



Providing for Passenger Transport within Your Subdivision

The Metro Public Passenger Transport network in Canterbury has recently been rated as one of the best in Australasia. This network currently operates between Christchurch, Templeton, Rolleston, Burnham, Prebbleton and Lincoln. As communities grow and as funding provides, it is anticipated that these services will continue to expand.

Ensuring that your subdivision is Passenger Transport friendly (future proofing) will enable Selwyn residents to access future opportunities that may not exist today. If applied in conjunction with the planning and design of any new residential subdivisions, the following factors will help create a successful Passenger Transport system.

The Roding and Pedestrian Network

Road Construction	Potential Passenger Transport corridors should be suitably engineered for buses, including roads and streets of sufficient pavement strength and appropriate layout to accommodate buses.
Road Width	Buses are approximately 2.5 metres wide, so roads and individual bus stops along potential Passenger Transport routes need to provide for this. More space is needed at intersections and in other areas to allow buses to turn and manoeuvre safely.
Road Layout	Simple, direct, logical roading patterns are required for bus routes with no obstructions that could restrict bus movements. Footpaths should be provided on at least one side of the road coinciding with bus stop positions.
Permeability	Pedestrian and cycle corridors should be provided to, from, within and between subdivisions so residents can easily access bus stops and facilities.
Integration	Future new main roads and streets should be aligned to enhance connectivity between subdivisions and allow public transport provision.
Walking Radius	Defined bus stops should be provided so all dwellings and residents are within 400m of a bus stop.
Safety	Bus stops should be located and designed so that they can be safely accessed by buses and passengers. Opportunities to provide future seats and shelters should also be considered.

Housing Density

Medium to high density residential subdivisions, like those typically occurring in Selwyn townships, are the prime candidates for the future provision and integration of public transport, compared to lower density rural residential subdivisions. Higher density housing provides more potential patronage increases which reduce service costs. Frequency can then be improved, which in turn makes the service more attractive to use.

Location of Facilities

Community facilities should be located adjoining Passenger Transport routes, for example:

- A retirement village, complex, stand alone retirement villas or over 60s units,
- A community node, such as shops, businesses, commercial activities or health facilities,
- A school,
- A park, or
- High-density residential areas

For specific information and advice on how to provide for public transport during the planning or design of any subdivision please contact the Passenger Services Operations Planner at Environment Canterbury on 366 8855.

Alternatively, contact the Selwyn District Council's Transport Department on 324 5887 or 318 8338 for information on the overall engineering development approvals, including the provision of public transport requirements.