

5. NEW BUS STOP LOCATIONS

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The purpose of this report is to gain the Board's approval for the establishment of ten permanent bus stops, as a result of the Environment Canterbury Northwest and Southern bus service reviews, and no stopping restrictions to facilitate a turning area for buses. There are still eight temporary bus stops where further consultation is required.

BACKGROUND

As a result of the Northwest and Southern bus service review, and after extensive public consultation, Environment Canterbury made changes to the service network which began on 8 June 2004. These include new routes, extensions and alterations to existing routes.

In conjunction with the changes, the Christchurch City Council was required to provide bus stops to enable the various services to operate in an effective and efficient manner.

Additional bus stops were required for new and altered routes that now run along streets not serviced by the previous routes. A total of 18 new stops were required in the Spreydon ward and 22 in the Heathcote ward.

The stops have been located to maximise access to the surrounding catchment area while allowing the bus to travel as freely as possible and to stop a minimum number of times. The distance between the new bus stops will be convenient for bus patrons.

At its 18 May 2004 meeting, the Board resolved to establish 20 new bus stops, remove 21 redundant bus stops, and create 20 temporary bus stops for the new bus services that commenced in the area on 8 June 2004.

This report deals with ten bus stops previously resolved by the Board as temporary bus stops, and recommends that these now be made permanent.

BOWENVALE AVENUE TURNING AREA

As the route has already been confirmed by Environment Canterbury, the Council is now required to provide a safe turning area for the bus. Operation of the facilities for turning and parking the bus at the terminal of the Bowenvale Avenue service has been investigated. This has been carried out in response to comments from local residents and the bus operator.

These parties have expressed dissatisfaction with having the service terminating in this location. There is also evidence that other parties are in favour of the arrangement.

Staff have worked with the residents and the bus operator to find the most appropriate treatment to minimise adverse effects of the current situation.

To achieve this staff are recommending implementing no stopping restrictions in the second parking bay from the end on the western side, across the end of the road, and 37 metres at the end of the eastern side.

CONSULTATION

In locating new stops, the Christchurch City Council investigates a number of locations to assess suitability. It consults the property owner adjacent to a suitable location. It is preferred to locate stops where agreement has been gained from the property owner. However, where this has not happened a decision and recommendation has to be made as to what is the best location for all parties: bus users, potential bus users, motorists, residents and the bus operator.

Where agreement has not yet been reached with property owners, temporary bus stops have been installed in order for the service to commence operation on 8 June 2004. The Transport and City Streets Unit is continuing to consult on gaining acceptance of permanent bus stops on these roads. Acceptance has not been forthcoming for any of the ten bus stops recommended in this report. The people concerned have been invited to express their viewpoint to the Board.

CONCLUSION

The Transport and City Streets Unit is continuing to consult on the establishment of various bus stops required for the Environment Canterbury review of bus services in the Northwest and Southern areas of the city. The Unit will ensure that the Board is kept informed of progress on selecting permanent locations for bus stops in the areas where temporary bus stops have been established. It is anticipated that the Board will be required to arbitrate on the final recommended locations for these bus stops.

Staff

- Recommendation:**
- (a) That a bus stop be installed on the east side of Hoon Hay Road commencing at a point 162 metres from its intersection with Rose Street and extending in a northerly direction for a distance of 12 metres (239 Hoon Hay Road).
 - (b) That a bus stop be installed on the north side of Sparks Road commencing at a point 48 metres from its intersection with Hoon Hay Road and extending in a easterly direction for a distance of 12 metres (63-65 Sparks Road).
 - (c) That a bus stop be installed on the east side of Hoon Hay Road commencing at a point 56 metres from its intersection with Sparks Road and extending in a southerly direction for a distance of 12 metres (187 Hoon Hay Road).
 - (d) That a bus stop be installed on the north-west side of Milton Street commencing at a point 50 metres from its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 12 metres (115-117 Milton Street).
 - (e) That a bus stop be installed on the south-east side of Rowley Avenue commencing at a point 21 metres from its intersection with Salmond Street and extending in a south-westerly direction for a distance of 12 metres (95 Rowley Avenue).
 - (f) That a bus stop be installed on the east side of Bowenvale Avenue commencing at a point 168 metres from its intersection with Dalefield Drive and extending in a southerly direction for a distance of 12 metres (75 Bowenvale Avenue).
 - (g) That a bus stop be installed on the north-west side of Rose Street commencing at a point 58 metres from its intersection with Beechwood Avenue and extending in a north-easterly direction for a distance of 12 metres (133 Rose Street).
 - (h) That a bus stop be installed on the south-east side of Rose Street commencing at a point 31 metres from its intersection with Cashmere View Street and extending in a south-westerly direction for a distance of 12 metres (94 Rose Street).
 - (i) That a bus stop be installed on the south-west side of Wilsons Road commencing at a point 83 metres from its intersection with Centaurus Road and extending in a north-westerly direction for a distance of 12 metres (17 Wilsons Road).
 - (j) That a bus stop be installed on the north-east side of Dyers Pass Road commencing at a point 14 metres from its intersection with Westenra Terrace and extending in a south-easterly direction for a distance of 12 metres (117 Dyers Pass Road).
 - (k) That the stopping of vehicles be prohibited at any time on the western side of Bowenvale Avenue commencing at a point 335 metres from its intersection with Dalefield Drive, and extending in a southerly direction for a distance of 8 metres.
 - (l) That the stopping of vehicles be prohibited at any time on the eastern side of Bowenvale Avenue commencing at a point 321 metres from its intersection with Dalefield Drive and extending in a southerly direction for a distance of 51 metres including the southern end of Bowenvale Avenue.

**Chairman's
Recommendation:**

1. It is noted that these recommendations do not apply to the temporary bus stops at 57 and 78A Dyers Pass Road.
2. Due to the number of residents seeking speaking rights regarding this item, it is recommended that the Board appoint a panel of three members to hear residents' views and concerns. The panel would make recommendations to the next Community Board meeting.
3. Although the Bowenvale route has been confirmed by Environment Canterbury, some residents have concerns, eg noise early morning and late at night. It is recommended that further discussions between Christchurch City Council Network Operations staff (Transport and City Streets Unit) and Environment Canterbury be arranged in an attempt to obtain some resolution.