

- Reference:** TR 120 – 16
- Location:** 208 Mark Avenue - Grenada Village
193 Mark Avenue - Grenada Village
- Proposal:** Class restricted parking – Bus Stop (New)
New bus stop on Mark Avenue (Outside #208)
New bus stop on Mark Avenue (Outside #193)

Information: Purpose

To recommend that two new class restricted parking (bus stops) are formalised on Mark Avenue – outside #'s 193 and 208.

Background

Between 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.

From 2018, Grenada Village is proposed to be served by a branch of the new North-South Spine (A) linking Johnsonville, Wellington, Newtown and Island Bay. This route will provide the opportunity to travel to and from Wellington Hospital without changing buses.

The Grenada Village branch proposed is to extend northwards to service the new growth areas of Grenada Village along Mark Avenue.

The planned frequency of the route is:

Weekday Peak	As now bus every 15 to 30 minutes
Weekday Daytime	More frequent service every 30 minutes (currently every 60 minutes)
Weekday Evening	Additional evening buses every 120 minutes (currently no service after 7:45pm)
Saturday	As now every 60 minutes (buses to continue through to Wellington via Johnsonville)
Sunday	As now every 60 minutes (buses to continue through to Wellington via Johnsonville)

Three (3) new bus stops are proposed along with a terminus at the Grenada Drive / Mark Avenue intersection. These stops are designed to provide an improved catchment and extension of the existing service which currently loops at Guadaloupe Crescent.

GWRC propose that the bus stop configuration (where able) consist of a 9m 'no stopping' entry taper; a 15m bus box in which the bus stops, and a 9m 'no stopping' exit taper. The value of this is that it will allow the bus to position itself parallel to the curb and exit the bus stop in a safe manner.

In some circumstances, existing driveways will form part of the tapers and bus stops.

In order for the bus review to succeed and the new bus route to be run, GWRC requires three (3) new bus stops and a terminus.

In order to complete all the bus stop changes required across the network, GWRC and WCC are phasing the traffic resolutions for these, however they will not come into effect until January 2018.

Proposal

GWRC will manage the installation of infrastructure at the new location in consultation with WCC in early late 2017 to early 2018.

Traffic Safety Assessment

GWRC Officers have reviewed the site in conjunction with the submissions received and have modified its location to reflect the concerns of the submitters.

The new locations are believed to be in safe and suitable positions for a bus stop.

On-street parking will be reduced by ten (10) parking spaces. However the location for the stops has been chosen so that the spaces taken are not in front of any residential properties.

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.

Feedback has been initially sought from 10 surrounding properties.

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 the new class restricted parking (2x bus stop) to be installed on Mark Avenue, Grenada Village.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 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 Resolution Schedule

Column One	Column Two	Column Three
Mark Avenue	Bus Stop, at all times	Western side, commencing 143 metres north of its intersection with Saint Kitts Place (Grid coordinates x= 1753015.9 m, y= 5436880.8 m), and extending in a northerly direction following the western kerblines for 15 metres.
Mark Avenue	Bus Stop, at all times	East side commencing 174.5 metres north of its intersection with the prolongation of the northern kerb of Saint Kitts Place (Grid coordinates x= 1753021.5 m, y= 5436876.5 m), and extending in a northerly direction following the eastern kerblines for 15 metres.

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Mark Avenue	No Stopping, at all times	Western side, commencing 134 metres north of its intersection with Saint Kitts Place (Grid coordinates x= 1753015.9 m, y= 5436880.8 m), and extending in a northerly direction following the western kerbline for 9 metres.
Mark Avenue	No Stopping, at all times	Western side, commencing 158 metres north of its intersection with Saint Kitts Place (Grid coordinates x= 1753015.9 m, y= 5436880.8 m), and extending in a northerly direction following the western kerbline for 9 metres.
Mark Avenue	No Stopping, at all times	East side commencing 165.5 metres north of its intersection with the prolongation of the northern kerb of Saint Kitts Place (Grid coordinates x= 1753021.5 m, y= 5436876.5 m), and extending in a northerly direction following the eastern kerbline for 9 metres.
Mark Avenue	No Stopping, at all times	East side commencing 189.5 metres north of its intersection with the prolongation of the northern kerb of Saint Kitts Place (Grid coordinates x= 1753021.5 m, y= 5436876.5 m), and extending in a northerly direction following the eastern kerbline for 9 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

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Approved By: Soon Teck Kong
Date: 18/07/2016

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