

## 15. GLOUCESTER STREET - PROPOSED BUS STOP RELOCATION AND P5 LOADING ZONE

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport and City Streets Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the relocation of a bus stop and to establish a P5 Loading Zone on the north side of Gloucester Street adjacent to Rolleston Avenue (see **attachment**).

### EXECUTIVE SUMMARY

2. Christ's College have identified safety issues with the current location of the bus stop situated on the north side of Gloucester Street 30 metres from its intersection with Rolleston Avenue. These concerns have been confirmed with site investigations and discussions with bus drivers.
3. The difficulty faced by bus drivers is that there is a kerb build out on northern side of Gloucester Street, at its intersection with Rolleston Avenue. This was constructed to reduce the crossing distance for pedestrians and to offer protection for parked vehicles. However, bus drivers are forced to swing wide and consequently have trouble accessing the bus stop immediately around the corner. This is particularly the case with the larger 51 seater buses with tag axle. There are three different bus services using this stop eg five buses used this stop between 8.05am and 8.40am.
4. Compounding this problem being experienced by the bus drivers is that short-term parking is occurring on the bus stop. This is because there is a demand for a drop-off zone to meet the needs of parents/caregivers from Christ's College and long-term commuters are taking up all other available parking. This then leads to double parking by the buses or the other vehicles dropping off or picking up students.
5. The Parking Strategy was adopted by the Council on 26 June 2003. It gives direction on the establishment of kerb side parking. Relevant Policies are as follows:

#### **Policy 46 Safety:**

"To ensure that the provision of parking does not compromise the safety of those parking or the safety of others."

Kerbside parking priority outside educational institutions has also been clarified by the strategy as follows:

"To allocate kerb space where demand exceeds supply in general accordance with the Educational Parking Priority table below."

	<b>Education Parking Priority</b>
1	Bus stops
2	Taxi, limousine and shuttle services
3	Short-stay parking for site visitors
4	Parking for people with disabilities
5	Resident car parking
6	Commuter parking (staff and students)

6. The preferred location for the bus stop is 20 metres further east towards the Central City. A 13 metre long bus stop can be marked here. There are double driveways either side of this location which gives a total effective length of 29 metres for the buses to pull in and out.
7. Given the mandate from the Parking Strategy it is proposed to establish P5 loading zones within the existing bus stop and immediately west as shown on the plan. This will provide space for three vehicles during the times recommended by Christ's College. Long-term commuter parking will be reduced by three spaces during the period of the restriction. However, provision for this category of parking ranks the lowest in terms of the direction given by the Parking Strategy.

## **CONSULTATION**

8. The properties adjacent to the proposed parking arrangements are owned by Christ's College.
9. Christ's College is fully supportive of the proposal.
10. A copy of this report and plan has been sent to the ICON Residents' Group for their information.

## **FINANCIAL AND LEGAL CONSIDERATIONS**

11. Signage and road marking is within existing budgets.
12. The Land Transport Road Users Rule 2006 provides for the installation of parking restrictions.

## **CONCLUSION**

13. There are safety concerns with:
  - (a) The current location of the bus stop making it very difficult for the drivers of the larger buses to park correctly.
  - (b) The lack of short-term parking for caregivers dropping off students in Gloucester Street.
14. These concerns can be effectively addressed by installing the parking arrangement shown on the plan.

## **STAFF RECOMMENDATIONS**

It is recommended that the Board agree that:

- (a) The existing bus stop installed on the north side of Gloucester Street commencing at a point 27 metres from its intersection with Rolleston Avenue and extending in an easterly direction for 12 metres be revoked.
- (b) A bus stop be installed on the north side of Gloucester Street commencing at a point 47 metres from its intersection with Rolleston Avenue and extending in an easterly direction for a distance of 13 metres.
- (c) That a "Loading Zone time limit 5 minutes" be created on the north side of Gloucester Street commencing at a point 14 metres from its intersection with Rolleston Avenue and extending in an easterly direction for a distance of 8 metres.
- (d) That a "Loading Zone time limit 5 minutes" be created on the north side of Gloucester Street commencing at a point 27 metres from its intersection with Rolleston Avenue and extending in an easterly direction for a distance of 12 metres.

## **CHAIRPERSON'S RECOMMENDATION**

That the staff recommendations be adopted.