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

The purpose of this report is to present a guideline, giving a framework for locating bus stops around the city. This guideline will be used by the City Streets Unit to provide bus stops and to help implement the Public Transport Policy, July 1998.

BACKGROUND

The responsibilities in the area of 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.

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 1997/98. 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 provide a mode of 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 move high volumes of people efficiently on transport corridors of limited capacity.

In the development of new routes, eg the Cross Suburban Service, 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 existing routes as their tenders come up, to ensure that there is some consistency and to avoid the cost of unnecessary infrastructure provision. 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 is reviewing its Regional Passenger Transport Plan which deals with all aspects of the public transport system. It would be very useful for them if the Christchurch City Council had a policy on the spacing of bus stops, to consider in the preparation of the new plan.

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

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

CONCLUSION

This bus stop location guideline is needed to give some consistency in the provision of bus stops around the city. This guideline 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. The guideline is being presented to Boards for their information and comment.

Recommendation: The information be received and comments noted.

Chairperson's

Recommendation: That the officer's recommendation and the Board acknowledge the policy and adhere to it when approving bus services.