

- Reference:** TR 122 – 16
- Location:** 164 Mark Avenue - Grenada Village
- Proposal:** Class restricted parking – Bus Stop (New)  
New bus stop on Mark Avenue ( Outside #164)

**Information: Purpose**

To recommend that a new class restricted parking (bus stop) be formalised on Mark Avenue – outside #164.

**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:

<b>Weekday Peak</b>	As now bus every 15 to 30 minutes
<b>Weekday Daytime</b>	<b>More frequent service</b> every 30 minutes (currently every 60 minutes)
<b>Weekday Evening</b>	<b>Additional evening buses</b> every 120 minutes (currently no service after 7:45pm)
<b>Saturday</b>	As now every 60 minutes (buses to continue through to Wellington via Johnsonville)
<b>Sunday</b>	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 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 light of the submissions received and believe that the proposed location is the safest and most suitable position for a bus stop.

The major concern raised relates to line of site for vehicles exiting Arima Place and the northern exit of Guadaloupe Crescent. Given the short term nature of the bus standing at this stop, the visibility for vehicles turning left (south) out of Arima Place is acceptable. From Guadaloupe the head of the stop is 50m from the intersection and again acceptable as vehicles are travelling downhill towards the intersection.

On-street parking will be reduced by four (4) parking spaces..

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 8 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 (a bus stop) to be installed 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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
Mark Avenue	Bus Stop, at all times	South side, commencing 18 metres south-west of its intersection with Arima Place (Grid coordinates x= 1752928.0 m, y= 5436782.1 m), and extending in a south-westerly direction following the southern kerbline for 15 metres.

# PROPOSED TRAFFIC RESOLUTION

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
Mark Avenue	No Stopping, at all times	South side, commencing 9 metres south-west of its intersection with Arima Place (Grid coordinates x= 1752928.0 m, y= 5436782.1 m), and extending in a south-westerly direction following the southern kerbline for 9 metres.
Mark Avenue	No Stopping, at all times	South side, commencing 33 metres south-west of its intersection with Arima Place (Grid coordinates x= 1752928.0 m, y= 5436782.1 m), and extending in a south-westerly direction following the southern kerbline for 9 metres.

Prepared By: Charles Kingsford  
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Date: 18/07/2016

(Principal Traffic Engineer/Team Lead)  
(Manager Network Operations)

**WCC Contact:**

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# PROPOSED TRAFFIC RESOLUTION



## Bus Stop – At All Times TR122-16 Mark Avenue, GRENADA VILLAGE

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

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