

**23. BUS STOPS – GLOUCESTER STREET, ROLLESTON AVE,
CARLYLE STREET, MOORHOUSE AVE**

RR 10305

A number of new bus stops have been created as a result of the introduction of a new service to Sumner via Linwood Avenue, the relocation of the Ferry Road service to Moorhouse Avenue and the extension of the Burnside and Bishopdale services to the Science Alive complex. The services will be introduced mid September and represent a step towards the introduction of the remote terminal. The Committee has established a subcommittee (Councillors Manning, Buist and Wright) to meet with retailers to determine the best location for a bus stop to be located on the south side of Gloucester Street opposite the library. Recommendations relating to Moorhouse Avenue were referred to the Hagley/Ferrymead Community Board also.

It was resolved:

1. (a) That a bus stop be located on the eastern side of Rolleston Avenue commencing at a point 25 metres measured in a northerly direction from a point opposite the northern kerblines of Cashel Street and extending in an in a northerly direction for a distance of 19 metres.
- (b) That a bus stop be located on the northern side of Gloucester Street commencing at a point 27 metres measured in an easterly direction from a point opposite the eastern kerblines of Rolleston Avenue and extending in an in an easterly direction for a distance of 16 metres.
- (c) That a bus stop be located on the southern side of Gloucester Street commencing at a point 42 metres measured in an easterly direction from a point opposite the eastern kerblines of Rolleston Avenue and extending in an in an easterly direction for a distance of 18 metres.
- (d) That a bus stop be located on the northern side of Gloucester Street commencing at a point 28 metres measured in an easterly direction from a point opposite the eastern kerblines of Montreal Street and extending in an easterly direction for a distance of 11 metres.
- (e) That a bus stop be located on the southern side of Gloucester Street commencing at a point 37 metres measured in an easterly direction from a point opposite the eastern kerblines of Montreal Street and extending in an easterly direction for a distance of 18 metres.
- (f) That a bus stop be located on the western side of Montreal Street commencing at a point 20 metres measured in a southerly direction from a point opposite the southern kerblines of Worcester Street and extending in a southerly direction for a distance of 19 metres.
- (g) That a bus stop be located on the northern side of Gloucester Street commencing at a point 45 metres measured in an easterly direction from a point opposite the eastern kerblines of Colombo Street and extending in an easterly direction for a distance of 18 metres.

- (h) That a P5 loading zone be created on the western side of Rolleston Avenue commencing a point 20 metres measured in a southerly direction from a point opposite the southern kerblines of Gloucester Street and extending in a southerly direction a distance of 19 metres.
 - (i) That a P5 loading zone be created on the eastern side of Rolleston Avenue commencing at a point 7 metres measured in a southerly direction from a point opposite the southern kerblines of Gloucester Street and extending in a southerly direction for a distance of 26 metres.
 - (j) That a P5 loading zone be created on the southern side of Hereford Street commencing at a point 35 metres measured in a westerly direction from a point opposite the western kerblines of Montreal Street and extending in a westerly direction for a distance of 17 metres.
 - (k) That parking meters with a time limit of 120 minutes be located on the southern side of Hereford Street commencing at a point 110 metres measured in a westerly direction from a point opposite the western kerblines of Montreal Street and extending in a westerly direction for a distance of 13 metres.
 - (l) That a P5 loading zone be created on the southern side of Gloucester Street commencing at a point 73 metres measured in an easterly direction from a point opposite the eastern kerblines of Colombo Street and extending in an easterly direction for a distance of 15 metres.
 - (m) That the existing parking restrictions in the above areas be deleted.
- 2.
- (a) That a P5 loading zone be created on the south western side of High Street commencing at a point 11 metres measured in a north westerly direction from a point opposite the northern kerblines of St Asaph Street and extending in a north westerly direction for a distance of 23 metres.
 - (b) That the existing bus stop in the above described area be removed.
- 3.
- (a) That a bus stop be located on the northern side of Moorhouse Avenue commencing at a point 137 metres measured in a westerly direction from a point opposite the western kerblines of Fitzgerald Avenue and extending in an in a westerly direction for a distance of 15 metres.
 - (b) That a bus stop be located on the southern side of Moorhouse Avenue commencing at a point 115 metres measured in a westerly direction from a point opposite the eastern kerblines of Wilsons Road and extending in an in a westerly direction for a distance of 15 metres.

- (c) That a bus stop be located on the southern side of Moorhouse Avenue commencing at a point 12 metres measured in a westerly direction from a point opposite the eastern kerblines of Falsgrave Street and extending in an in a westerly direction for a distance of 15 metres.
- (d) That a bus stop be located on the southern side of Moorhouse Avenue commencing at a point 58 metres measured in a westerly direction from a point opposite the eastern kerblines of Gasson Street and extending in an in a westerly direction for a distance of 34 metres.
- (e) That the existing parking restrictions in the above described areas be revoked.