

- Reference:** TR 127 – 16
- Location:** Cambrian Street - Churton Park
- Proposal:** Class restricted parking – Bus Stop (New)  
New bus stop on Cambrian Street at #10

**Information: Purpose**

To recommend that a new class restricted parking (bus stop) is formalised on Cambrian Street at #10, Churton Park

### 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.

As part of the Wellington City bus review, GWRC would like to improve infrastructure and access to public transport in Churton Park. From 2018 the current Churton Park route 54 is to be replaced by two new routes. This new route design was the preferred option following extensive community consultation during 2014 and 2015.

In order for the bus review to succeed and the new Churton Park routes to be run, GWRC requires 12 new bus stops to be installed along the new routes. The proposed bus stops will improve community access to public transport, giving easier access to local shops, schools, the Johnsonville town centre and the Wellington CBD. The bus stop locations have been selected to maximise the number of people within a 400m walking distance of a bus stop.

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.

The bi-directional route will use existing bus stops throughout the inbound journey. Seven new bus stops, to be paired with the existing stops, are required for the outbound journey. An additional two new stops will be located on Melksham Drive, an area of new housing development to the north (note: a further four stops will be located on Melksham Drive after the road has been extended).

The local route will use existing bus stops for much of the journey. Three new bus stops are required on Abilene Crescent, Churton Drive and Furlong Crescent in order to extend the bus route to streets not currently serviced.

This bus stop was originally proposed to be located outside #20 (TR65-16), however after taking into account the concerns raised by submitters and in consultation with GWRC it was agreed that the location be revised to the location reflected in this report.

## **Proposal**

One new bus stop is proposed.

The bus stop is an outbound stop and will be paired with an existing inbound stop to service the bidirectional route.

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

## **Traffic Safety Assessment**

GWRC Officers and WCC Officers have discussed the site and have agreed that the bus stop location is a safe and suitable position for a bus stop. There may be occasions when a vehicle is parked within the bus stop area.

It is noted that there are two unformed vehicle crossings within the bus stop area

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.

The GWRC in December 2015 contacted adjacent properties (those on the same side of the road as the proposed bus stop) for feedback on the proposal. Two properties were opposed to the proposal for the following reasons:

- Traffic/congestion issues, especially when there is a bus stopped at each bus stop
- Safety concerns regarding buses blocking sight lines
- Gradient of the road not flat
- Increased noise from idling buses and a lack of privacy

As the bus stop is located on a suburban road, GWRC does not consider there to be any congestion or safety issues. Replacing the on-street parking with a bus stop will improve visibility and congestion at the bus stop as on the occasion when a bus is stationary at the stop it is likely to be for 10-20 seconds only, instead of the extended amount of time a car may park in the area. The bus fleet proposed to service the new bus stop is designed to be able to stop on gradients such as this road has. GWRC is also working towards a fully electric bus fleet in the future which will reduce noise pollution from buses.

GWRC Officers and WCC Officers have discussed the proposal and agreed to re-consult on a new location outside #10.

## Recommendation

GWRC recommends that WCC approves new class restricted parking (a bus stop) to be installed on Cambrian Street outside #10, Churton Park.

## 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 Restrictions Schedule*

### **Column One**

**Cambrian Street**

### **Column Two**

*Bus Stop, at all times*

### **Column Three**

*Western side, commencing from a point 95 metres north from the projected intersection of the southern kerb line of Cunliffe Street with the western kerb line of Cambrian Street (x = 1,751,343.7 m y = 5,436,171.8 m) and extending in a northerly direction for 15 metres*

# PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council

Me Heke Kī Pōneke

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

## **Column One**

## **Column Two**

## **Column Three**

**Cambrian Street**

*No Stopping at all times*

*Western side, commencing from a point 86metres north from the projected intersection of the southern kerb line of Cunliffe Street with the western kerb line of Cambrian Street (x =1,751,343.7m y = 5,436,171.8 m), and extending in a northerly direction for 9 metres*

**Cambrian Street**

*No Stopping at all times*

*Western side, commencing from a point 110 metres north from the projected intersection of the southern kerb line of Cunliffe Street with the western kerb line of Cambrian Street (x =1,751,343.7m y= 5,436,171.8 m)and extending in a northerly direction for 9 metres*

**Prepared By:** Charles Kingsford

**Approved By:** Soon Teck Kong

**Date:** 18/07/2016

**(Principal Traffic Engineer/Team Lead)**

**(Manager Network Operations)**

### **WCC Contact:**

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# PROPOSED TRAFFIC RESOLUTION

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0 2.75 5.5 11 Meters



**Bus Stop – At All Times**  
**TR127-16, Cambrian Street, CHURTON PARK**

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