

**21. BUS STOPS – GLOUCESTER STREET, ROLLESTON AVE,
CARLYLE STREET, MOORHOUSE AVE**

RR 10305

Officer responsible City Streets Manager	Author Peter Atkinson, Area Engineer (Central City)
Corporate Plan Output: On Street Management	

The purpose of this report is to create a number of new bus stops as a result of the introduction of a new service to Sumner via Linwood Avenue, the relocation of the Ferry road service to Moorhouse Avenue and the extension of the Burnside and Bishopdale services to Science Alive Complex. These services will be introduced mid September and represent a step towards the introduction of the remote terminal. The changes will result in the introduction of a number of new bus stops in Gloucester Street, Rolleston Avenue, Carlyle Street, Moorhouse Avenue and the deletion of a number of existing stops in Ferry Road, High Street and Rolleston Avenue.

The existing and new bus routes are illustrated on the attached diagram.

The new bus stop in Rolleston Avenue is proposed on the East Side immediately north of Cashel Street. This area presently has a P120 Metered parking restriction. The two existing stops to the north of the Museum will be change to a P5 loading Zones.

The proposed bus stop in Montreal Street is on the West Side to the south of Worcester Street (The Boulevard) adjacent to the Family Planning Clinic. This area is presently a P120 metered parking area.

The new bus stops in Gloucester Street are proposed to the east of the Rolleston Street, to the east of Montreal Street adjacent to the new Art Gallery Site, on the south side to the east of the Canterbury Library and on the north side east of Colombo Street. The two proposed stops in Gloucester Street east of Rolleston Avenue are presently unrestricted. Those stops proposed east of Montreal, adjacent to the new Art Gallery site are presently P60 metered spaces.

The proposed stop opposite the Library has not been located at any fixed position to date. The retailers in this location strongly object to the location of any bus stop on the south side of this section of the Street. Ideally the bus stop should be located in close proximity to the pedestrian crossing by the Library. This area was the cause of numerous public meeting as a result of Cathedral Square bus terminal modification. It is recommended that members of the committee met with retailers to help resolve this bus stop location.

The new stops proposed in Moorhouse Avenue apart from the changes opposite Science Alive are all presently unrestricted. These new stops on the south side are proposed to be located to the east of the Wilsons Road and east of Falsgrave Street. The one on the north side is proposed to be opposite the Iverson Terrace intersection adjacent the Red Bus Company depot. The additional stop adjacent to Science Alive will utilise part of the taxi stand and P5 loading zone

The existing bus stops in Ferry Road on the south western side Barbadoes Street and St Asaph Street is proposed to be deleted and the adjacent area is presently unrestricted.

The bus stop on the southwestern Side of High Street that is to be deleted is proposed as a P5 Loading Zone.

All the adjacent property occupiers adjacent to the proposed changes have been contacted and apart from the changes proposed in Gloucester Street east of Colombo Street they generally accept the proposed changes. The Parking Operations Manager and officers of the Canterbury Regional Council support the proposed changes.

- Recommendation:**
1. That the committee recommend to the Council:
 - (a) That a bus stop is located on the eastern side of Rolleston Avenue commencing at a point 25 metres measured in a northerly direction from a point opposite the northern kerblines of Cashel Street and extending in an northerly direction for a distance of 19 metres.
 - (b) That a bus stop is located on the northern side of Gloucester Street commencing at a point 27 metres measured in an easterly direction from a point opposite the eastern kerblines of Rolleston Avenue and extending in an easterly direction for a distance of 16 metres.
 - (c) That a bus stop is located on the southern side of Gloucester Street commencing at a point 42 metres measured in an easterly direction from a point opposite the eastern kerblines of Rolleston Avenue and extending in an easterly direction for a distance of 18 metres.
 - (d) That a bus stop is located on the northern side of Gloucester Street commencing at a point 28 metres measured in an easterly direction from a point opposite the eastern kerblines of Montreal Street and extending in an easterly direction for a distance of 11 metres.
 - (e) That a bus stop is located on the southern side of Gloucester Street commencing at a point 37 metres measured in an easterly direction from a point opposite the eastern kerblines of Montreal Street and extending in an easterly direction for a distance of 18 metres.
 - (f) That a bus stop is located on the western side of Montreal Street commencing at a point 20 metres measured in a southerly direction from a point opposite the southern kerblines of Worcester Street and extending in a southerly direction for a distance of 19 metres.

- (g) That a bus stop is located on the northern side of Gloucester Street commencing at a point 45 metres measured in an easterly direction from a point opposite the eastern kerblines of Colombo Street and extending in an easterly direction for a distance of 18 metres.
 - (h) That a P5 loading zone be created on the western side of Rolleston Avenue commencing at a point 20 metres measured in a southerly direction from a point opposite the southern kerblines of Gloucester Street and extending in a southerly direction a distance of 19 metres.
 - (i) That a P5 loading zone be created on the eastern side of Rolleston Avenue commencing at a point 7 metres measured in a southerly direction from a point opposite the southern kerblines of Gloucester Street and extending in a southerly direction for a distance of 26 metres.
 - (j) That a P5 loading zone be created on the southern side of Hereford Street commencing at a point 35 metres measured in a westerly direction from a point opposite the western kerblines of Montreal Street and extending in a westerly direction for a distance of 17 metres.
 - (k) That parking meters with a time limit of 120 minutes be located on the southern side of Hereford Street commencing at a point 110 metres measured in a westerly direction from a point opposite the western kerblines of Montreal Street and extending in a westerly direction for a distance of 13 metres.
 - (l) That a P5 loading zone be created on the southern side of Gloucester Street commencing at a point 73 metres measured in an easterly direction from a point opposite the eastern kerblines of Colombo Street and extending in an easterly direction for a distance of 15 metres.
 - (m) That the existing parking restrictions in the above areas be deleted.
2. (a) That a P5 loading zone be created on the south western side of High Street commencing at a point 11 metres measured in a north westerly direction from a point opposite the northern kerblines of St Asaph Street and extending in a north westerly direction for a distance of 23 metres.

- (b) That the existing bus stop in the above described area be deleted.
 - (c) That a sub Committee be appointed to meet with the retailers in to determine the best location for a bus stop to be located on the south side of Gloucester Street opposite the Library.
3. That the following recommendations are also being considered by the Hagley/Ferrymead Community Board are recommended to the Council.
- (a) That a bus stop is located on the northern side of Moorhouse Avenue commencing at a point 137 metres measured in a westerly direction form a point opposite the western kerbline of Fitzgerald Avenue and extending in an in a westerly direction for a distance of 15 metres.
 - (b) That a bus stop is located on the southern side of Moorhouse Avenue commencing at a point 115 metres measured in a westerly direction form a point opposite the eastern kerbline of Wilsons Road and extending in an in a westerly direction for a distance of 15 metres.
 - (c) That a bus stop is located on the southern side of Moorhouse Avenue commencing at a point 12 metres measured in a westerly direction form a point opposite the eastern kerbline of Falsgrave Street and extending in an in a westerly direction for a distance of 15 metres.
 - (d) That a bus stop is located on the southern side of Moorhouse Avenue commencing at a point 58 metres measured in a westerly direction form a point opposite the eastern kerbline of Gasson Street and extending in an in a westerly direction for a distance of 34 metres.
 - (e) That the existing parking restrictions in the above described areas be deleted.

Chairman's

Recommendation: That the above recommendation be adopted.