

4. ROLLESTON AVENUE – BUS ISSUES

Dave Hinman, Peter Atkinson and Wayne Holton-Jeffreys were present to report back to the Committee on the matters the Committee had detailed for further information to be brought back to it.

LONG-TERM/SHORT-TERM SOLUTIONS

Dave Hinman reported that the various issues had been discussed at a recent meeting of the City Council's Bus Stops and Shelters Subcommittee, recommending the following:

1. That, subject to consultation, three bus stops be made available at the western end of Hereford Street, located between Rolleston Avenue and Montreal Street to allow for the relocation of bus routes nos 21, 23 and 24.
2. That Environment Canterbury continue investigations of all through routing options with the necessary "corridor management" and bus priority support from Christchurch City Council, and City Streets staff with a view to reducing the number of buses assessing any of the four peripheral termini.
3. That the Subcommittee support the provision of a dedicated parking warden for bus stop enforcement.
4. That the Council publicise its intention to more rigidly enforce the no parking provisions on bus stops.

Mr Hinman added that a study was proceeding on the Lichfield/Tuam Street one-way/two-way exchange, and a report was being prepared by a real estate company on the effects on property along the two streets. This was seen as one of the long-term solutions.

It was considered that the through routing proposals would help reduce the number of buses that currently use the Rolleston Avenue termini and this would form part of the Environment Canterbury service review in the year 2003.

ART GALLERY PROVISION

Wayne Holton-Jeffreys advised that the reason Gloucester Street was being used for bus routing was partially to do with providing a service for the new art gallery.

Provision had been made on the art gallery site for the parking of two tour buses.

CHRISTCHURCH WOMEN'S HOSPITAL RESITING

Dave Hinman reported that the Hospital Board is currently studying its parking provision requirements, one of which includes the provision of another parking building. However, it will be four-five years before the Women's Hospital is resited which is in the timeframe for the through routes introduction of the one-way/two-way street exchange.

DIESEL FUEL

Wayne Holton-Jeffreys advised that the actual effect of introducing the so called "low sulphur" diesel fuel would be minimal, given the current euro 2000 engine being used.

BUS PATRONAGE

Wayne Holton-Jeffreys advised that a substantial growth of 9.5% over the whole bus system had occurred.

In the discussion that followed members expressed some disappointment that short term proposals being looked at did not appear to offer solutions being sought to alleviate:

- The number of buses travelling along and parking in Rolleston Avenue.
- Buses being parked incorrectly due to the pressure on some bus stops.
- The diesel fuel fumes and congestion problems caused by the number of buses using Colombo Street.
- The shifting of the bus stops from Rolleston Avenue into Hereford Street was only shifting the problem.

It was considered that a fresh look needed to be taken at the whole situation of transportation in the central city including:

- Park/ride system or light rail.
- The greater use of shuttle buses and trams.
- The need to have a integrated network system, which eliminated dead ends.
- The use of Cathedral Square as a terminus.
- The need for off street parking for tour buses visiting the Museum, Arts Centre area.

It was **resolved** that:

1. It be recommended to the Environment Committee that an environmental impact study be carried out as soon as possible on the effects of all traffic movements in Colombo Street and Rolleston Avenue.
2. It be recommended to the City Services Committee that the long-term traffic strategy for the inner city, including park and ride, light rail etc, be revisited.