

8. ATHELSTAN STREET – NEW BUS STOP LOCATION

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| General Manager responsible: | General Manager, City Environment |
| Officer responsible: | Don Munro, Transport and City Streets Unit Manager |
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PURPOSE OF REPORT

1. The purpose of this report is to obtain the Community Board's approval for a new bus stop on Athelstan Street required as a result of Barrington Mall's request to Environment Canterbury for buses to no longer enter the Mall's car park.

FINANCIAL AND LEGAL CONSIDERATIONS

2. One bus stop sign on pole, bus stop road marking and parking spaces amendments at \$2,000 (installed) can be met from within existing budgets.
3. Land Transport Rules Traffic Control Devices 2004 provides for the erection of bus stop signs.

BACKGROUND ON ATHELSTAN STREET – NEW BUS STOP LOCATION

4. Four different bus routes use Athelstan Street. Routes 11 and 13 run both ways along Athelstan Street, dropping off and picking up passengers at the existing bus stops each side which service the Mall. These routes will remain unchanged. Routes 17 and 19 however turn right from Barrington Street (south) into Athelstan Street and then terminate and layover at the bus stop on the north side of Athelstan Street. When they begin their return trip, they use the Barringtons car park to turn around and travel back along Athelstan Street to the intersection at Barrington Street, where they turn left and resume their route.
5. Environment Canterbury has until recently had an arrangement with Barrington Mall to use the car park for route 17 and 19 terminating buses to turn around on the start of their return trips. The Mall has recently changed ownership, however, and the new owners do not wish to continue this arrangement, citing safety concerns for their customers.
6. Environment Canterbury has reviewed the options available to satisfy the Mall's request. In doing this it has had to keep in mind the convenience of passengers, the legibility of the route, and the implications of any additional running distance on the cost of the service, the timetable and environmental effects on residential streets used.
7. Environment Canterbury has developed its preferred solution, which minimises additional running time and distance and is most sensible from a passenger's perspective (see **Attachment A**). This solution also avoids running buses down local roads that currently do not have buses on them. The route change would involve routes 17 and 19 turning right from Barrington Street (south) into Milton Street, then left into Simeon Street and left into Athelstan Street where they would terminate and layover. When they depart, both routes would proceed south west along Athelstan Street and then turn left to rejoin Barrington Street.
8. An alternative option considered by Environment Canterbury was to retain the existing layover on the north side of Athelstan Street, but instead of using the car park to turn around, proceed to Simeon Street, turn right and then right again into Milton Street to rejoin Barrington Street at the intersection with Frankleigh Street. Unfortunately this option would subject buses to making right turns at uncontrolled intersections, which would introduce severe delays at peak times, particularly at Simeon Street / Milton Street.
9. The implication of Environment Canterbury's preferred routing pattern to satisfy Barrington's request is the requirement for a new bus stop on the south kerb line of Athelstan Street for routes 17 and 19 to layover. There is an existing bus stop along this kerb line (close to the intersection with Barrington Street), however, this is not long enough to accommodate a bus on layover as well as continue to serve as a normal pick up and drop off for all of the routes.

BUS STOP/LAYOVER OPTIONS

10. Two options have been developed for the layover, see **Attachment A**. The first (preferred option) is to alter two car parks from P60 restrictions to bus stop restrictions. These are outside 10 Athelstan Street, which is occupied by a jewellers and real estate agent (also the building owner). This is the preferred option because it locates the layover very close to the existing bus stop and existing infrastructure (i.e. it makes sense to bus users) but it also causes no net loss of on-street parking in the vicinity (see paragraph 13 below).
11. The second option is to alter three car parks from P60 restrictions to bus stop restrictions, outside the medical centre at 16 Athelstan Street. These would be the first three spaces of the group of seven P60 spaces provided between the medical centre car park driveways. This is not the preferred option because it separates the layover from the existing bus stop (by 75 metres), which will confuse passengers as to where they are supposed to get on the bus. It would also result in the net loss of one on-street car park in the immediate vicinity (see paragraph 13 below).
12. Staff also considered other options further east along Athelstan Street, but ruled these out as they would be even further from the existing bus stop, outside residential properties, and in one case in an unsafe location (outside the lawyer premises and close to the pedestrian crossing island).
13. As a result of the reduced capacity required at the existing bus stop layover (once a new one is provided) on the north side of Athelstan Street, this can be shortened and two new P60 spaces provided.

CONSULTATION AND COUNCIL POLICY ON BUS STOPS

14. In locating new bus stops, the Christchurch City Council consults (as a courtesy) the property owner adjacent to a suitable location. It is preferred to locate stops where agreement has been obtained from the property owner.
15. The Council's Parking Strategy policy accords bus stops in this situation the highest kerbspace parking priority where demand exceeds supply.
16. Agreement has not been reached with the owner/tenant and the other tenant of the property at the preferred location of 10 Athelstan Street. They have expressed a view that broken glass, accumulating litter and undesirable behaviour of bus passengers will follow the introduction of the layover. They have also expressed concerns at the loss of the two parking spaces outside their premises and the blockage of sight lines from the street to advertising on the building and in the shop windows. Their full response is presented in **Attachment C**.
17. Similarly, agreement has not been reached with the owners and tenants of the medical centre at 14-18 Athelstan Street. Concerns were expressed by the owners and nine tenants who would see the loss of three of the seven car parks outside the centre as detrimental to the health and well-being of their patients. Whilst the medical centre has around 53 off-street car parks on its property, it is understood that these are often parked out and have come to rely on the seven additional on-street spaces. It is understood that approximately 35 staff work at the medical centre. The medical centre has recently received resource consent to make use of some recently purchased land to the rear of 11 Everard Street, for the provision of a further 5 parking spaces. Their full response is presented in **Attachment B**.

STAFF RECOMMENDATIONS

It is recommended that the Community Board approves:

- (a) The installation of a bus stop along the southern kerb line outside 10 Athelstan Street, commencing along the southern kerb line of Athelstan Street from a point 46 metres north east of its intersection with the eastern kerb line of Barrington Street and extending for a distance of 13 metres in a north easterly direction.

- (b) The installation of two P60 car parking spaces along the northern kerb line of Athelstan Street outside 256 Barrington Street, commencing along the northern kerb line of Athelstan Street from a point 102 metres north east of its intersection with the eastern kerb of Barrington Street and extending for a distance of 13 metres in a north easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be supported.