

6. NORTH EAST BUS SERVICE REVIEW – BUS STOP CHANGES

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Corporate Plan Output: 9.2.100 Passenger Transport Infrastructure	

The purpose of this report is to inform the Board of the proposed bus stop changes due to the North East Bus Service Review. It is requesting that the Board approve the bus stop changes and where applicable make appropriate recommendations to the City Services Committee.

BACKGROUND

As part of the North East Bus Service Review process, 12 bus routes and the Lyttelton-Diamond Harbour ferry service have been reviewed simultaneously by Environment Canterbury, which is a move towards geographic tendering. As part of this review the Christchurch City Council has been tasked with making changes in the provision of bus stops along these routes, to enable the services to operate in an effective and efficient manner. The routes applicable to these changes for this Board are the Avondale, Burwood, Northshore and Wainoni services. These routes come into effect on 20 November 2000 (maps of these routes will be displayed by OHPs at the meeting).

BUS STOPS

The stops have been located in order to provide the best access for the majority of people, while at the same time allowing the bus to travel as freely as possible and to stop a minimum amount of times.

Where there are presently bus stops along the route they have been used where possible and appropriate. Some existing bus stops are being removed as part of a rationalisation process in the interests of an effective and efficient service. Many of these surplus stops have become outdated and inappropriate given the change in living patterns, attractions, traffic flows, road geometry, proximity to other stops, policy guidelines etc.

Currently there are three unpaired stops along Waratah Street between Woolley Street and the east side of the Baladin Street/Waratah Street intersection. The recommendation is that these be paired and the subsequent surplus stop be removed. This will provide improved access to the bus service for a greater number of people, a logical stop layout and enable the bus to travel smoothly between stops.

A rationalisation of bus stops in the McBratneys Road/Fleete Street area was investigated in the interests of providing a better spacing between stops. Although the present spacing is not ideal, it does appear to function reasonably well and therefore a change was not deemed to be essential. However if there is sufficient concern raised in the future regarding the distance between stops the issue will be revisited.

An additional pair of stops may be required on Rookwood Avenue near Bower Avenue. These are currently being investigated. Should these stops be considered necessary they will be bought before the Board at a later date.

CONSULTATION

In locating new bus stops, a number of locations are investigated by the Assistant Planner and Area Engineer to assess suitability. Property owners adjacent to such locations are consulted.

It is preferred to locate stops where agreement has been gained from the property owner. Where this is not possible a decision and recommendation has to be made as to what is the best location for the greater good of the community and all stakeholders; bus users, potential bus users, motorists, residents and the bus operator.

Where agreement has not been obtained from a property owner for a new bus stop they have been invited to express their viewpoint to the Board at this meeting (Recommendation 1(d)).

- Recommendations:**
1. That the following bus stop changes on local roads be approved.
 - (a) That a bus stop be installed on the south side of Woolley Street commencing at a point 11.5 metres from its intersection with Belmont Street and extending in a westerly direction for a distance of 12 metres (33 Belmont Street/Woolley Street frontage).
 - (b) That a bus stop be installed on the east side of Waratah Street commencing at a point 28 metres from its intersection with Woolley Street and extending in a northerly direction for a distance of 12 metres (40 Waratah Street).
 - (c) That the bus stop on the east side of Waratah Street commencing at a point 63 metres from its intersection with Baladin Street and extending in a southerly direction for a distance of 12 metres be removed (58/60 Waratah Street).
 - (d) That a bus stop be installed on the east side of Waratah Street commencing at a point 76 metres from its intersection with Baladin Street and extending in a northerly direction for a distance of 12 metres (76 Waratah Street).
 - (e) That the bus stop on the east side of Fleete Street commencing at a point 39 metres from its intersection with New Brighton Road and extending in a southerly direction for a distance of 12 metres be removed (126/128 Fleete Street).

2. That the following bus stop changes on collector and arterial roads be approved and appropriate recommendations be made to the City Services Committee.
 - (a) That the bus stop on the north side of Breezes Road commencing at a point 44 metres from its intersection with Avondale Road and extending in an easterly direction for a distance of 12 metres be removed (outside reserve).
 - (b) That the bus stop on the south-east side of Wainoni Road commencing at a point 125 metres from its intersection with Shortland Street and extending in a southerly direction for a distance of 12 metres be removed (next to 162 Wainoni Road).
 - (c) That the bus stop on the south side of Wainoni Road commencing at a point 225 metres from its intersection with Portsmouth Street and extending in a northerly direction for a distance of 12 metres be removed (220/222 Wainoni Road).
 - (d) That the bus stop on the north-east side of Wainoni Road commencing at a point 263 metres from its intersection with Breezes Road and extending in a southerly direction for a distance of 12 metres be removed (231 Wainoni Road).
 - (e) That the bus stop on the south side of Bowhill Road commencing at a point 7.5 metres from its intersection with Grantley Street and extending in an easterly direction for a distance of 12 metres be removed (133 Bowhill Road).
 - (f) That the bus stop on the north side of New Brighton Road commencing at a point 39 metres from its intersection with Pratt Street and extending in an easterly direction for a distance of 15 metres be removed (543 New Brighton Road).
 - (g) That the bus stop on the south side of New Brighton Road commencing at a point 36 metres from its intersection with Pratt Street and extending in an easterly direction for a distance of 17 metres be removed (riverbank - opposite 543 New Brighton Road).

- (h) That a bus stop be installed on the south side of New Brighton Road commencing at a point 45 metres from its intersection with Pratt Street and extending in an easterly direction for a distance of 12 metres (riverbank - opposite 550 New Brighton Road).
- (i) That a bus stop be installed on the north side of New Brighton Road commencing at a point 14 metres from its intersection with Palmers Road and extending in an easterly direction for a distance of 12 metres (CCC pumping station).
- (j) That a bus stop be installed on the south side of New Brighton Road commencing at a point 19 metres from its intersection with Palmers Road and extending in an easterly direction for a distance of 12 metres (riverbank-opposite CCC pumping station).

**Chairperson's
Recommendation:**

That the above recommendations be approved.