

23. THE EASTERN ORBITER – 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 Committee of the proposed bus stop changes resulting from the extension of the Orbiter bus service. It is also requesting that the Committee approve the bus stop changes and make appropriate recommendations to Council.

A copy of the report has been considered by the Shirley/Papanui and Spreydon/Heathcote Community Boards.

BACKGROUND

The Orbiter is Christchurch's award winning transportation service, currently offering a 15 minute service around the western suburbs. Approximately 50,000 people per month are currently using the service. The second and final stage of the Orbiter will travel across the eastern suburbs and will commence on 4 November 2000.

THE ORBITER ROUTE

(For a map of the route see attached).

After extensive public consultation, Environment Canterbury determined the route for the eastern extension of the Orbiter bus service. All of the 2,500 responses received by Environment Canterbury supported the proposal to extend the service. The only requests for change came from residents who wanted the service to travel closer to their particular neighbourhood.

SPREYDON/HEATHCOTE COMMUNITY BOARD AREA

The route through the Spreydon/Heathcote Community Board area is as follows:

Ensors Road - (Railway - Fifield Terrace)
St. Martins Road - (Fifield Terrace - Wilsons Road)
Wilsons Road - (St Martins Road - Gamblins Road)
Gamblins Road (All)
St Martins Road - (Gamblins Road - Centaurus Road)
Centaurus Road - (St Martins Road - Colombo Street)
Cashmere Road - (Colombo Street - Princess Margaret Hospital)

CENTAURUS ROAD TRAFFIC MANAGEMENT ISSUES

As mentioned in the previous report 'Centaurus Road Traffic Management', the extension of the Orbiter bus service along Centaurus Road has brought forward traffic management plans. These are complimentary to the Orbiter and will enable it to operate effectively and efficiently. These include in places: the construction of four bus bays due to the narrowness of the roadway, shifting of the centre line, marking edgelines, extending the length of no parking, and installing "give way" signs at uncontrolled intersections.

BUS STOPS

Along the route there are existing bus stops in some parts Wilsons Road, Gamblins Road, St Martins Road and Centaurus Road. However, not all of these bus stops are desirable for both the Orbiter and radial services (buses to and from the city) to utilise. Radial bus stop locations have in many cases become outdated and inappropriate given the changes in living patterns, attractions, traffic flows, road geometry etc. With the advent of the Orbiter it is an ideal time to address these issues. By undertaking a rationalisation of the current bus stops these issues can be overcome for the benefit of all services.

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.

The proposed changes are in accordance with the Bus Stop Location Policy (1999) and 'Our Future - Our Choice - Christchurch Public Passenger Transport Strategy' (1998).

SHIRLEY/PAPANUI COMMUNITY BOARD AREA

The route through the Shirley/Papanui Community Board Area is as follows:

Main North Road - (Harewood Road - QEII Drive)
Queen Elizabeth II Drive - (Main North Road - Philpotts Road)
Philpotts Road (All)
Innes Road - (Philpotts Road - Hills Road)
Hills Road - (Innes Road - Shirley Road)
Shirley Road - (Hills Road - Marshland Road)

BUS STOPS

Along the route there are existing bus stops in Main North Road, Innes Road, the top of Hills Road, and Shirley Road. However, not all of these bus stops are desirable for both the Orbiter and radial services (buses to and from the city) to utilise. Radial bus stop locations have in many cases become outdated and inappropriate given the changes in living patterns, attractions, traffic flows, road geometry etc. With the advent of the Orbiter it is an ideal time to address these issues. By undertaking a rationalisation of the current bus stops these issues can be overcome for the benefit of all services.

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.

The proposed changes are in accordance with the Bus Stop Location Policy (1999) and 'Our Future - Our Choice - Christchurch Public Passenger Transport Strategy' (1998). All changes are supported by Environment Canterbury.

CONSULTATION

In locating new bus stops, a number of locations are investigated to assess suitability. Typically there are 3-4 suitable locations for each new bus stop site. 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.

