

Reference: TR 121 – 16

Location: Grenada Drive - Grenada Village

Proposal: Class restricted parking – Bus Stop (New)
Confirmation of bus stop (terminus) on Grenada Drive

Information: Purpose

To confirm a new class restricted parking (bus stop / terminus) which is in place on Grenada Drive – at its intersection with Mark Avenue.

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.

Traffic Safety Assessment

GWRC Officers have reviewed the site, and given that it is an off-road facility are happy with its design and safety aspects.

Consultation

WCC are the owners of the road and road reserve.

No surrounding properties where available to be consulted with.

GWRC and WCC Officers have previously discussed the location and agreed on the site detailed in this report.

The Terminus has already been constructed.

Recommendation

GWRC recommends that WCC approves the new class restricted parking (a bus stop) to be installed at the Grenada Drive / Mark Avenue intersection.

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 |
|-------------------|------------------------|---|
| Grenada Drive | Bus Stop, at all times | North side, commencing 22.5 metres east of a point 25.5 metres east of its intersection with Mark Avenue (Grid coordinates x= 1753433.7 m, y= 5437380.0 m), and extending in a easterly direction following the newly form terminus northern kerblines for 15 metres. |

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

| Column One | Column Two | Column Three |
|-------------------|---------------------------|--|
| Grenada Drive | No Stopping, at all times | North side, commencing from a point 25.5 metres east of its intersection with Mark Avenue (Grid coordinates x= 1753433.7 m, y= 5437380.0 m), and extending in a easterly direction following the newly formed terminus's northern kerblines for 22.5 metres. |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Grenada Drive No Stopping, at all times

North side, commencing 37.5 metres east of a point 25.5 metres east of its intersection with Mark Avenue (Grid coordinates x= 1753433.7 m, y= 5437380.0 m), and extending in a easterly direction following the newly formed terminus's northern kerblines for 23 metres.

Grenada Drive No Stopping, at all times

North side, commencing from a point 25.5 metres east of its intersection with Mark Avenue (Grid coordinates x= 1753433.7 m, y= 5437380.0 m), and extending in a easterly direction following the newly formed terminus's southern kerblines for 15 metres.

Grenada Drive No Stopping, at all times

West side commencing from the prolongation of the southern kerblines of the Mark Avenue Terminus (Grid coordinates x= 1753443.8 m, y= 5437331.9 m), and extending in a north-westerly direction following the western kerblines for 25 metres.

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Approved By: Soon Teck Kong

Date: 18/07/2016

(Principal Traffic Engineer/Team Lead)

(Manager Network Operations)

WCC Contact:

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Wellington City Council

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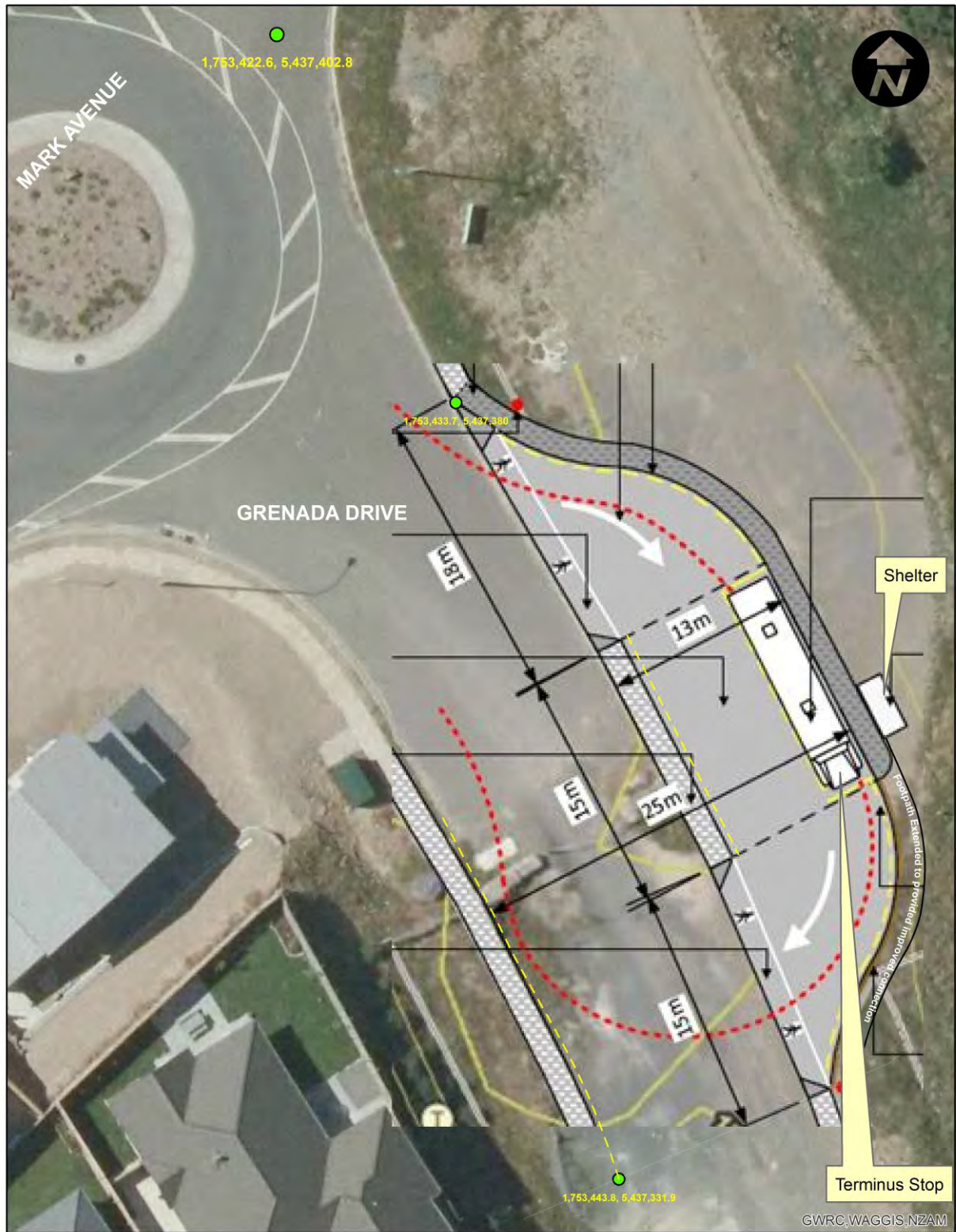
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke



Bus Stop - At All Times
Grenada Drive, GRENADA VILLAGE

User Name: agatec
Reference Scale: 1:300
Date: 13/07/2016

Topographic and Cadastral data is copyright LINZ. LIDAR data is copyright GWRC. Regional Orthophotography Copyright : GWRC / NZAM 2010, 2013. Projection NZTM.

Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 13/07/2016