

## 8. TRANSPORT COMMITTEE

The Board **resolved** that the report of the Transport Committee meeting held on 8 July 2002 be received and the recommendations contained therein be adopted as follows:

### 8.1 Parking Management – Albert Terrace and Roscoe Street

1. That the taxi stand on Albert Terrace, outside St Martins School, be revoked.
2. That the parking of vehicles be restricted to a maximum period of five minutes on the western side of Albert Terrace, commencing at a point 24 metres north of its intersection with Roscoe Street and extending in a northerly direction for a distance of 21 metres, to operate between the hours of 8am and 4pm, Mondays to Fridays.
3. That the bus stop on the southern side of Roscoe Street be revoked.
4. That a bus stop be installed on the southern side of Roscoe Street commencing at a point 11 metres east of Albert Terrace and extending in an easterly direction for a distance of 89 metres, and to operate between the hours of 8am and 1pm on Fridays.

### 8.2 Hoon Hay Road – P10 Parking Restriction

That a P10 parking restriction be created on the south west side of Hoon Hay Road commencing at a point 10 metres from its intersection with Lewis Street and extending in a north westerly direction for a distance of 10 metres.

### 8.3 Selwyn Street – P10 Parking Restrictions

That a P10 parking restriction be created on the west side of Selwyn Street commencing at a point 7 metres from its intersection with Poulson Street and extending in a northerly direction for a distance of 19 metres.

### 8.4 Barrington Street – P5 Loading Zone

That a P5 loading zone be created on the south west side of Barrington Street commencing at a point 23 metres from its intersection with Stourbridge Street and extending in a south easterly direction for a distance of 9 metres.

### 8.5 Aotea Terrace – Give Way Control

That a give way control be placed against Aotea Terrace at its intersection with Huntsbury Avenue.

### 8.6 Takahe Drive – Stop Control

That a stop control be placed against Takahe Drive at its intersection with Hackthorne Road.

### 8.7 Waltham Road and Wordsworth Street – Parking Management

1. That a P10 (at any time) parking restriction be created on the east side of Waltham Road commencing at a point 13.5 metres from its intersection with Shakespeare Road and extending in a southerly direction for a distance of 31.5 metres.
2. That a P30 parking restriction be created on the west side of Waltham Road commencing at a point 24.5 metres from its intersection with Coleridge Street and extending in a northerly direction for a distance of 12.5 metres.
3. That a P30 parking restriction be created on the south side of Wordsworth Street commencing at a point 68 metres from its intersection with Waltham Road and extending in a westerly direction for a distance of 10.5 metres.

## 8.8 South Christchurch Bus Service Review

That the following submissions be made to Environment Canterbury on the review of bus services to south Christchurch:

1. In view of the fact that there will be a new library/service/learning centre built on the current Beckenham Service Centre site, Ecan be requested to introduce a south Christchurch Mini Orbiter route ensuring the new facility would be available to the whole of south Christchurch (the main concern being access for residents living the furthest away from the centre). This service would include:
  - All schools associated with the learning centre
  - Pioneer & Waltham pools
  - Barrington and St Martins shopping centres
  - Residential areas - in particular, Rowley (where there are likely to be fewer cars), St Martins, Hillmorton, Hoon Hay, Addington, Opawa and Waltham
  - Rest homes in south Christchurch
2. If a South Christchurch Mini Orbiter service does not prove to be feasible, Environment Canterbury be requested to look at strengthening or amending existing services to meet the needs of the South Christchurch community. The principal needs identified were:
  - Access by residents in Rowley, Hoon Hay and other areas of low car ownership to shopping facilities (especially Barrington Mall), and
  - Access to the new library/service centre by all residents in its catchment area.

While the Committee believes that an Orbiter-type service for South Christchurch would best meet these needs, it would like to see the needs given a high priority in the review process, even if such a service cannot be implemented.

3. Bus numbers should appear on the back (as well as front) of buses, so users do not have to run to the front of a bus to see whether it is the one they need to catch.
4. For consistency, different numbered services should not service an area at weekends (eg at weekends No 20 services the end of the No 11 route).
5. Travel time should be of a minimum and routes as direct as possible.
6. Halswell Route: Halswell Terminus/Kennedy's Bush Road/Glovers Road/Halswell Road/Lincoln Road/Hagley Avenue via hospital to city:

This is to be the core service for the Halswell area. Possible terminus at Halswell Quarry Reserve. In conjunction with the 72 and 73, this service would provide a frequent and direct service to and from Halswell. It would serve the new subdivisions, shopping centre and Aquatic Centre. Together they would provide a 15/20 minute frequency.
7. Murray Aynsley Route: Terminus - o/s Hillsborough Domain/Bishopworth Street/Braebourne Street/Port Hills Road/Centaurus Road/Wilsons Road/Waltham Road and into the city.

Originating in Bishopworth Street o/s Hillsborough Domain then onto Braebourne Street and going over Murray Aynsley on Port Hills Road/Centaurus Road/Wilsons Road/Waltham Road to city. The return trip would involve a left hand turn from Centaurus Road into Aynsley Terrace/Grange Street and to the terminus outside Hillsborough Domain.

The main changes would be splitting the two ends of the service - Huntsbury and Murray Aynsley, but ensuring the timetabling coincided to have a very regular link up Wilsons Road/Waltham Road.

8. Wherever possible, buses should be turning right onto arterials only where there are lights to enable this, otherwise they should be directed by left turns.