



Central City Recovery Plan

Technical Paper - Public Transport

SECOND DRAFT

Environment Canterbury

14 September 2012

Not relevant to your request

Manchester Street

We recommend continuous 'at any time' segregated bus priority on Manchester Street, in both directions, between Gloucester Street and the bus interchange within the 20 metre corridor (see following page). This is in respect of the number of buses along this corridor (24/hr in the peak periods and 14/hr at other times between Gloucester and Hereford Street, and 30/hr and 18/hr respectively between Hereford Street and Lichfield Street). This corridor carries passengers in from the north west, north east and east.

We recommend a 'super stop' at Worcester Street, it being surrounded by significant trip attractors and generators west of Manchester Street that are within a short walk into the north of the core. This super stop would be characterised by high quality passenger waiting facilities sheltered from the weather and with quality information provision.

In the long term this will be a key corridor for higher capacity public transport vehicles if/after double deckers reach their limit, so we suggest close consideration is given to prudently widening the Manchester Street corridor to at least 25 metres over this section, so as to accommodate public transport in the long term beyond 2041.



Off-street lounge as part of a super stop (former bus exchange platform D)