

REPORT OF THE BUS STOPS AND SHELTERS SUBCOMMITTEE

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. THE EASTERN ORBITER – NEW BUS STOPS – ST MARTINS ROAD/CENTAURUS ROAD

The purpose of this report is to inform the Council of the proposed additional new bus stops resulting from the extension of the Orbiter bus service. It also requests that the Council approve the following new bus stops.

The report was considered by the Bus Stops and Shelters Subcommittee on Friday 20 October 2000, including a site visit, and details of the report and recommendations of the Subcommittee are set out below for approval by the Council.

<i>Officer responsible</i> City Streets Manager	<i>Author</i> Andrew Hensley, Assistant Planner
Corporate Plan Output: 9.2.100	

BACKGROUND

As mentioned in the report to the City Services Committee in September 2000 "The Eastern Orbiter- Bus Stop Changes", some additional recommendations associated with the Orbiter would be presented to the Committee in October 2000. These recommendations were not presented last month as further planning had been undertaken and consultation was continuing.

The planning and consultation process for these new stops has now been completed and the finalised recommendations are now being presented to the Committee at this meeting.

DISCUSSION

The bus stops have been located in order to provide the best access for the majority of people, while at the same time allowing the bus to travel as freely as possible and to stop a minimum amount of times.

A number of traffic engineers have been involved in the planning process for the stops due to the difficult road environment, in particular along Centaurus Road.

The proposed bus stop in St Martins Road (recommendation (a)) is required to pair up the stop outside 99 St Martins Road approved by the Council in September 2000. This pair of stops has been positioned to allow convenient access to the Orbiter for the large surrounding catchment area. It should allow the bus service to operate without conflict with the numerous street trees along St Martins Road.

The approximate locations of the proposed three new bus stops in Centaurus Road (recommendations (b), (c) and (d)) were previously shown on a plan attached to the Orbiter bus stop report to the Spreydon/Heathcote Community Board of September 2000. These stops are required to pair up stops which are either existing or approved last month by Council.

CONSULTATION

Nine property owners were consulted for the stop in St Martins Road, while the stops in Centuarus Road had two or three suitable locations each due to traffic engineering constraints.

Agreement has been gained from the property owners adjacent to each of the proposed bus stops below.

Subcommittee

Recommendation:

That the following new bus stops be approved.

- (a) That a bus stop be installed on the south side of St Martins Road commencing at a point 107 metres from its intersection with Wilsons Road and extending in an easterly direction for a distance of 12 metres. (90, 92, 92a St Martins Road).
- (b) That a bus stop be installed on the south side of Centaurus Road commencing at a point 47 metres from its intersection with Bowenvale Avenue and extending in an easterly direction for a distance of 12 metres. (56, 58 Centaurus Road).

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- (c) That a bus stop be installed on the south side of Centaurus Road commencing at a point 50 metres from its intersection with Landsdowne Terrace and extending in an easterly direction for a distance of 12 metres be installed. (34 Centaurus Road).
- (d) That a bus stop be installed on the north side of Centaurus Road commencing at a point 45 metres from its intersection with Remuera Avenue and extending in an easterly direction for a distance of 12 metres be installed. (33 Centaurus Road).

2. NORTH EAST BUS SERVICE REVIEW – BUS STOP CHANGES

The purpose of this report is to inform the Council of the proposed bus stop changes due to the North East Bus Service Review.

The report was considered by the Bus Stops and Shelters Subcommittee at its meeting on Thursday 26 October 2000 and the recommendations of the Subcommittee are set out below for approval by the Council.

Details of the report provided to the Subcommittee are set out below:

<i>Officer responsible</i> City Streets Manager	<i>Author</i> Andrew Hensley, Assistant Planner
Corporate Plan Output: 9.2.100 Passenger Transport Infrastructure	

BACKGROUND

As part of the North East Bus Service Review process, 12 bus routes and the Lyttelton- Diamond Harbour ferry service have been reviewed simultaneously by Environment Canterbury, which is a move towards geographic tendering. As part of this review the Christchurch City Council has been tasked with making changes in the provision of bus stops along these routes, to enable the services to operate in an effective and efficient manner. The routes applicable to these changes for this Board are the Avondale, Burwood, Northshore and Wainoni services. These routes come into effect on 20 November 2000.

