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<p>Corporate Plan Output: Signals, Signs and Shelters</p>	

The purpose of this report is to recommend to the Committee the best location for a bus stop in Gloucester Street to provide for the new service to Sumner via Linwood Avenue.

INTRODUCTION

The City Services Committee appointed a subcommittee (Councillors David Buist, Charles Manning and Ron Wright) to meet with retailers to determine the best location for a bus stop to be located in Gloucester Street on the south side near the library. The subcommittee met with retailers on 19 October and possible sites for a bus stop were presented. Three sites were proposed as shown on the attached plan (options for Gloucester Street).

ADDITIONAL BUS STOP GLOUCESTER STREET

The retailers present expressed strong opposition to the introduction of an additional bus stop in Gloucester Street and three further options were introduced. These are a stop at the southern entrance to Cathedral Square, a stop at the northern entrance to Cathedral Square and a stop on the Gloucester Street bridge.

The subcommittee met on two further occasions. In response to the concerns of the retailers the subcommittee has not supported the provision of a further stop in Gloucester Street between Colombo Street and Oxford Terrace and alternatively proposes that this stop be replaced by two stops, one on the Gloucester Street bridge and the other at the southern entrance to Cathedral Square.

GLOUCESTER STREET BUS TERMINUS

During discussion with the retailers their concerns were again raised about the continuing location of the bus terminus on the northern side of Gloucester Street. Subcommittee members undertook to bring this matter back to the Committee and have met with staff to find other options which will also meet the needs of bus operators and the Canterbury Regional Council. The Canterbury Regional Council has expressed opposition to any changes to the bus terminus site.

It is acknowledged that with the introduction of the new bus interchange on the Lichfield/Colombo Streets site the terminus at Gloucester Street will not be required. In the meantime the subcommittee agreed that every effort should be made to improve the amenity of this section of Gloucester Street. As a consequence of the recent changes in bus operations there has been a reduction in the number of terminal stops in Gloucester Street between Colombo Street and Oxford Terrace from four to three with a fourth stop now being used for passing buses. The retailers’ main concerns are the numbers of buses sitting with motors running outside their premises and with the bus passengers gathering on the footpaths.

After investigation the subcommittee considers that the best solution to assist retailers in Gloucester Street in the interim is to reduce the stopover time for buses. This can be achieved by providing additional bus stopping locations in Oxford Terrace. These locations are illustrated on the attached map (possible layover) and could provide the opportunity to significantly improve the presence of buses in Gloucester Street. The option of moving the bus stops from Gloucester Street was not supported by the subcommittee due to the considerable disruptions which have occurred to the bus stops/services in the past year and the pending changes which will result from the introduction of the new bus interchange. The need to provide the northern part of the central city with a good level of public transport is also an objective of the Council.

Subcommittee

- Recommendation:**
1. That additional bus stops be provided on the Gloucester Street bridge and at the southern entrance to Cathedral Square to provide for the new service to Sumner via Linwood Avenue.
 2. That additional layover bus stops be provided in Oxford Terrace as shown on the attached plan to reduce the time buses are required to wait on the northern side of Gloucester Street between Colombo Street and Oxford Terrace.

The Area Engineer Central (Peter Atkinson) comments:

The options for bus stops to service the northern part of the City are limited. A number of the new bus services travel either from the Science Alive terminal along Colombo Street to Gloucester Street then west to Rolleston Avenue or from the terminal in Rolleston Avenue to Colombo Street via Gloucester Street. The bus services travel in both directions along these two routes and therefore to service the northern part of the central city it is desirable to locate bus stops as close as practical to the intersection of Colombo Street and Gloucester Street. There are already existing bus stops on the north side of Gloucester Street. For buses travelling in a north and west direction there are a number of options for bus stops, viz:

1. Along the southern side of Gloucester street between Colombo Street and Oxford Terrace (three options).
2. On Colombo Street between Gloucester St and Worcester Street.
3. On Gloucester Street between Oxford Terrace and Cambridge Terrace and on Colombo Street north of Hereford Street.

The first option involving three possible locations along the southern side of Gloucester Street, does not have the support of the local businesses, whose concerns relate to loss of parking, congregating people and the pollution from buses.

The second option is in a very congested section of Colombo Street and would impact on the movement of traffic and affect road safety.

The third option includes two bus stops positioned so as to provide a similar capability as the above two options. These bus stops are presently *no stopping* areas and would therefore have safety and traffic capacity implications and also provide a lower level of service for bus patrons in those premises north of the Square.

The preferred location from the perspectives of user level of service, safety and traffic capacity, is on the south side of Gloucester Street to the west of Colombo Street. This is where the stop is at present temporarily located covering two metered parking spaces and a vehicle entrance.

One of the principal concerns of property occupiers in the street is the parking of buses for relatively long periods of time. This is associated with the bus stops on the northern side of the street acting as terminal stops. While this situation will change with the new bus interchange, to help overcome this problem now, buses could be requested to either travel around the block via Colombo and Armagh Streets to a layover stop in Oxford Terrace or to stop in Oxford Terrace opposite Club Lane prior to entering Gloucester Street.

The preferred option is for an extra layover stop in Oxford Terrace between Worcester Street and Gloucester Street opposite Club lane.

If the Committee adopts the locations identified as “preferred” in my report, then it will need to approve the following resolutions:

1. That a bus stop be located on the southern side of Gloucester Street commencing at point 19 metres measured in a westerly direction from a point opposite the western kerbline of Colombo Street and extending in a westerly direction for a distance of 17 metres.
2. That a bus stop be created on the western side of Oxford Terrace commencing at a point 45 metres measured in an northerly direction from a point opposite the northern kerbline of Worcester Street and extending in a northerly direction for a distance of 19 metres.

Chairman’s

Recommendation: That the bus stop for the new service remain at the temporary site in Gloucester Street subject to two additional layover sites being provided in Oxford Terrace.