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<p>Corporate Plan Output: Transportation Policy Advice</p>	

The purpose of this report is to present for adoption, a policy for the location of bus stops around the City. This policy will be used by the City Streets Unit to locate bus stops and to help implement the Public Transport Policy, July 1998.

BACKGROUND

The responsibilities for Public Passenger Transport in Christchurch are split between the Canterbury Regional Council and the Christchurch City Council. The Canterbury Regional Council deals with the operation of the bus services including service information, route development and contracting of the routes to the bus companies. The Christchurch City Council looks after the infrastructure required at the bus stops (signage, seats, shelters, etc) to support the bus routes, and on-street works (such as bus priority at signals or bus lanes).

The Christchurch City Council has a number of stated and implied objectives to support public transport. These include the Public Transport Policy, which was developed from the public transport strategy process that the two Councils carried out in 1997-8. This policy summarises the Christchurch City Council’s intention to support and encourage the use of public transport. The Christchurch City Council also has policies related to permitted locations for bus shelters with advertising and under what conditions bus shelters or seats may be placed at bus stops. The Council also recognises that it is important to enable transport for all members of the community. The provision of public transport can and does provide the opportunity to avoid considerable capital expenditure on the roading network because of its ability to efficiently move high volumes of people on transport corridors of limited capacity.

In the development of new routes eg the Orbiter, and changes to existing services, it is important to have a framework for deciding on the location of bus stops. It is also intended to review the location of bus stops on existing routes as their contracts come up for retendering, to ensure that there is some consistency to avoid the cost of unnecessary infrastructure provision, and to provide the most effective service. The policy will make it easier for both the City and Regional Councils in developing and reviewing bus services.

At present the Canterbury Regional Council are reviewing their Regional Passenger Transport Plan which considers all aspects of the public transport system. It would assist this review if the Christchurch City Council had a policy on the location of bus stops, to consider in the preparation of the new plan.

PROPOSED POLICY

All of the criteria listed in the policy (attached) are generally used already when locating bus stops however there is no formal documentation of the process. The following is a list of the factors included in the policy, which should be considered when locating a bus stop:

- Maximise the catchment area
- Nearby attractions and major people generators
- Topography
- Population density and building development style
- Surrounding land uses
- Distance between bus stops
- Infrastructure and implementation
- Safety and security
- Intersections
- Type of bus stop
- Pedestrian crossing facilities
- Exceptions
- Other issues
- Removal of bus stops

The proposed policy has been presented to the Community Boards for their information and comment. The Boards were generally supportive of having a policy and their suggested amendments have been incorporated.

CONCLUSION

This bus stop location policy is needed to give some consistency in the provision of bus stops around the city. This policy will give a framework for the placement of new bus stops and will allow a review of existing bus stops as a part of future bus route reviews.

Recommendation: That the attached policy be recommended to the Council for adoption.

Chairman's

Recommendation: That the above recommendation be adopted.