

<b>Officer responsible</b> Environmental Policy and Planning Manager	<b>Author</b> Dave Hinman, Principal Policy Analyst
Corporate Plan Output: Advice to Council	

The purpose of this report is to introduce proposals for on street works forming part of the new bus interchange. It is proposed to seek community views on the proposals from late January 2000.

#### COLOMBO STREET INTERCHANGE

The bus interchange has, in addition to the nine bus stops included inside the interchange building, a further six stops located on Colombo Street, shown on preliminary plans as generally in a similar location to the present “Ballantynes” and “Arthur Barnett” stops. While a number of alternative locations have been considered, studies have confirmed that the present stop positions, lengthened as necessary to provide for three buses per side, are the optimum locations.

A concept plan is at present in preparation and will be presented at the meeting. At this stage work has concentrated upon footpath and carriageway width changes necessary to accommodate high quality bus stops and passenger facilities while not detracting from the amenity of the adjacent shop fronts. Further work remains to be done on designing the street furniture including, seating, shelter, etc. and a progress report on this will be given at the meeting.

The plan to be presented draws upon experience in Adelaide Street, Brisbane, near the Brisbane underground bus interchange. The key feature is that the footpath area is of sufficient width to allow for two distinct “zones” – a bus passenger zone, adjacent to the kerb which incorporates seating, shelter, queuing space etc for bus users, and a pedestrian zone, adjacent to the shop windows, which allows ample room for pedestrian movement, window shopping and entry to shop premises.

To achieve this in Colombo Street it will be necessary to relocate the kerbs to increase the width of the Arthur Barnett side (currently 3.75m) to 4.9 m, while reducing the Ballantynes side from the current 6.0m also to 4.9m. This will leave a roadway width of 12.4m, the minimum necessary to adequately allow for two passing lanes of traffic and the bus stops. Fortunately a building setback requirement in force at the time of the rebuilding of Ballantynes provides sufficient space for this to be achieved.

There is also some change proposed to car parking with the removal of seven spaces and the conversion of 6 others from 60 minutes to 5 or 10 minutes (pickup/drop off). It will be recalled that the interchange building is providing approximately 200 additional car parks as part of the development.

The plan also shows improved pedestrian access across Colombo Street adjacent to these bus stops, and it envisaged that this design would be sufficiently flexible to allow future changes to be made in the event that other work is undertaken in a comprehensive redesign of Colombo Street.

There has been some preliminary consultation with affected building owners and they have expressed support for the proposal.

#### **LICHFIELD STREET**

With the current arrangement of central city streets, the interchange proposal requires a “contra-flow” lane in Lichfield Street to allow egress for buses from the interchange building. The plan to be presented to the meeting suggests how this might be achieved taking into account the safety issues of contra-flow and pedestrian access along the north side of Lichfield Street. The question of limiting a turn at the Lichfield Street/Colombo Street intersection is also addressed, this being seen as an important means of improving traffic flow at the intersection and for Colombo Street.

In designing the contra-flow, staff have been conscious of the suggestions that Lichfield Street might in the future revert to 2-way operation. This is a matter that has potentially significant consequences and which might also be taken into account in considering bus route changes and improvements. However at this stage it can only be assumed that when the interchange opens (projected date 4 November 2000) any two way conversion would still be some time away. Accordingly in designing and costing the present proposal, one option under consideration is to allow for the ready future removal of the contra-flow lane.

#### **BUS ROUTE CHANGES**

Combined CCC /CRC staff teams continue to work on the options for route changes which will upgrade the central city bus service while accommodating the interchange. It is anticipated that proposals for consultation will be presented to the February round of meetings, and a verbal update on this will be given at this meeting.

**Recommendation:** That the information be received, and that the Colombo Street changes proposed to accommodate the Colombo Street interchange, and the alterations to Lichfield Street be approved for public consultation.

#### **Chairman’s**

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