ADDITIONAL BUS STOP CHANGES

Some additional bus stop changes associated with the Orbiter will be presented to the Committee at its next meeting. These recommendations have not been presented in this report as additional planning has been undertaken and consultation is continuing. In the interests of ensuring the service is able to operate on 4 November, the following finalised recommendations are being presented to the Committee at this meeting.

Recommendation: SPREYDON/HEATHCOTE COMMUNITY BOARD AREA

1. That the following bus stop changes on collector and arterial roads be approved.
 - (i) That a bus stop be installed on the west side of Ensors Road commencing at a point 73.5 metres from its intersection with Opawa Road and extending in a southerly direction for a distance of 12 metres. (23/25 Ensors Road).
 - (ii) That a bus stop be installed on the east side of Ensors Road commencing at a point 72 metres from its intersection with Opawa Road and extending in a southerly direction for a distance of 14 metres. (22/24 Ensors Road).
 - (iii) That a bus stop be installed on the west side of St Martins Road commencing at a point 24.5 metres from its intersection with Fifield Terrace and extending in a southerly direction for a distance of 12 metres. (Reserve - St Martins Road).
 - (iv) That a bus stop be installed on the east side of St Martins Road commencing at a point 23 metres from its intersection with Fifield Terrace and extending in a southerly direction for a distance of 12 metres. (Road Reserve - St Martins Road).

- (v) That a bus stop be installed on the east side of St Martins Road commencing at a point 51 metres from its intersection with Wilding Street and extending in an easterly direction for a distance of 12 metres. (99 St Martins Road).
- (vi) That the bus stop on the west side of Wilsons Road commencing at a point 53.5 metres with its intersection with St Martins Road and extending in a southerly direction for a distance of 12 metres be removed. (139/141 Wilsons Road).
- (vii) That the bus stop on the east side of Wilsons Road commencing at a point 98.5 metres from its intersection St Martins Road and extending in a southerly direction for a distance of 12 metres be removed. (140/144 Wilsons Road).
- (viii) That the bus stop on the west side of Gamblins Road commencing at a point 34.5 metres from its intersection with Wilsons Road and extending in a southerly direction for a distance of 12 metres be removed. (Substation - Gamblins Road).
- (ix) That the bus stop on the east side of Gamblins Road commencing at a point 44 metres from its intersection with Wilsons Road and extending in a southerly direction for a distance 12 metres be removed. (28 Gamblins Road).
- (x) That a bus stop be installed on the west side of Centaurus Road commencing at a point 47 metres from its intersection with Centaurus Road and extending in a southerly direction for a distance of 12 metres. (161 Centaurus Road).
- (xi) That the bus stop on the east side of Centaurus Road commencing at a point 3 metres from its intersection with Palatine Terrace and extending in a northerly direction for a distance of 12 metres be removed. (110 Centaurus Road).
- (xii) That a bus stop be installed on the east side of Centaurus Road commencing at a point 25 metres from its intersection with Woodlau Rise and extending in a southerly direction for a distance of 12 metres. (100 Centaurus Road).

- (xiii) That the bus stop on the east side of Centaurus Road commencing at a point 28 metres from its intersection with Whaka Terrace and extending in a southerly direction for a distance of 12 metres be removed. (88 Centaurus Road).
- (xiv) That a bus stop be installed on the west side of Centaurus Road commencing at a point 9 metres from its intersection with Whaka Terrace and extending in a northerly direction for a distance of 12 metres. (Scout Den).
- (xv) That the bus stop on the west side of Centaurus Road commencing at a point 15 metres from its intersection with Whaka Terrace and extending in a southerly direction for a distance of 12 metres be removed. (River bank)
- (xvi) That the bus stop on the east side of Centaurus Road commencing at a point 11 metres from its intersection with Major Aiken Drive and extending in a northerly direction for a distance of 12 metres be removed. (1 Major Aitken Drive - Centaurus Road frontage).
- (xvii) That a bus stop be installed on the north side of Centaurus Road commencing at a point 6 metres from its intersection Sloan Terrace and extending in a westerly direction for a distance of 12 metres be installed. (Sloan Terrace/Riverbank).
- (xviii) That a bus stop be installed on the south side of Centaurus Road commencing at a point 30 metres from its intersection with Rossmore Terrace and extending in an easterly direction for a distance of 12 metres. (Rossmore Reserve).

