

## 24. BUS STOP CHANGES: THE NEW BUS EXCHANGE

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Corporate Plan Output: On Street Management	

The purpose of this report is to create a number of new bus stops, as a result of new bus routes associated with the new Bus Exchange, to extend others to allow for a greater number of buses using the bus stops and to convert a number of existing bus stops which are no longer required.

The new proposed bus stops occur in Lichfield Street, St Asaph Street Gloucester Street Durham Street, Manchester Street and Colombo Street. The extended bus stops occur in Colombo Street Durham Street and Gloucester Street and the deleted bus stops occur in Worcester Street Colombo Street Durham Street and Peterborough Street. There is also a reduction in the size of an existing bus stop in Armagh Street.

The changes proposed in Gloucester Street include; new bus stops on either side of the road to the west of Latimer Square in an existing metered parking area and extension of the existing bus stops on the north side east of Colombo Street and on the south side west of Colombo Street.

The changes proposed in Durham Street include the replacement of two bus stops with a single bus stop and the extension of an existing stop to accommodate two vehicles.

The changes proposed in Lichfield Street include new bus stop on the north side east of Madras Street and east of Duke Street. At the first of these stops there is an existing time parking restriction and the second stop is in an area that is unrestricted

The changes proposed in St Asaph Street include new bus stops on the south side in the following locations; west of Fitzgerald Avenue, west of Barbadoes Street and east of Manchester Street. The first two stops are located in an unrestricted area and the stop east of Manchester Street is presently has a P60 parking restriction.

The bus stop proposed in Manchester Street is on the western side of the street between Amagh Street and Oxford Terrace in an area, which presently has a no stopping parking restriction.

The bus stop in Peterborough Street that is proposed to be deleted is on the north side of the street to the west of Manchester Street in an area that is presently unrestricted. It is recommended that no other restriction be put in place of the bus stop.

The bus stops that are proposed to be deleted in the Worcester Boulevard are located adjacent to the old Avon Theatre Complex. These bus stops which are terminal stops will be relocated and it is proposed to extend the existing P5 Loading Zone into this area and to provide a coach-parking zone.

The bus stop changes proposed in Colombo Street are more extensive and result from the location of the new bus exchange and the buses no longer leaving the Cathedral Square. The bus stop in Cathedral Square is proposed to be relocated between Gloucester Street and Armagh Street by extending the existing shuttle bus stop to accommodate two vehicles. It is then proposed to combine the next two bus stops to a new location to the south of Kilmore Street. The two-bus stops north of Kilmore Street are to be proposed to be P5 Loading Zone and P120 metered parking spaces and the bus stop adjacent to Victoria Square an adjusted P120 Coach Park with a time limit of 120 minutes and P120 metered parking area.

These new bus stop locations have the support of Environment Canterbury and the Parking Manager. There is agreement from property owners with some of the bus stop locations and not others as full public consultation has yet to be carried out.

- Recommendation:**
1. That existing bus stop on the southern side of Gloucester Street be extended from a point 38 meters measured in a westerly direction from a point opposite the western kerblines of Colombo Street and extending in a westerly direction for a distance of 18 meters.
  2. That existing bus stop on the northern side of Gloucester Street be extended from a point 45 meters measured in an easterly direction from a point opposite the eastern kerblines of Colombo Street and extending in an easterly direction for a distance of 55 meters.
  3. That a bus stop is created on the northern side of Gloucester Street commencing at a point 145 meters measured in an easterly direction from a point opposite the eastern kerblines of Manchester Street and extending in an easterly direction for a distance of 15 meters.
  4. That a bus stop is created on the southern side of Gloucester Street commencing at a point 85 meters measured in an easterly direction from a point opposite the eastern kerblines of Manchester Street and extending in an easterly direction for a distance of 18 meters.
  5. That a bus stop is created on the northern side of Gloucester Street commencing at a point 148 meters measured in an easterly direction from a point opposite the eastern kerblines of Barbados Street and extending in an easterly direction for a distance of 18 meters.
  6. That a bus stop is created on the northern side of Lichfield Street commencing at a point 5 meters measured in an easterly direction from a point opposite the eastern kerblines of Madras Street and extending in an easterly direction for a distance of 15 meters.

