

1. INNER-CITY PERIPHERAL BUS TERMINAL

The purpose of this report is to inform the Council of the recommendations of the Sustainable Transport and Utilities Committee regarding the location of an additional inner-city peripheral bus terminal to reduce existing congestion at the Rolleston Avenue/Hereford Street site.

BACKGROUND

At its meeting on 12 December 2001, the Council resolved inter alia:

"1. That the Council continue to investigate the four options, ie:

- Gloucester Street – between Manchester Street and Madras Street, north side outside Manchester Street car park and the former MED Orion site.*
- Kilmore Street (Durham Street-Cranmer Square) – south outside Environment Canterbury.*
- Tuam Street (Barbadoes Street-Madras Street) – south outside Rattrays.*
- Latimer Square.*

and report for a decision to the 12 February 2002 Sustainable Transport and Utilities Committee meeting.

2. That, subject to a decision on the matter being agreed at the February Council meeting, Environment Canterbury then commence the process of implementing the changes."

In accordance with the Council resolution, this matter was again considered by the Sustainable Transport and Utilities Committee at its meeting on 12 February 2002, as reported elsewhere in the agenda. The Committee resolved:

"1. That, subject to agreement from Environment Canterbury, an additional peripheral bus terminus be located in Tuam Street outside Rattrays Wholesale and the Community of the Sacred Name.

2. That the transfer of additional services from the Riverside to the Tuam Street terminus be urgently pursued for recommendation to the Committee at the earliest possible date.

3. That, if required, the opportunity be taken for representatives of Barnwell Holdings to meet with the Sustainable Transport and Utilities Committee on Wednesday 20 February 2002."

Messrs Tim Gould and John Hutton, directors of Barnwell Holdings, together with their solicitor, Ms Pru Steven, met with the Committee on Thursday 21 February 2002 and a copy of the minutes of that meeting are attached as Appendix A.

As resolved by the Committee following the above deputation, a special meeting of the Committee was held on 26 February 2002 to re-evaluate all possible options on a weighted matrix basis. The meeting was attended by staff of the City Streets Unit, Policy Directorate, Environment Canterbury and PPK Sydney.

The proposed process to be used for the meeting was outlined at the commencement and consisted of:

- Explanation of the process
- Background – confirmation of problem
- Details of the full list of sites considered
- Shortlisting of sites and reasons for elimination
- Explanation of the methodology used for the evaluation
- Completion of evaluation study in respect of individual sites
- Assessment of results, decision and recommendation to Council

SITES IDENTIFIED – FIRST STAGE EVALUATION

Attached as Appendix B is a full list of the 17 sites initially considered for an additional peripheral bus terminal. These were evaluated as shown on the basis of three criteria:

- Meeting the site capacity criteria of being able to provide for a minimum of four stops
- Meeting minimum travel time/costs, ie no additional buses required
- Site is available (assumes that on-street sites would be available and hence relates to off-street sites)

On the basis of the above criteria a shortlist of nine sites was established for further consideration (as shown in Appendix C), located at the following sites:

- Hereford Street (by the Arts Centre)
- Hereford Street (by the Central Police Station)
- Durham Street (by the Courts)
- Kilmore Street (by Environment Canterbury)
- Colombo Street (by Christchurch Women's Hospital)
- Gloucester Street (by the Manchester Street Car Park)
- Latimer Square (by the AMI building)
- Latimer Square (in Worcester Street)
- Tuam Street (outside Rattrays)

Route plans for these sites are also attached (Appendix D).

This shortlist of nine sites was then considered by the Committee on a weighted matrix basis, as per Appendix E, and in accordance with the following selection criteria, which provide for a 1-5 score with a higher score signifying better suitability.

1. **Route Issues**

1.1 **Ease of Access**

This refers to the traffic impacts along the route to and from Xchange. Includes street and intersection capacity.

1 – worst case - ie difficult turns, congested street at times (high traffic impact)

5 – best case - no restraints (low traffic impact)

1.2 **North of Square bus stop capacity**

This refers to the first stops north beyond the Exchange, and is about whether new stops will be needed and the difficulty in providing them. These are in Gloucester Street, east and west of Colombo Street, and Colombo Street, north of Gloucester Street.

Capacity is best at Gloucester Street, west of Colombo Street, but needs some improvement (not unduly difficult) in Gloucester Street, east of Colombo Street. Needs adding to and would be difficult – Colombo Street.

1 – Colombo Street

3 – Gloucester Street, east of Colombo Street

5 – Gloucester Street, west of Colombo Street

1.3 **Environmental sensitivity**

Refers to the effect of bus movements along the proposed route in comparison to the existing road environment.

1 – low vehicle volume/predominantly light vehicles, no or few buses

3 – moderate vehicle volume/some heavy vehicles (including buses)

5 – high volume/heavy vehicles (including buses) common

1.4 **Distance/time costs**

This is to and from the Xchange.

1 – worst case - furthest out/longest travel time = highest cost

5 – best case

2. **Site Issues**

2.1 and 2.2 **Environmental sensitivity**

Some activities more sensitive than others (not entirely consistent with submissions received)

- 1 – dwelling, apartment, hotel, motel, hostel, sensitive community uses (including Arts Centre)
- 2 – commercial (retail), church, hospital, educational, other community
- 3 – office, park/reserve
- 4 – car park, empty site
- 5 – warehouse, factory

2.3 Effects on car parking

Refers to significance of loss of car parking from site converted to bus stops.

- 1 – highly valued, high turnover metered car park with no nearby alternatives
- 2 – metered parking, moderate use
- 3 – other metered parks, well-used P60
- 4 – less well-used P60, meter parking with good alternatives
- 5 – all day, or longer-term parking

2.4 On-site Works

This includes changes to the street – eg kerb and channel alterations, cycle lane changes.

- 1 – many elements need work
- 5 – no changes needed

2.5 Driver facilities

Ready availability of toilet facilities for drivers

- 1 – difficult
- 5 – toilets readily available

2.6 Passenger Destination

Refers to how good the site is as an access point for passengers

- 1 – few passengers/low potential
- 5 – good passenger numbers likely/high potential

A score ranging from 1 (worst case fit) to 5 (best case fit) was then allocated to each of the nine sites in respect of the ten selection criteria, and in view of the significance of the criteria relating to the distance time/cost, a weighting index of 2x was applied to this criteria to produce the scores shown. The individual scores for each site were discussed and agreed by the majority of the Committee and results of this evaluation are as detailed in Appendix E, with the scores for the individual sites being:

Site	Total Score
Hereford Street (Arts Centre)	34
Hereford Street (Police Station)	36
Durham Street (Courts)	33
Kilmore Street (Environment Canterbury)	35
Colombo Street (Christchurch Women's Hospital)	29
Gloucester Street (Car park)	44
Latimer Square (AMI)	31
Latimer Square (Worcester Street)	36
Tuam Street (Rattrays)	28

Based on the above, the Committee confirmed that its preferred site for an additional peripheral bus terminal would be the site in Gloucester Street outside the Manchester Street car parking building, and accordingly resolved to recommend to the Council as follows:

- Recommendation:**
1. That, subject to agreement from Environment Canterbury, an additional peripheral bus terminal be located in Gloucester Street outside the Manchester Street car parking building.
 2. That "The Clinic" medical centre in Gloucester Street be offered a sufficient number of free car parks for use by their clients in the Manchester Street car parking building.