

5. RALEIGH STREET/LEACROFT STREET - PROPOSED BUS STOP

RR 10369

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Corporate Plan Output: Public Transport	

The purpose of this report is to ask the Board to approve the installation of two new bus stops in Raleigh Street (a local road) and recommend to the City Services Committee the shifting of two stops in Isleworth Street (a collector road) on the new section of the Bishopdale No15 bus route.

BACKGROUND

A decision has been made by the Canterbury Regional Council to place the Bishopdale (15) bus route down Raleigh Street after examining the route options available and consulting with residents and City Council staff.

For information, the contents of a letter from the Regional Council to the local householders dated 15 July 1999 **follows**.

Officer representatives from the Canterbury Regional Council will be in attendance to briefly address the Board on the process of consultation undertaken by the Regional Council.

It is intended that the new bus route will take effect from the end of September 1999.

PROPOSAL

The recommended locations for the proposed stops are that: -

1. A pair of bus stops be installed on the Raleigh Street frontage of Bishopdale Mall outside No.5 Raleigh Street. No.s 3 and 5 Raleigh Street are properties owned by the City Council with pensioner housing on them.
2. The existing pair of stops in Isleworth Road on the eastern side of Leacroft Street is shifted to the west side of the intersection. The south side of the road is a City Council park and the shopkeeper on the north side is agreeable to a bus stop on the Leacroft Street frontage of the shop.

The location of these stops is shown on the **attached** plan and all except one are outside Council owned property. A plan showing the change to the route in this immediate area is also provided as background.

- Recommendations:**
1. That the Board approve the installation of the following bus stops on: -
 - (a) The south west side of Raleigh Street commencing at a point 13.5 metres east of its intersection with Newmark Street and extending in an easterly direction for a distance of 17.5 metres. (ie No.5)
 - (b) The north east side of Raleigh Street commencing at a point 7.5 metres east of its intersection with Newmark Street and extending in an easterly direction for a distance of 17.5 metres. (ie Mall side)
 2. That the Board recommends to the City Services Committee that the following bus stops be installed: -
 - (a) The south west side of Isleworth Road commencing at a point 36.5 metres west of its intersection with Leacroft Street and extending in an westerly direction for a distance of 17.5 metres. (ie Outside Grant Armstrong Park)
 - (b) The north east side of Isleworth Road commencing at a point 15.2 metres west of its intersection with Leacroft Street and extending in an westerly direction for a distance of 17.5 metres. (ie No.2 Leacroft Street)

Chairman's

Recommendation: That the foregoing recommendations be adopted.

"BISHOPDALE BUS SERVICE

In August last year, residents in Leacroft and Raleigh Streets were made aware of a proposal from the Canterbury Regional Council (CRC) to re-route the Bishopdale bus service from Isleworth Rd into Raleigh and Leacroft Streets.

At the time residents of Raleigh and Leacroft Streets voiced their concerns about this proposal to the CRC in the form of a petition.

On 9 July 1999, you may have received a letter from me advising you that the CRC had considered the re-routing proposal, evaluated all the factors involved and made a decision to accept the proposal, thereby routing buses down your streets.

Since this decision has been advised to residents, the CRC and the Christchurch City Council (which is the organisation responsible for the placement of bus stops) have received a considerable amount of feedback regarding the reasons why this decision was made. Concern has also been expressed at the way we have communicated this decision to affected residents. In light of this, I thought it appropriate to fully inform residents of the process behind the re-routing decision and the reasons why the decision was made.

The background behind the decision to move the bus route is as follows:

- In early 1998 the CRC (as part of its regular planning and review process for city bus routes) began initial investigation into the Bishopdale service. We sought the opinions of local Community Boards, major facilities along the route and bus users, as part of our primary consultation. As a result of this consultation a proposal to route the service closer to Bishopdale Mall was formulated. This would mean the bus could better service the Mall and its users, the associated Community Centre (which is the base for CCS day programmes for younger people with disabilities), and the area of pensioner cottages around the Mall.*
- In August 1998 we advised interested groups and residents of the proposal to use Raleigh/Leacroft. We sought further comment to this proposal by 25 September 1998.*
- In response to our request for comment we received a petition signed by a number of residents opposing the changes, and a submission from Isleworth School supporting the revised route from the viewpoint of the safety of their school pupils.*
- We then sought the comment of the Christchurch City Council and Land Transport Safety Authority (LTSA) regarding the points raised by residents and the school in relation to traffic safety and bus suitability, in the respective streets. Both organisations stated there were no reasons to prevent buses using the streets and the LTSA saw a safety advantage in removing the bus from the immediate vicinity of the school traffic.*
- Given these viewpoints and the operational advantages of the use of Raleigh/Leacroft the CRC Councillors formally ratified the proposal in February and the new route has been tendered accordingly.*

The CRC acknowledges the concerns of local residents in the streets through which the new service will now run. We will work with the Christchurch City Council to ensure that bus stops are located in areas where they cause the least possible disruption to locals (without compromising the integrity of the route). From October the new route will be serviced every 70 minutes during the day and early evening (between 6:40am and 7:35pm), with some additional trips during peak times. The CRC has ensured that the vast majority of trips will be run using new wheelchair accessible vehicles, which are quieter and less obtrusive than conventional style buses. These buses also must meet stringent opacity requirements regarding the emissions from their exhaust systems, which we have incorporated into our contract for the Bishopdale service. We believe that these measures will go some way to minimising any disruption residents may experience from the route change.

The CRC also acknowledges that we have not adequately responded to residents concerns by advising you that the new route had been formally ratified by Council, and the full reasons for this decision. I can assure you that the concerns of locals were given full consideration during the decision-making process and it is regretted that we have not communicated our decisions and reasoning to residents well before now.

I hope this letter goes some way to allaying residents fears regarding the route change and I hope that you and your families will utilise the service and come to appreciate its potential advantages for your area."