

9. PROVISION OF A BUS SERVICE FOR THE BROOKHAVEN SUBDIVISION

Officer responsible Community Advocate	Author Wayne Holton Jeffreys, Manager, Passenger Services Environment Canterbury
Corporate Plan Output: Community Advocacy	

BACKGROUND

In October 1999, the Sumner bus service was changed to incorporate a “limited stops” service that ran from Sumner via Linwood Avenue. This service (the number 30) was initiated to provide for a faster link between Sumner/Redcliffs and the Central City, as a means to increase patronage from this area and provide a link to Eastgate Mall.

As a result of this change, the number 30 bus service now travels from Ferry Rd to Linwood Ave via Dyers Road and past the main entrance to the new Brookhaven subdivision. This has encouraged Brookhaven residents, who wish to have access to a bus service, to lobby both the Christchurch City Council and Environment Canterbury for the provision of bus stops in Dyers Road. Unfortunately, Dyers Road is designated as a Limited Access road and restrictions are in place that prevent bus stops being provided on this roadway. While this is advantageous for the limited stop Sumner (30) service, with Dyers Rd providing a fast link from Ferry Rd to Linwood Ave, it does not resolve the bus access difficulty facing Brookhaven residents.

On Tuesday 11 April 2000, a meeting was convened by David Carter MP, which was attended by approximately 30 concerned Brookhaven residents, City Council and Environment Canterbury representatives. This meeting covered:

- The passenger transport needs of the Brookhaven residents;
- City Council policy with regards to stopping a bus on Dyers Road, which has a limited access status;
- The provision of a fast, direct limited stops bus for Sumner (30)

BUS ACCESS TO BROOKHAVEN

Attached (Figure 1) is a map of the Brookhaven subdivision showing current bus services in the vicinity of the area (June 2000).

The Brookhaven subdivision is a relatively recent development, bounded to the North and South by major arterial routes to the city (Linwood Ave and Ferry Rd) and to the West by a heavily trafficked limited access road (Dyers Rd). Within the subdivision, roading designs, central dividing islands and cobbling at intersections limit the possible route for any bus through the subdivision.

Environment Canterbury evaluated two services in the vicinity of Brookhaven to determine which (if either) was suitable to route through the Brookhaven subdivision. These services are the Sumner (30) and the Woolston (23).

Sumner (30)

The Sumner service was eliminated for the following reasons:

- Safety : If the Sumner (30) service was diverted from Ferry Road into Brookhaven, it faces a difficult and right hand turn from Ti Rakau Drive back onto Dyers Road. As noted above Dyers Road is heavily trafficked, and makes up part of the City's ring-road network. The speed limit along this section of road is 70kph, and this higher speed in association with the traffic volume, creates a potentially dangerous manoeuvre for a large passenger service vehicle making a right turn from Ti Rakau Drive into Dyers Rd.
- The Sumner service is designed to be a fast, limited stop service and as such should not be deviated from the main route into the City, no matter how small this deviation may seem

Woolston (23)

With the above issues in mind, staff at Environment Canterbury looked to the 23 Woolston bus service as a means to provide a public transport link into Brookhaven. The terminus point for the Woolston bus is currently located on Ferry Road at Gould Crescent, as shown in Figure 1. It is proposed that this service be extended across the Ferry Road/Dyers Road roundabout and into Brookhaven subdivision via a left turn into Charlesworth St. The bus would then proceed through Brookhaven via Ti Rakau Drive (the only viable route option within the subdivision, given the roading restrictions noted above) and exit the subdivision by turning left onto Dyers Road to resume its present route into the City at Ferry Road. This creates a loop at the end of the Woolston bus route that provides a service to Brookhaven residents whilst at the same time not increasing the journey length for Woolston passengers. (Refer to Figure 2)

The Woolston 23 route provides access to a number of local schools (including Linwood High School), Eastgate Mall and the central city.

Use of the Woolston (23) bus to service Brookhaven has the following advantages:

- It is a safer route, given that it does not require right turn movements out of, and onto, highly trafficked roads.
- It does not impact negatively on an existing service (and passengers) by increasing the journey length
- It provides access to key attractions and schools mentioned by residents as being desirable destinations

Environment Canterbury is currently in the process of preparing a new tender for the Woolston (23) bus service. As a result changes to the service can be implemented for the start of the new contract in early November this year. This would also mean that Brookhaven residents would have immediate access to the new “**bus** exchange” and “The Crossing” retail development from November, as the Woolston service will be one of the first bus routes to utilise this new facility.

CONCLUSION

The request from Brookhaven residents for access to a bus service has been carefully considered by Environment Canterbury. Various routing options into this subdivision have been evaluated taking into account safety issues, roading constraints and passenger needs, both in Brookhaven as well as on the number 30 and 23 services.

As a result of this evaluation, Environment Canterbury has chosen to extend the 23 Woolston service into Brookhaven subdivision. It is proposed that this service begin operating from 4 November this year, when the new Woolston (23) bus tender comes into effect.

It should be noted that Environment Canterbury will be approaching the Christchurch City Council and the Hagley/Ferrymead Community Board with requests for bus stops in Ti Rakau Drive prior to the service commencing.

Chairman’s

Recommendation: That the information be received.