

5. HORNBY MALL BUS INTERCHANGE AND CHALMERS STREET IMPROVEMENTS

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PURPOSE OF REPORT

1. The purpose of this report to seek the Community Board's approval for the development of a bus interchange and associated improvements adjacent to the Hornby Mall.

EXECUTIVE SUMMARY

2. The Community Board has already approved the new works associated with the redevelopment of the Hornby Mall. This report is directed to those parts of these works which are associated with the development of the site as a bus interchange. The Community Board will be aware of the intention of the Regional Council proposal to improve bus services in this part of the City. Associated with these routes and frequency changes is the corresponding need to improve the infrastructure for bus patrons. These improvements include additional bus stops, new bus shelters and new information systems. A plan of the proposed location is attached to this report.
3. Various options were considered. The "status quo" was no longer an option as the Mall is presently undertaking a significant redevelopment, and the planning associated with the introduction of the new bus services is already underway. The actual options for this project were limited and possible variations were limited to which side of the proposed pedestrian crossing is the best location for the new proposed bus interchange. The number of buses, the limited road width, existing access points to the Mall and the ability to provide for bus patrons restricted the options to the preferred proposal.
4. The views of the adjacent property owner, being the Mall, are supportive of these proposals and Council officers have been working with the Mall's representatives to achieve a high standard facility.
5. Associated with the provision of additional bus services and to accommodate the repositioning of buses, an extra area is required between the pedestrian crossing and Carmen Road. This area is presently being used as a temporary bus stop. A further change to an existing bus stop in this locality is also required. This stop is a relocation of an existing bus stop on the Main South Road adjacent to an old Mall entrance. This bus stop, which has already been relocated to accommodate the new entrance to the Mall site, will be relocated to the west of its original position.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The works are to be funded from three sources. Those works adjacent to the Mall complex will be the responsibility of the Mall. The Council is responsible for those improvements on the side of the road opposite the Mall from its subdivision fund, and the bus infrastructure improvements are part of the initiatives to improve public transport.
7. The changes proposed in Chalmers Street are within the Board's delegated powers to approve.

BACKGROUND ON HORNBY MALL BUS INTERCHANGE AND CHALMERS STREET IMPROVEMENTS

8. The works associated with the upgrading of Chalmers Street between the Main South Road and the access way to Kyle Park include the provision of new footpaths on both sides of the Street, the provision of a free left turn island at the Main South Road Intersection (as requested by the Community Board), and the planting of trees within the berm.
9. The works proposed on the north side of Chalmers Street include the repositioning of the pedestrian crossing towards the desire line between the Mall and the shops to the north of Chalmers Street, the narrowing of the road crossing point for pedestrians, the widening of the footpath adjacent to the Mall, and the provision of facilities for bus patrons at the proposed bus interchange. The facilities for these patrons are to include shelters, seats, and bus information with details on routes and timetables and real time information on the operation of the bus services.

10. As a consequence of creating the bus interchange, the increased number of bus services and the need to be able to reposition buses, an extra area is required for buses to be able to stand for a short time. The area proposed is that which is being used as a temporary bus stop adjacent to the service entrance to the Mall.
11. The existing bus stop on the northern side of the Main South Road adjacent to the Mall will also be modified as part of the works associated with the relocation of the Mall entrance along this frontage

OPTIONS

12. The status quo is not an option. The mall is presently undergoing an extensive enlargement and the number of bus services is about to increase to improve public transport access to this area. The options to locate a bus interchange in close proximity to the Mall are limited and are generally confined to the roading network
13. There is no off road land in the immediate locality, which has the ability to provide both for pedestrians or accommodate the movement of buses. Therefore as a consequence an on road interchange is proposed. The cost of such a facility, if a practical site was obtained, has not been provided for in Council's list of major improvements. Adjacent to the Mall are two State Highways, ie; the Main South Road (SH No 1) and Carmen Road (SH No 1 & 73). Apart from a single bus stop on the Main South Road next to the Mall entrance, extensive no stopping restrictions are in place along both these streets leaving the only practical option to Chalmers Street.
14. The option of installing the bus interchange in a suitable location on land not owned by the Council was not considered appropriate for the nature of the area and also due to the tight time frame of the Mall redevelopment.

PREFERRED OPTION

15. The preferred option is for the bus interchange to be located on the northern side of the Mall to the west of the entrance to the Mall. Being on the northern side of the Mall, the proposed interchange makes full use of the sun and provides for good linkages to Denton Park, Kyle Park and the nearby High School.

CONCLUSION

16. The provision of a new bus interchange at Hornby represents a new development in the provision of suburban facilities for public transport.

STAFF RECOMMENDATIONS

It is recommended that the Community Board approve the following measures associated with the introduction of the new bus interchange and the redevelopment of the Hornby Mall:

- (a) That the existing pedestrian crossing across Chalmers Street be relocated to a position 217 metres to the west from a point opposite the western kerb line of Carmen Road.
- (b) That an area for buses to park be located on the southern side of Chalmers Street commencing at a point measured in a westerly direction from a point opposite the western kerblines of Carmen Road and extending in a westerly direction for a distance of 32 metres.
- (c) That the Hornby bus interchange be located on the southern side of Chalmers Street commencing at a point 235 metres measured in a westerly direction from a point opposite the western kerblines of Carmen Road and extending in a westerly direction of 70 metres.
- (d) That the bus stop on the northern side of the Main South Road, west of Carmen Road, be relocated at a point 145 metres measured in a westerly direction from a point opposite the western side kerblines of Carmen Road and extending in a westerly direction for a distance of 20 metres
- (e) That the no stopping restriction on the northern side of the Main South Road be extended to a point 145 metres measured in a westerly direction from the western kerblines of Carmen Road.
- (f) That the existing parking restrictions in the above described areas be deleted.

(g) That these parking restrictions become operative when the new signs have been installed.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.