

6. ROYDVALE AVENUE/TEESDALE STREET - PROPOSED BUS STOPS

RR 10370

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Corporate Plan Output: Public Transport	

The purpose of this report is to ask the Board to both approve and recommend the installation of six new bus stops on the new section of the Burnside No 9 bus route.

It is requested that the Board approve the four proposed bus stops in Teesdale Street (a local road). As the Board does not have the authority to install bus stops on a collector road, it is requested that a recommendation be made to the City Services Committee for the installation of the two proposed bus stops in Roydvale Avenue.

BACKGROUND

A decision has been made by the Canterbury Regional Council to extend the Burnside (9) bus route down Teesdale Street and Roydvale Avenue after examining the route options available and consulting with residents and City Council staff.

The Area Engineer has also letterboxed all property owners in Teesdale Street in an effort to find property owners agreeable to having a bus stop outside their property. Five of the six proposed stops are able to be located outside property owners who have advised that they are agreeable to having a bus stop outside their property.

The text of a letter from the Canterbury Regional Council to the local householders follows.

Officers from the Regional Council will be present to briefly advise the Board on the consultation process that was undertaken.

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

PROPOSAL

It is proposed that stops be installed outside the following properties: -

No.s 29, 30, 89, and 90 in Teesdale Street.

No.s 149 and 196 in Roydvale Avenue

The location of these stops is shown on the **attached** plan along with a map showing the route changes in the immediate area.

- Recommendations:**
1. That the Board approve the installation of the following Bus Stops on: -
 - (a) The west side of Teesdale Street commencing at a point 13.5 metres south of its intersection with Tay Street and extending in an northerly direction for a distance of 17.5 metres. (ie No. 29)
 - (b) The east side of Teesdale Street commencing at a point 7.5 metres south of its intersection with Tay Street and extending in an southerly direction for a distance of 17.5 metres. (ie No. 30)
 - (c) The south side of Teesdale Street commencing at a point 7.5 metres east of its intersection with Deepdale Street and extending in an easterly direction for a distance of 17.5 metres. (ie No.89)
 - (d) The north side of Teesdale Street commencing at a point 7.5 metres east of its intersection with Deepdale Street and extending in an easterly direction for a distance of 17.5 metres. (ie No. 90)
 2. That the Board recommends to the City Services Committee that the following bus stops be installed on: -
 - (a) The west side of Roydvale Avenue commencing at a point 36.5 metres north of its intersection with Teesdale Street and extending in an northerly direction for a distance of 17.5 metres. (ie No. 149)
 - (b) The east side of Roydvale Avenue commencing at a point 36.5 metres north of its intersection with Teesdale Street and extending in an northerly direction for a distance of 17.5 metres. (ie No. 196)

Chairman's

Recommendation: That the foregoing recommendations be adopted.

“BURNSIDE (9) BUS SERVICE

The Canterbury Regional Council is currently reviewing the Burnside (9) bus service prior to the contract expiring in August 1999.

This letter is being sent to all residents in Deepdale Street and Teesdale Street to assess opinion on the option of changing the current Burnside (9) bus route to travel down either of these two streets. This is an extension of previous consultation on this issue via community feedback through leaflets in letterboxes around the route and newspaper advertisements advertising the proposed changes.

The original suggestion was to change the terminus of the service, which would see the service travel along Whitby Street, down Deepdale Street, Teesdale Street, Roydvale Avenue to the corner of Wairakei Road and Roydvale Avenue.

Both support and opposition to the route change was received, including a petition from a majority of residents along Deepdale Street opposing the route for a number of safety reasons. These included the use of the street by cyclists, speeding traffic and the narrowness and winding nature of the road. Residents suggested either Teesdale or Dunster Street would be more appropriate for a bus route.

In response to these concerns, the Regional Council would like to make the following points;

- 1. An examination of both Deepdale and Teesdale Streets has been undertaken by the City Council Traffic Engineer and an independent safety audit by the Land Transport Safety Authority.*

Both reports concluded Deepdale and Teesdale Streets were appropriate widths for bus routes, varying in width from eight to nine metres, which is the same as Burnside Crescent, the current bus route. No compromises in cyclist or pedestrian safety have been reported while this bus has travelled around this route.

Current traffic volumes on both streets are well below limits for local roads.

- (2) The reasons for this suggested route either up Deepdale or Teesdale Street through to Roydvale Avenue are;*
 - (a) To provide access to the significant employment area around the intersection of Wairakei Road and Roydvale Avenue. People can currently access industry in the area only by the Bryndwr (17) route, and it was considered that the extension of the Burnside route to this area would greatly increase the accessibility of this important destination for public transport.*

- (b) *To allow passengers to transfer to the Bryndwr (17) route and access any number of destinations along this route, as well as allowing Bryndwr passengers access to attractions on the Burnside route, such as the Ilam shops, and Jellie Park.*
- (c) *To provide an improved bus service to an area not currently serviced well by public transport. The area serviced by the current Burnside Crescent part of the route is extremely close to the Airport service on Memorial Avenue. However, by taking the route as far as Deepdale or Teesdale, most of the current passengers along Whitby Street are serviced, and those catching the bus at the top of Burnside Crescent are still given a convenient bus service.*

Most buses on the Burnside (9) route will be new Super Low Floor buses which are smaller, quieter, have lower emissions and generally provide a modern accessible bus for the community.

This proposed change to the Burnside route is one of two major improvements to the service. The other is the extension of the route through to Moorhouse Avenue, to access attractions along Colombo Street south of Cathedral Square, as well as travelling past Christchurch Polytechnic and terminating outside Hoyts 8 and Science Alive.

The service would operate:

- *10-15 minute service between 7.00am-9.00 and 3.00-6.00pm weekday*
- *30 minute service between 9.00-3.00pm weekday and Saturdays*
- *60 minute service on Sundays*
- *Last bus departing Cathedral Square 10.50pm Monday to Saturday, 9.20pm Sundays*

As with any service level change, all costs and benefits must be weighed up and considered.”