

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 31 – 16
- Location:** Dekka Street - Khandallah
- Proposal:** Class restricted parking - Bus Stop (extension)
Bus Stop 4419, Khandallah Village, New World

Information: Purpose

The purpose of this report is to recommend the resolution and installation/extension of bus stop 4419 in Khandallah be amended.

Background

From 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents. The new bus network will come into effect in early 2018. The new bus network is part of a wider programme which includes new PTOM contracts, integrated fares and ticketing and a new bus fleet. In order for the programme to succeed, each of the included projects need to work interdependently.

In order for the new bus network to be implemented, it is essential that a number of new bus stops are created throughout the city and the configurations of some existing stops are changed. GWRC requires the support of Wellington City Council (WCC) for these bus stops to be established or amended.

As part of the Wellington City bus review, GWRC would like to improve infrastructure and access to public transport in Khandallah. From 2018 the current routes 43, 44, 45, 46 and 50 are to be replaced by three new routes. This new route design was the preferred option following extensive community consultation during 2014 and 2015. The routes include two new full 7 day a week bus services that follow “there and back” bus routes (linking Khandallah west with Highbury via Wellington CBD; and Johnsonville with Miramar via Broadmeadows, Khandallah east and Wellington CBD), and one peak only service (linking Ngaio to Wellington CBD).

In order for the bus review to succeed and the new Khandallah routes to be run, GWRC requires an existing bus stop to be extended. The bus stop will act as the terminus point for the Khandallah west route, with the extension allowing buses to layover between trips to ensure on time departure, while still allowing a second bus from another route to use this stop.

The planned frequency of the new weekday Khandallah west route is every 10-15 minutes in the morning and afternoon peaks, and every 60 minutes in the day time and evening off-peak, from 6.30am to 10.30pm. Weekend services are every 60 minutes, from 7.00am to 10.30pm Saturdays and 8.00am to 9.00pm Sundays.

The planned frequency of the weekday Khandallah east route is every 10-15 minutes in the morning peak, every 30 minutes in the day time off-peak, every 20 minutes in the afternoon peak and every 60 minutes in the evening off-peak, from 6.45am to 11.15pm. Weekend services are every 30 minutes, from 8.00am to 11.15pm Saturdays and 9.00am to 10.15pm Sundays.

The planned frequency of the new weekday Ngaio route is every 20 minutes in the morning and afternoon peaks, from 7.00am to 9.00am and 3.00pm to 6.30pm.

Purpose

To recommend that class restricted parking (a bus stop) is amended for bus stop 4419, Khandallah Village – New World, on Dekka Street, Khandallah. The expected patronage at this new stop is envisaged to be approximately 120-125 passengers per day.

Proposal

The extension of the head of the bus stop is proposed. The head of the proposed extended bus stop is positioned approximately 7m west of the head of the current bus stop on Dekka Street (near 3 Dekka Street).

GWRC propose the bus stop configuration to consist of the existing 15m no stopping lines as an entry taper, a 7.1m front extension to the existing 22.9m bus box in which the bus stops and a 4.5m no stopping area connected to the existing no stopping lines to create a 9m no stopping exit taper. This allows two buses to pull in parallel to the kerb and exit the bus stop in a safe manner.

The bus stop will service the three new Khandallah routes, and will act as a terminus for the Khandallah west and Ngaio routes.

Further detailed information on the layout of the amended bus stop in Dekka Street is shown in Figure 1.

GWRC will manage the installation of infrastructure at the new location in consultation with WCC.

Traffic Safety Assessment

GWRC Officers and WCC Officers have visited the site independently and have agreed that the bus stop extension is a safe and suitable layout for a bus stop.

The agreed site gives pedestrians and motorists good sight lines and vision of other traffic.

Consultation

WCC are the owners of the road and road reserve. Adjacent business and property were contacted in December 2015 for feedback on the proposal. The business was opposed to the proposal for the following reasons:

- Loss of two unlimited parking spaces causing employees and customers to walk up to 5 minutes from the nearest car park
- Current bus stop layout adequate

No reply was received from the adjacent property.

The Cornerstone Trust in Khandallah was also contacted for feedback and it supported the proposed bus stop extension.

GWRC Officers and WCC Officers have discussed the proposal and verbally agreed on the site detailed in this report for the bus stop's location.

Recommendation

GWRC recommends that WCC approves class restricted parking (a bus stop) be amended for bus stop 4419, Khandallah Village – New World, on Dekka Street, Khandallah.

Net parking loss: 2 parking spaces

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Key Dates:

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| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Add to Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule

Column One

Column Two

Column Three

Dekka Street

Bus Stop, at all times

Southern side, commencing from a point 18 metres from the projected southern kerb alignment of Ganges Road (X=1,750,084.7506 m, Y=5,432,249.5322 m) and extending in a westerly direction following the kerb line for 30 metres.

Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Dekka Street

No Stopping at all times

Southern side, commencing from a point 48.4 metres from the projected southern kerb alignment of Ganges Road (x=, y=), and extending in a westerly direction following the kerb line for 4.5 metres

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

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(Principal Traffic Engineer/Team Lead)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 19/02/16

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PROPOSED TRAFFIC RESOLUTION



greater WELLINGTON
REGIONAL COUNCIL

PROPOSED EXTENDED BUS STOP KHANDALLAH VILLAGE (NEW WORLD)

SCALE: 1:500 DRAWN BY: SMCNEILL
DATE DRAWN: 18/01/2016