SHIRLEY/PAPANUI COMMUNITY BOARD AREA

- 2. That the following bus stop changes on collector and arterial roads be approved:
 - (i) That the bus stop on the east side of Main North Road commencing at a point 42 metres from its intersection with Halliwell Avenue and extending in a southwesterly direction for a distance of 10 metres be removed. (72 Main North Road).
 - (ii) That the bus stop on the west side of Main North Road commencing at a point opposite Apollo Place and extending in a southwesterly direction for a distance of 12 metres be removed. (119 Main North Road).

- (iii) That a bus stop be installed on the north side of Innes Road commencing at a point 158 metres from its intersection with Manuka Street and extending in an easterly direction for a distance of 12 metres. (Edgeware Tennis Club).
- (iv) That a bus stop be installed on the south side of Innes Road commencing at a point 20.5 metres from its intersection with Hills Road and extending in a westerly direction for a distance of 12 metres. (482 Innes Road).
- (v) That the bus stop on the east side of Hills Road commencing at a point 40.5 metres from its intersection with Innes Road and extending in an southerly direction for a distance of 12 metres be removed. (382 Hills Road).
- (vi) That a bus stop be installed on the east side of Hills Road commencing at a point 22 metres from its intersection with Westminster Street and extending in a southerly direction for a distance of 12 metres. (348 Hills Road).
- (vii) That a bus stop be installed on the west side of Hills Road commencing at a point 13 metres from its intersection with Westminster St and extending in a southerly direction for a distance of 12 metres. (341 Hills Road - Church).
- (viii) That a bus stop be installed on the west side of Hills Road commencing at a point 7 metres from its intersection with Acheson Avenue and extending in a southerly direction for a distance of 12 metres. (293 Hills Road).
- (ix) That a bus stop be installed on the east side of Hills Road commencing at a point 12.5 metres from its intersection with Acheson Avenue and continuing in a northerly direction for a distance of 12 metres. (306 Hills Road).
- (x) That a bus stop be installed on the west side of Hills Road commencing at a point 7 metres from its intersection with Spurway Place and extending in a northerly direction for a distance of 12 metres. (239 & 241 Hills Road).
- (xi) That a bus stop be installed on the east side of Hills Road commencing at a point 15 metres from its intersection with Ailsa Street and extending in a northerly direction for a distance of 12 metres. (252 & 254 Hills Road).
- (xii) That the bus stop on the south side of Shirley Road commencing at a point 40.5 metres from its intersection with Hills Road and extending in an easterly direction for a distance of 17.5 metres be removed. (4 Shirley Road).

- (xiii) That a bus stop be installed on the south side of Shirley Road commencing at a point 7 metres from its intersection with Slater Street and extending in a easterly direction for a distance of 17.5 metres. (10 Shirley Road - Shirley Community Centre).
- (xiv) That the bus stop on the south side of Shirley Road commencing at a point 11.5 metres from its intersection with Chancellor Street and extending in an easterly direction for a distance of 12 metres be removed. (76 Chancellor St - Shirley Road frontage).
- (xv) That a bus stop be installed on the south side of Shirley Road commencing at a point 67 metres from its intersection with North Parade and extending in a westerly direction for a distance of 30 metres. (Extend stop to accommodate 2 buses - Shirley Road outside Shirley Intermediate).

Chairman's

Recommendation:

1. That this report be referred to the Bus Stops and Shelters Subcommittee to consider:
 - (a) Whether the Committee should support, or alternatively seek changes to, the route.
 - (b) The bus stops which may be required.
2. That the Subcommittee report direct to the September meeting of the Council.