

7. CLARENCE STREET – PROPOSED BUS STOPS

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PURPOSE OF REPORT

1. The purpose of this report is to seek the Community Board approval for the removal and installation of a new bus stop in Clarence Street.

EXECUTIVE SUMMARY

2. The intersection of Riccarton Road, Clarence Street, and Straven Road has been reconstructed recently to improve safety, reduce traffic delays, increase capacity and allow for future capacity through the intersection.
3. The work resulted in alterations to the parking restriction and bus stop locations in the vicinity of this busy intersection. The bus stops on Riccarton Road and Clarence Street were rationalised. Bus stops were located far enough back from the intersection for those buses on routes that headed north or south from Riccarton Road to be able to access the correct turning lane. This work resulted in the bus stop located in Clarence Street at Nelson Street being removed.
4. Two options for replacing this bus stop were considered including the “status quo”.
5. The views of the effected stakeholders have been obtained.
6. The relocation of the bus stop on Clarence Street from between Peverel Street and Burdale Street to near the intersection of Dilworth Street will result in a pair of bus stops near the Dilworth Street intersection and another pair between Elizabeth and Lyndon Street (see attachment 1). This is considered the most effective and practical solution to the location of bus stops on the Orbiter route

FINANCIAL AND LEGAL CONSIDERATIONS

7. The removal and repositioning of this bus stop will be funded from the Public Transport Infrastructure Maintenance budget.

BACKGROUND ON CLARENCE STREET – PROPOSED BUS STOP

8. Following the reconstruction of the Riccarton Road, Clarence Street, Straven Road intersection the bus stops on Riccarton and Clarence Street have been relocated or removed as a rationalisation of the stops along the bus routes.
9. The bus stop on the north side of Riccarton Road was relocated west to opposite the Rotherham Street intersection to allow the Orbiter bus enough road space to move into the right turn lane.
10. The bus stop on the east side of Clarence Street at Nelson Street intersection was removed due to a lack of road space and the rationalising of the Orbiter bus stops to give a better flow to the route.
11. Residents and patrons in the vicinity of Nelson Street have asked for the bus stop to be reinstated or a new stop installed close to its original position, as it is some distance to the next stop.
12. The property owners on the corner of Dilworth and Clarence Streets have been consulted about the proposal and agree to the proposed new stop. They did raise some concerns in regard to pedestrians crossing the road at this point and asked whether the grass berm could be landscaped.

13. The property owners were informed that the pedestrians could cross the road using the island near Nelson Street or the painted flush median. Changing the grass berm is beyond the bus stop work and would not be in keeping with the streetscape in Clarence Street.

OPTIONS

14. Two options were considered. These are outlined as follows:

- (a) **Status Quo**

- (i) At present there is no bus stop on the east side of Clarence Street at the Nelson Street intersection because there is only 4.6 metres between the island or painted flush median and the kerb line. This allows for a 3.0 metre traffic lane and a 1.6 metre cycle lane. Even without the cycle lane, the 1.6 metres is not enough road space for a bus stop which requires 2.0 to 2.5 metres to allow the traffic lane to operate to capacity.
- (ii) The next bus stop in Clarence Street is 170 metres south of Nelson Street between Peverel and Burdale Street and is paired with a bus stop on the west side of Clarence Street between Dilworth Street and Peverel Street.
- (iii) To not replace or relocate the bus stop that was located in Clarence Street at Nelson Street is inconvenient to the residents and patrons in the Nelson Street area and requires a walk of some distance to be able to catch the Orbiter bus.

- (b) **Install a bus stop in Clarence Street at Dilworth Street**

- (i) At present there are a pair of bus stops between Elizabeth Street and Lyndon Street and the next pair are staggered with the western side one between Peverel and Dilworth Street and the eastern side between Peverel and Burdale Street. The bus stops on the east side are 235 metres apart and then going north and to the next stop in Riccarton Road is a distance of 580 metres.
- (ii) If the eastern side bus stop between Peverel and Burdale Street was repositioned to Dilworth Street, the distances between stops would be more equal and better serve the residents in the area. It would mean residents in the Nelson Street area would have a bus stop 90 metres south of the intersection and the distance south to the next stop would be increased to 405 metres. The distance north and along Riccarton Road to the stop opposite Rotherham street would be 410 metres away.
- (iii) Relocating a bus stop at Dilworth Street would allow for better pairing of the bus stops, reduce the distance to bus stops for the Nelson Street Residents, and even the spacing of the bus stops along the Orbiter route south of Riccarton Road.

PREFERRED OPTION

15. Option (b) is the preferred option as it provides better pairing and spacing of the bus stops along the Orbiter route and provides better access to the bus route for residents and patrons in the Nelson Street area.

CONCLUSION

16. The installation of a bus stop on the eastern side of Clarence Street at the Nelson Street intersection is not possible due to a lack of road space but the community's concern can be addressed by relocating the bus stop on the eastern side between Peverel Street and Burdale street to the Dilworth Street intersection. It will also provides better pairing and spacing of the bus stops along the Orbiter route.

STAFF RECOMMENDATIONS

It is recommended that the Board approves:

- (a) That the bus stop on the east side of Clarence Street commencing at a point 50 metres from its intersection with Peverel Street and extending in a southerly direction for a distance of 13 metres be revoked.
- (b) That a bus stop be installed on the east side of Clarence Street commencing at a point 3 metres from its intersection with Dilworth Street and extending in a southerly direction for a distance of 13 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.