

20. THE EASTERN ORBITER – BUS STOP CHANGES

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Corporate Plan Output: 9.5.100 Passenger Transport Infrastructure	

The purpose of this report is to inform the Board of the proposed bus stop changes resulting from the extension of the Orbiter bus service. The Board is also asked to approve the bus stop changes on local roads and consider the bus stop changes on collector and arterial roads and make appropriate recommendations to the City Services Committee. An officer will be present at **5.30 pm**.

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.

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

- Main North Road (Harewood Road - QEII Drive)
- Queen Elizabeth 11 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 Radial bus stop locations have in many cases become outdated and inappropriate given the changes in living patterns, attractions, traffic flows, road geometry etc.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.

Where a recommended new stop does not have the adjacent owners' support, they have been invited to submit their viewpoint to the Board for consideration at this meeting. (Recommendations 1(a), 1(c), 2(f)).

- Recommendation:** 1. That the following bus stop changes on local roads be approved:
- (a) That a bus stop be installed on the east side of Philpotts Road commencing at a point 99 metres from its intersection with Glenfield Crescent and extending in a northerly direction for a distance of 12 metres (undeveloped land next to 88 Philpotts Road).
 - (b) That a bus stop be installed on the west side of Philpotts Road commencing at a point 59 metres from its intersection with Glenfield Crescent and extending in a northerly direction for a distance of 12 metres (undeveloped land next to 107 Philpotts Road).
 - (c) That a bus stop be installed on the west side of Philpotts Road commencing at a point 11.5 metres from its intersection with Glenfield Crescent and extending in a southerly direction for a distance of 12 metres (1 Glenfield Crescent - Philpotts Road frontage).
 - (d) That a bus stop be installed on the east side of Philpotts Road commencing at a point 4.5 metres from its intersection with Glenfield Crescent and extending in a northerly direction for a distance of 12 metres (48 Philpotts Road).
 - (e) That a bus stop be installed on the west side of Philpotts Road commencing at a point 45 metres from its intersection with Knowles Street and extending in a southerly direction for a distance of 12 metres (7 Philpotts Road).

- (f) That a bus stop be installed on the east side of Philpotts Road commencing at a point 32.5 metres from its intersection with Knowles Street and extending in a southerly direction for a distance of 12 metres (8 Philpotts Road).
2. That the Board consider the following bus stop changes on collector and arterial roads and make appropriate recommendations to the City Services Committee:
- (a) 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).
 - (b) 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).
 - (c) 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 (Edgware Tennis Club).
 - (d) 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).
 - (e) 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).
 - (f) 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).
 - (g) 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 Rd - church).

- (h) 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).
- (i) 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).
- (j) 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).
- (k) 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).
- (l) 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).
- (m) 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).
- (n) 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 Street - Shirley Road frontage).
- (o) 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).

Chairperson's

Recommendation:

That the officer's recommendation be adopted.