
(Proposed no stopping restriction.)
- (xiii) On the eastern side of Colombo Street commencing at a point 6 m measured in a northerly direction from a point opposite the northern property boundary of Cashel Street and extending in a northerly direction for a distance of 12 m.  
(Existing loading zone.)

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#### B. Group B Night Extension

- (i) On the western side of Colombo Street commencing at a point 37 m measured in a southerly direction from a point opposite the southern kerbline of Kilmore Street and extending in a southerly direction for a distance of 15 m.  
(Existing no stopping restriction.)
- (ii) On the southern side of Peterborough Street commencing at a point 80 m measured in a westerly direction from a point opposite the western kerbline of Colombo Street and extending in a westerly direction for a distance of 12 m.  
(Existing P5 loading zone.)
- (iii) On the northern side of Victoria Street commencing at a point 65 m measured in a south easterly direction from a point opposite the southern kerbline of Peterborough Street and extending in a south easterly direction a distance of 12 m.  
(Existing P5 loading zone.)
- (iv) On the northern side of Moorhouse Avenue commencing at a point 92 m measured in an easterly direction from its intersection with Colombo Street and extending in an easterly direction for a distance of 12 m.  
(Replaces 1 unrestricted parking space and 5 m of No Stopping.)
- (v) On the northern side of Moorhouse Avenue commencing at a point 80 m measured in an easterly direction from its intersection with Manchester Street and extending in an easterly direction for a distance of 12 m.  
(Part of existing bus stop.)
- (vi) On the western side of Madras Street commencing at a point 117 m measured in a northerly direction from its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 12 m.  
(Replaces 1 unrestricted parking space and 6 m of No Stopping.)

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**1 Cont'd**

- (vii) On the southern side of St Asaph Street commencing at a point 40 m measured in an westerly direction from its intersection with Manchester Street and extending in an westerly direction for a distance of 14 m.  
(Replaces 2 parking metre spaces.)

**Chairman's**

**Recommendation:** That the above recommendation be adopted.

**CONSIDERED THIS 6TH DAY OF OCTOBER 1998**

**MAYOR**