

## 5. BUS STOP – 56 ILAM ROAD

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport & Greenspace Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to provide information for the Board concerning the bus stop currently at 56 Ilam Road in the Board's area (refer attachment). The Board is asked to consider the possibility of repositioning this bus stop to another location.

### EXECUTIVE SUMMARY

2. The resident owner at 56 Ilam Road has requested that the bus stop be moved away from along the frontage of this property. The stop has been at this location for many years.
3. Staff consider that the existing location is the most suitable position for the bus stop.

### FINANCIAL IMPLICATIONS

4. The direct cost for uplifting and relocating the existing bus stop furniture and road marking are assessed at \$1,500. Reinstating the footpath and berm area at both locations would amount to a further \$2,000.
5. The Transport and Greenspace Unit budget for public transport infrastructure maintenance for the current financial year contains financial provision for this type of work. These costs do not reflect the significant expenditure on investigations, assessment, consultation and report preparation.

### LEGAL CONSIDERATIONS

6. Land Transport Rules Traffic Control Devices 2004 provides for the erection of bus stop signs.

### Have you considered the legal implications of the issue under consideration?

7. Yes, see above.

### ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Providing bus stops within 800 metres spacing along a bus route.

### Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. Not all.

### ALIGNMENT WITH STRATEGIES

10. Liveable City (3) Provide safe, efficient and affordable transport system. Ensure access to goods and services and work opportunities.

### Do the recommendations align with the Council's strategies?

11. Moving this bus stop does not align with the stated Council policies and goal. The Council's public transport policy and its commitment to the vision and goals of the Christchurch Public Passenger Transport Strategy require that ongoing improvements to the public transport take place, to encourage more trips by public transport.

### **CONSULTATION FULFILMENT**

12. Agreement has not been gained from any of the owners of other properties along this part of the street to establish a permanent bus stop along the road frontage of their property. The management of Ilam Lifecare, at No. 28, has expressed concerns about students congregating along the frontage of this property and they are seriously apprehensive for the potential for interruption of the comfort of their elderly residents.

### **STAFF RECOMMENDATION**

It is recommended that the Committee recommend that the Board decide and make a resolution as to the location of the bus stop along this section of Ilam Road.

## **BACKGROUND (THE ISSUES)**

13. The resident owner at 56 Ilam Road, Mr Peter Douglas, has strongly expressed his dissatisfaction with the continued usage of the road frontage at his property for the a bus stop. He has requested that another location be found for the siting of this stop.
14. A senior traffic engineer has undertaken a study of traffic issues and kerbside parking along the area of Ilam Road between the University frontage and Riccarton Road. It has been assessed that there are not any suitable locations for a bus stop on the eastern side of this road between the existing stop to the north of University Drive and Kirkwood Avenue. The stop must be located to the south of Kirkwood Avenue.
15. A further investigation of this area of Ilam Road has been undertaken to assess any other potential sites to which this bus stop might be shifted. A few locations have been identified to where the stop could potentially be moved. These are at the frontage of the adjoining property to the north, No. 58, or to a site two properties to the south at No. 52, or to a site further south at the northern end of the frontage at the Ilam Lifecare property, No. 28. These appear to be the only sites which are sufficiently removed from intersections, and which have suitable property frontage characteristics.
16. None of these optional sites offer an improvement to the existing level of service for bus patrons. Shifting the stop to the optional site 120 metres to the south would not effect residents of Hanrahan Street however it would be a significant disbenefit with extra walking distance to patrons from the larger catchments of Rountree Street, Kirkwood Avenue and the Ilam School.
17. It has been noted that at certain times the Ilam Lifecare development generates a substantial volume of both light and commercial traffic which accesses the site through the main entrance at Ilam Road. This introduces a point of conflict, similar to any other intersection along Ilam Road, which is perceived to be not compatible with the location of a safe bus stop.
18. The existing bus stop has 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 bus stops is convenient for bus drivers and patrons. It is one of a pairing of stops recognised as the location where buses stop.
19. In locating new stops, the Christchurch City Council investigates a number of locations to assess suitability. It consults as a courtesy the property owner adjacent to a suitable location. While it is preferred to locate stops where agreement has been gained from the adjacent property owners, where agreement is not reached a decision and recommendation has to be made as to what is the safest and best location for all parties; bus users, potential bus users, street traffic and residents.
20. The Council's responsibility is to encourage greater use of public transport through improvements in levels of service.

## **THE OBJECTIVES**

21. To provide amenities for the public transport system which are safe, efficient and convenient.

## **THE OPTIONS**

### **Option A Relocate the bus stop one property to the north**

22. The bus stop located on the eastern side of Ilam Road at a point 50 metres to the south of the intersection with Kirkwood Avenue be rescinded. A bus stop be created on the eastern side of Ilam Road at a point 32 metres south of the intersection with Kirkwood Avenue.

### **Option B Relocate the bus stop two properties to the south**

23. The bus stop located on the eastern side of Ilam Road at a point 50 metres to the south of the intersection with Kirkwood Avenue be rescinded and a bus stop be created on the eastern side of Ilam Road at a point 82 metres south of the intersection with Kirkwood Avenue.

### **Option C Relocate the stop 120 metres to the south**

24. The bus stop located on the eastern side of Ilam Road at a point 50 metres to the south of the intersection with Kirkwood Avenue be rescinded and a bus stop be created on the eastern side of Ilam Road at a point 170 metres south of the intersection with Kirkwood Avenue.

### **Option D Status Quo.**

25. Retain the bus stop at its present location along the frontage of 56 Ilam Road. [It should be noted that even maintaining the existing level of service would be inconsistent with the Passenger Transport policies and the Council's capacity and responsibilities.]

### **THE PREFERRED OPTION**

#### **Option D Status Quo**

26. Retain the bus stop at its present location along the frontage of 56 Ilam Road.