7. That a bus stop is created on the northern side of Lichfield Street commencing at a point 86 meters measured in a westerly direction from a point opposite the western kerblines of Fitzgerald Avenue and extending in a westerly direction for a distance of 28 meters.
8. That a bus stop is created on the southern side of St Asaph Street commencing at a point 35 meters measured in a westerly direction from a point opposite the western kerblines of Fitzgerald Avenue and extending in a westerly direction for a distance of 18 meters.
9. That a bus stop be created on the southern side of St Asaph Street commencing at a point 16 meters measured in a westerly direction from a point opposite the western kerblines of Barbadoes Street and extending in a westerly direction for a distance of 18 meters.
10. That a bus stop is created on the southern side of St Asaph Street commencing at a point 30 meters measured in an easterly direction from a point opposite the eastern kerblines of Manchester Street and extending in a westerly direction for a distance of 18 meters.
11. That a bus stop be created on the western side of Manchester Street commencing at a point 7 meters measured in a northerly direction from a point opposite the northern kerblines of Armagh Street and extending in a northerly direction for a distance of 18 meters.
12. That the bus stop on the western side of Colombo Street is extended from a point 23 meters measured in a southerly direction from a point opposite the southern kerblines of Armagh Street and extending in a southerly direction for a distance of 36 meters.
13. That the bus stop on the eastern side of Colombo Street is extended from a point 20 meters measured in a northerly direction for a distance of 36 meters measured in a northerly direction from a point opposite the northern kerblines of Gloucester Street and extending in a northerly direction for a distance of 36 meters.
14. That a bus stop is created on the western side of Colombo Street commencing at a point 36 meters measured in a southerly direction from a point opposite the southern kerblines of Kilmore Street and extending in a southerly direction for a distance of 36 meters.

15. That a bus stop is created on the eastern side of Colombo Street commencing at a point 43 meters measured in a southerly direction from a point opposite the southern kerblines of Kilmore Street and extending in a southerly direction for a distance of 18 meters.
16. That a P5 loading zone is created on the western side of Colombo Street commencing at a point 4 meters measured in a northerly direction from a point opposite the northern kerblines of Kilmore Street and extending in a northerly direction for a distance of 15 meters.
17. That parking meters with a time limit of 120 minutes be installed on the western side of Colombo Street commencing at a point 22 meters measured in a northerly direction from a point opposite the northern kerblines of Kilmore Street and extending in a northerly direction for a distance of 19 meters.
18. That parking meters with a time limit of 120 minutes be installed on the eastern side of Colombo Street commencing at a point 37 meters measured in a northerly direction from a point opposite the northern kerblines of Kilmore Street and extending in a northerly direction for a distance of 25 meters.
19. That a P5 loading zone at all times on the southern side of Worcester Street is extended from a point 35 meters measured in an easterly direction from a point opposite the eastern kerblines of Oxford Terrace and extending in an easterly direction for a distance of 35 meters.
20. That a Coach parking at all times area that applies at all times be created the southern side of Worcester Street is extended from a point 60 meters measured in an easterly direction from a point opposite the eastern kerblines of Oxford Terrace and extending in an easterly direction for a distance of 15 meters.
21. That the bus stop on the western side of Durham Street be extended from a point opposite the northern kerblines of Chester Street and extending in a northerly direction for a distance of 30 meters.
22. That a bus stop be created on the eastern side of Durham Street commencing at a point 135 meters measured in a southerly direction from a point opposite the southern kerblines of Bealey Avenue and extending in a southerly direction for a distance of 16 meters.
23. That the existing bus stops on the eastern side of Durham Street immediately south of Bealey Avenue and north of Salisbury Street be revoked.

24. That a P5 Loading Zone at all times be created on the northern side of Armagh Street commencing at a point 74 meters 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 13 meters.
25. That the existing parking restrictions in the above described areas be revoked.
26. That the existing bus stop on the northern side of Peterborough Street east of Manchester Street be revoked.

**Chairman's**

**Recommendation:**

That the report also be referred to the Bus Stops and Shelters Subcommittee for consideration and recommendation to the September meeting of the Council.