

7. ROLLESTON AVENUE PERIPHERAL TERMINUS

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Corporate Plan Output: Transport Policy Advice	

The purpose of this report is to respond to Councillor Crighton's enquiries regarding the establishment of the "Riverside" peripheral terminus on the corner of Rolleston Avenue and Cashel Street.

Last year, as a result of concerns raised by Councillor Crighton a number of discussions occurred in this committee regarding the Riverside peripheral terminus (February, March and May 2000). These concerns have been again raised which, in summary, appear to focus on the level of bus activity on Rolleston Avenue resulting from the public bus system routes and stops, and tour coach access and parking. Particular concerns raised focussed on:

- The additional bus routes using Rolleston Avenue to "lay over" since November 2000 – a further 3 routes, so this means that there now totals 5 bus routes using this terminus and Rolleston Avenue.
- The bus stops have been extended to cover over half the block from Cashel to Hereford.
- The level of congestion in this section of Rolleston Avenue. This part of Rolleston Avenue is also well known as a "rat run" from Park Terrace, along to Cashel Street and on to the one way system.
- The long term environmental impact of this new situation in an important environmental area of the city centre containing the Arts Centre, Botanical Gardens, Museum, and the Art Gallery. These activities are focussed on Worcester Boulevard which is predominantly pedestrian-orientated with a slow road and terminates at Rolleston Avenue which has a lot of traffic. The situation will have an adverse effect on the tourism and cultural activities of the cultural precinct.
- The situation is going to get worse with the changes to the bus system proposed for April 2001.

The Riverside peripheral terminus currently consists of 2 stops in Rolleston Avenue and 1 stop in Cashel Street; both sets of stops are located adjoining the YMCA car park. Two new Adshel bus shelters have been provided at this terminus. It was established formally in 1999 when the City Council passed resolutions to create a bus stop on Rolleston Ave, which was to service 2 bus routes. Environment Canterbury trialled these services to test the impact of operating peripheral termini based routes prior to the planning and transition of the remainder of the bus system during late 2000 and early 2001. More recently, in July 2000, the City Council passed resolutions to extend this peripheral terminus by adding 2 stops to allow the route changes that occurred in November 2000, coinciding with the opening of the Bus Exchange. The bus stops removed a total of some 5-6 metered parking spaces and 3 uncontrolled parking spaces.

Both Rolleston Avenue and Cashel Street are classified as local streets at this point. North of Hereford Street Rolleston Avenue is classified as a minor arterial.

This location is strategically positioned to provide an excellent and more sustainable means of access to the cultural precinct and the public hospital by the public bus system, especially for the routes that run directly to this area.

The terminus is located well away from the main features of the cultural precinct, namely the Arts Centre, Museum, and Art Gallery, and does not impinge upon access to the Botanical Gardens. The same can not be said of the tour coaches in the area and the two situations should not be mixed unnecessarily. The bus routes require the buses using the Riverside terminus to travel from Gloucester Street along Rolleston Avenue to Cashel Street, returning to the city along Cashel Street, Montreal Street and Gloucester Street.

It is worth re-iterating that the City and Regional Councils in effect jointly establish new bus routes, with the Regional Council determining the route and the City Council providing the bus stops to best service that route. It is an exercise that requires good co-ordination and goodwill between the two organisations to provide the best service for the passengers, the transport system and the city as a whole.

The processes for creating the new routes and bus stops that related to the Riverside peripheral terminus followed normal procedures of consultation and Council approvals. These involve quite extensive consultation on the bus routes and include the use of focus groups and reporting through community boards and adjoining landowners. The adjacent property occupiers, while concerned with some loss of parking, welcomed the addition of the new bus services to the area. Whereas there are numerous options for the bus routes and stop locations in the area, the current option is considered on balance to be the best solution for local access and amenity.

We are currently part way through the transition from the bus system being focussed on Cathedral Square to one operating on the principle of peripheral termini and the Bus Exchange. The routes affected to date have mainly been those related to the north-east of the city. Only a few of the services ultimately planned to use the Riverside terminus have in fact started to use it. There are now 5 routes using Riverside and after the final transitions in April there will be 12 routes. The planned numbers are indicated on the table below.

	No. of routes	No. of off-peak services/weekday	No. of peak services/weekday	Total services per day
Prior to November 2000	2	37	17	54
November 2000-April 2001	5	95	42	137
After April 2001	12	238	103	341

(Note peak services are those between 0700-0900 and 1500-1800 hrs.)

Calculations of the traffic stream indicate that in terms of “car equivalents”, traffic in the area during evening peak hour is currently 89.2% cars, 2.7% coaches and 8.1% buses. This indicates that buses constitute a small portion of the total traffic stream (a smaller percentage again if actual numbers of vehicles are used) even after the final transitions in April.

The number of buses present now is equivalent to a bus about every 7.5 minutes over the entire day. After the April changes, this will change to a bus about every 3 minutes. With recent significant increases in inter-peak frequencies of bus services, the minutes per bus during the peak hours is very similar to the all day figures.

Results of a survey identifying dwell time of buses at the terminus and the number of buses present at any one time during the evening peak hour are at the time of writing not available, but will be available for the meeting.

There has been no feedback received focussing on this terminus from operators, passengers or adjoining land occupiers.

A separate City Council project is underway reviewing sections of Rolleston Avenue, particularly its Botanical Gardens frontage. This issue may be the subject of a separate report to this meeting by others. Some options may impact on the bus system and joint committee consideration may be merited if such options are favoured.

The Riverside peripheral terminus appears to be working well, with no adverse comments from operators, passengers or adjoining property owners. There is no intention nor need to make changes to this facility in the near future.

Recommendation: For information

Chairman’s

Recommendation: +