

7. MAIN SOUTH ROAD – BUS STOP AT KIRK ROAD

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PURPOSE OF REPORT

1. The purpose of this report is to provide information and to seek a resolution of the Board for an inbound bus stop on Main South Road, east of the intersection with Kirk Road in the Board's area (refer attachment).

EXECUTIVE SUMMARY

2. ECan has requested that the Christchurch City Council resolve to approve a bus stop in this location.
3. The site of the proposed bus stop is adjacent to the railway reserve on the northern side of Main South Road about 100 metres to the north-east of Kirk Road. The bus stop is to provide a pick-up point for the patrons of the Burnham Bus Service.

FINANCIAL IMPLICATIONS

4. Costs for installing the bus stop signage and markings will be met from the Transit NZ budget for provision of highway infrastructure.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. Yes.

LEGAL CONSIDERATIONS

6. Main South Road in this area is part of State Highway No. 1. Transit NZ, as the roading authority, has delegated the imposing of parking restrictions along the sides of state highways within the Christchurch City zone to the Christchurch City Council.

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

7. Yes, The Land Transport Rules provide for the installation of parking restrictions including bus stops.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. LTCCP – Transport and Greenspace Capital Programme.

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

9. As per above.

ALIGNMENT WITH STRATEGIES

10. Liveable City (3) Provide a 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. Yes. Our Community Plan.

CONSULTATION FULFILMENT

12. Between Transit NZ and On-Track.

STAFF RECOMMENDATION

It is recommended that the Committee recommend that the Board resolve:

- (a) That the prohibition of stopping of vehicles on the northern side of Main South Road commencing at a point 86 metres north-east of the intersection with Kirk Road and extending in a north-easterly direction for a distance of 16 metres be revoked. That a bus stop be created on the northern side of Main South Road commencing at a point 86 meters north-east of the intersection with Kirk Road and extending in a north-easterly direction for a distance of 16 metres

BACKGROUND (THE ISSUES)

13. In response to the issue of the Burnham Bus Service stopping to pick up passengers on Main South Road, Transit requested its network management consultants (Opus International Consultants) to investigate and consult on the possibility of providing a safe bus stop location along this section of State Highway 1.
14. Their investigation confirmed that installing a bus stop on the north-western side of Main South Road (approximately 100m east of Kirk Road) was as a viable option. A considerable amount of road shoulder work has now been undertaken to provide a sealed landing area and a wider edge strip for pedestrian access to the point selected.

THE OBJECTIVES

15. To provide infrastructure for a safe efficient and convenient public transport system.

THE OPTIONS

Option A

16. It was suggested that the bus route might be redirected to the northern side of the railway line for the section between Kirk Road and Barthers Road, so that patrons could be collected at an existing bus stop on Waterloo Road.

Option B

17. Installing a bus stop on the north-western side of Main South Road (approximately 100m east of Kirk Road).

Option C Neither Option

THE PREFERRED OPTION

Option B

18. Installing a bus stop on the north-western side of Main South Road (approximately 100m east of Kirk Road).

ASSESSMENT OF OPTIONS

Option A

19. A deviation of the bus route introduced two potentially dangerous rail crossings on a bus service which regularly carries a high proportion of school children. It would also introduce a significant intersection delay for what is otherwise regarded as an express service.

Option B

20. It is recognised that with the speed and volume of traffic using this highway that there are potential hazards for pedestrians when accessing the roadway. Management of the risk has been addressed through the assessments for the location of the bus stop and the measures undertaken to improve the road shoulder in this area.

Neither Option

21. There is an existing need to fulfil a public transport access function at this location. Failure to provide a legal bus stop about this location would not meet the Council policies and objectives.