BUS STOPS

The stops have been located in order to provide the best access for the majority of people, while at the same time allowing the bus to travel as freely as possible and to stop a minimum amount of times.

Where there are presently bus stops along the route they have been used where possible and appropriate. Some existing bus stops are being removed as part of a rationalisation process in the interests of an effective and efficient service. Many of these surplus stops have become outdated and inappropriate given the change in living patterns, attractions, traffic flows, road geometry, proximity to other stops, policy guidelines etc.

Currently there are three unpaired stops along Waratah Street between Woolley Street and the east side of the Baladin Street/Waratah Street intersection. The recommendation is that these be paired and the subsequent surplus stop be removed. This will provide improved access to the bus service for a greater number of people, a logical stop layout and enable the bus to travel smoothly between stops.

A rationalisation of bus stops in the McBratneys Road/Fleete Street area was investigated in the interests of providing a better spacing between stops. Although the present spacing is not ideal, it does appear to function reasonably well and therefore a change was not deemed to be essential. However if there is sufficient concern raised in the future regarding the distance between stops the issue will be revisited.

An additional pair of stops may be required on Rookwood Avenue near Bower Avenue. These are currently being investigated. Should these stops be considered necessary they will be bought before the Board at a later date.

CONSULTATION

In locating new bus stops, a number of locations are investigated by the Assistant Planner and Area Engineer to assess suitability. Property owners adjacent to such locations are consulted.

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It is preferred to locate stops where agreement has been gained from the property owner. Where this is not possible a decision and recommendation has to be made as to what is the best location for the greater good of the community and all stakeholders; bus users, potential bus users, motorists, residents and the bus operator.

Subcommittee

Recommendation:

That the following bus stop changes on collector and arterial roads be approved:

- (a) That the bus stop on the north side of Breezes Road commencing at a point 44 metres from its intersection with Avondale Road and extending in an easterly direction for a distance of 12 metres be removed (outside reserve).
- (b) That the bus stop on the south-east side of Wainoni Road commencing at a point 125 metres from its intersection with Shortland Street and extending in a southerly direction for a distance of 12 metres be removed (next to 162 Wainoni Road).
- (c) That the bus stop on the south side of Wainoni Road commencing at a point 225 metres from its intersection with Portsmouth Street and extending in a northerly direction for a distance of 12 metres be retained and monitored (220/222 Wainoni Road).
- (d) That the bus stop on the north-east side of Wainoni Road commencing at a point 263 metres from its intersection with Breezes Road and extending in a southerly direction for a distance of 12 metres be retained and monitored (231 Wainoni Road).
- (e) That the bus stop on the south side of Bowhill Road commencing at a point 7.5 metres from its intersection with Grantley Street and extending in an easterly direction for a distance of 12 metres be removed (133 Bowhill Road).
- (f) That the bus stop on the north side of New Brighton Road commencing at a point 39 metres from its intersection with Pratt Street and extending in an easterly direction for a distance of 15 metres be removed (543 New Brighton Road).
- (g) That the bus stop on the south side of New Brighton Road commencing at a point 36 metres from its intersection with Pratt Street and extending in an easterly direction for a distance of 17 metres be removed (riverbank - opposite 543 New Brighton Road).
- (h) That a bus stop be installed on the south side of New Brighton Road commencing at a point 45 metres from its intersection with Pratt Street and extending in an easterly direction for a distance of 12 metres (riverbank - opposite 550 New Brighton Road).
- (i) That a bus stop be installed on the north side of New Brighton Road commencing at a point 14 metres from its intersection with Palmers Road and extending in an easterly direction for a distance of 12 metres (CCC pumping station).
- (j) That a bus stop be installed on the south side of New Brighton Road commencing at a point 19 metres from its intersection with Palmers Road and extending in an easterly direction for a distance of 12 metres (riverbank-opposite CCC pumping station).

CONSIDERED THIS 26TH DAY OF OCTOBER 2000

MAYOR