

**CITY SERVICES COMMITTEE  
SUPPLEMENTARY AGENDA**

**WEDNESDAY 25 NOVEMBER 1998  
AT 1.00 PM**

**35. CENTRAL CITY ELECTRIC SHUTTLE**

RR 8880

<b>Officer responsible</b> City Streets Manager	<b>Authors</b> Peter Atkinson and George Hadley
Corporate Plan Output: 9.5.16 Shuttle Bus	

The purpose of this report is:

1. To approve the revised position of four shuttle stops and the addition of another shuttle stop. These stops are located on Moorhouse Avenue and Madras Street and have been amended in order to better serve the needs of shuttle passengers in this area.
2. To approve proposed changes to the Moorhouse Avenue/Manchester Street intersection subject to public consultation.

**MOORHOUSE AVENUE AND MANCHESTER STREET INTERSECTION IMPROVEMENT**

The Central City Committee on 3 September 1998 amended the route of the shuttle service to use Madras Street, in order to better serve the Polytechnic. Following this decision it was identified that the layout of the Moorhouse Avenue/Manchester Street intersection would cause significant delays to the service at peak times. The reason for this is that at peak times eastbound traffic queues tailback on the Colombo Street overbridge on Moorhouse Avenue. This queue of traffic makes it difficult for eastbound traffic from Colombo Street to enter the eastbound traffic lane on Moorhouse Avenue.

A proposed change to the layout of this junction would assist the shuttle in avoiding the problem described above. A plan of the proposed changes is attached. The movements that are affected by the proposed changes are:

1. The right turn movement from the lower level of Moorhouse Avenue adjacent to Pak'n Save into Pilgrim Place. Alternative routes available are for Pak'n Save customers via the Manchester Street exit and for other vehicles via Dundas Street.
2. The left turn movement from the Moorhouse Avenue overbridge section into Manchester Street. Vehicles currently performing this manoeuvre will have to use the lower section of Moorhouse Avenue.

The adjoining businesses/retailers still need to be consulted on this proposal. However the shuttle service starts on 12 December 1998 and the next City Services Committee is not scheduled until February 1999. Therefore it is requested that approval to the changes at this intersection is given subject to a satisfactory outcome of the consultation process with the affected businesses/retailers.

The estimated cost of the proposed changes is \$55,000 and can be met from the Passenger Transport Initiatives budget.

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**SHUTTLE STOPS**

The Central City Committee on 3 September 1998 amended the route of the shuttle service so that it better served the Polytechnic. As a result new stops on Moorhouse Avenue and Madras Street were approved by the City Council on 23 September 1998. It is now considered that the shuttle stop positions in this area could be better positioned to serve the needs of passengers. The attached plan of the shuttle route shows the revised position of the stops and the following recommendations have the support of the adjacent property occupiers.

- Recommendation:**
1. That the proposed changes to the Moorhouse Avenue/ Manchester Street intersection be approved subject to public consultation.
  2. That the following shuttle bus stops be approved:
    - (i) On the northern side of Moorhouse Avenue commencing at a point 12 metres measured in an easterly direction from a point opposite the eastern kerbline of Colombo Street and extending in an easterly direction for a distance of 12 metres.
    - (ii) On the northern side of Moorhouse Avenue commencing at a point 34 metres measured in an easterly direction from a point opposite the eastern kerbline of Manchester Street and extending in an easterly direction for a distance of 17 metres.
    - (iii) On the western side of Madras Street commencing at a point 35 metres measured in a northerly direction from a point opposite the southern kerbline of Moorhouse Avenue and extending in a northerly direction for a distance of 15 metres.
    - (iv) On the western side of Madras Street commencing at a point 9 metres measured in a northerly direction from a point opposite the northern kerbline of Southwark Street and extending in a northerly direction for a distance of 15 metres.
    - (v) On the western side of Manchester Street commencing at a point 6 metres measured in a westerly direction from a point opposite the western kerbline of Manchester Street and extending in a westerly direction for a distance of 13 metres.
  3. That any of the existing parking restrictions in the above areas be revoked.

**Chairman's**

**Recommendation:** That the above recommendation be adopted.