

# PROPOSED TRAFFIC RESOLUTION

**Reference Number:** TR 161-17

**Location:** Reef Street - Island Bay

**Proposal:** To reconfigure and extend Bus Stops on Reef Street and remove a bus Stop on The Parade to accommodate service changes as part of Wellington's new bus service network.

## **Information: Background**

Currently Reef Street acts as the terminus for the main number 1 route and the less frequent routes 4 and 32. Routes 4 and 32 also commence at Reef St whilst route 1 commences nearby on The Parade. Reef Street also plays host to a number of school services.

Buses make use of bus stops and general parking on Reef Street to layover between trips. Some buses, particularly trolley buses, u-turn at the junction of Reef Street while others turn at The Esplanade. With the removal of trolley buses from the network there is an opportunity to introduce a consistent location to turn buses while improving the overall safety of both Reef Street intersections. With the introduction of new services it is also proposed to formalise the use of bus stops and parking on Reef Street.

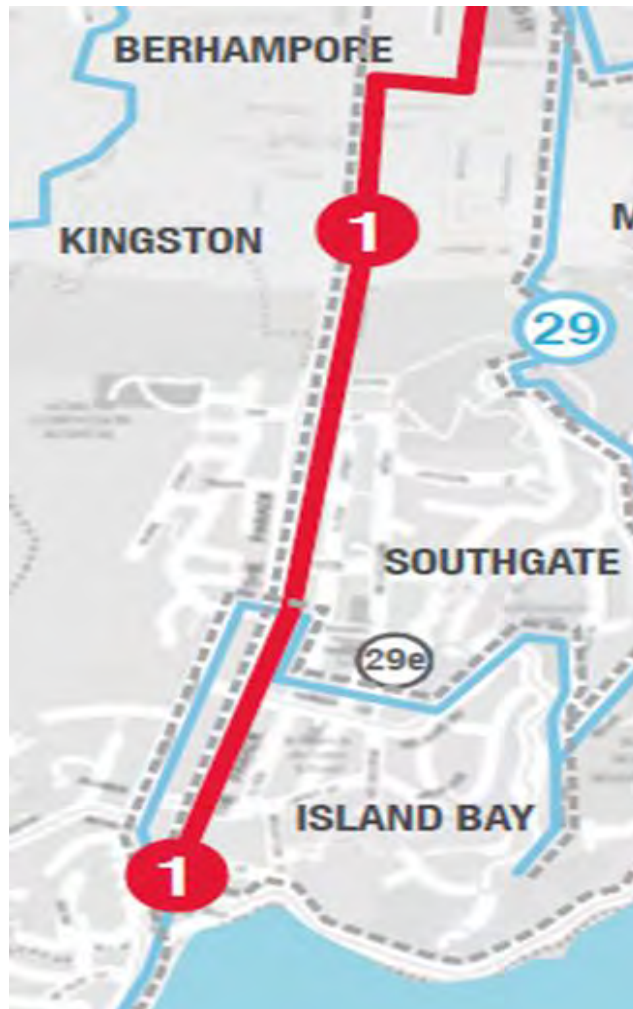
The new bus network for Wellington will start mid-2018. With the revised bus services Reef Street will become the southern terminus for the high capacity / high frequency Route 1. Reef St will also accommodate facilities for routes 32x, 29, 29e and host morning and afternoon school services.

Route 1 using Reef Street and The Parade will be served by double decker buses including electric double decker buses.

The planned frequency of route 1 is:

<b>Weekday Peak</b>	Bus every 10 minutes
<b>Weekday Daytime</b>	Bus every 10 minutes
<b>Weekday Evening</b>	Bus every 15-30 minutes
<b>Saturday</b>	Bus every 15 minutes day time and 30 minutes evening.
<b>Sunday</b>	Bus every 15 minutes day time and 30 minutes evening.

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## Proposed Changes

To accommodate the new bus network and deliver the services offered it is proposed that the following changes be made:

1. Remove two parking spaces on the North side of Reef Street at the Western end (adjacent to 355 The Parade), between the pedestrian crossing and the existing bus stop. This will provide improved sight lines for pedestrians, and allow buses to align better with the existing kerb to set down and pick up passengers.
2. Extend the bus stop on the North side of Reef St at the Western end (outside number 30 Reef Street). This stop is to be used to set down and pick up passengers only. Buses will not layover at this location.
3. Extend the existing bus stop on the South side of Reef Street adjacent to Shorland Park to accommodate two buses (broken into two 15m sections). Space will be provided between the two stops to allow independent access to each of the stops.

4. Add a new bus stop on the South side of Reef Street at the Eastern end (outside Shorland Park) to allow the part time layover of buses. When not in use, car parking will be allowed on this stop.
5. Remove the Bus Stop on the West Side of the Parade (outside 360/362 The Parade) and replace with two carparks. This stop is replaced by the new bus stop on the South side of Reef Street outside Shorland Park.

As part of the changes to bus stops and parking it is proposed to build a roundabout at the intersection of Reef Street and The Esplanade. This will allow all terminating buses to turn and position themselves to layover on Reef Street between services or continue to the first pick up stop at the West end of Reef Street outside Shorland Park. The introduction of a roundabout will also improve the pedestrian connection between Shorland Park and the beach making crossing of The Esplanade safer and more convenient. The roundabout will also assist in calming traffic through this busy area.

The two bus stops identified in 3 above will provide a space for the new electric double decker buses to recharge. It is important that they can accurately position themselves on these two stops for the recharging exercise so sufficient space has been allowed for buses to access these stops in and around parking and other buses. These stops will also be provided with bus shelters and passenger information.

With the removal of Trolley Buses from the network the intersection of Reef Street and The Parade can be reconfigured. This opportunity to rework the intersection enables the position of bus stops to be optimised and as much parking as practical to be retained. Other benefits of upgrading the intersection are the ability to improve pedestrian safety and access to the bus stop locations.

## **Consultation**

Early consultation was carried out by GWRC on the proposed changes. The main options explored were the different options for the location of the terminus stop on The Parade and the commencing point for services. Currently, the terminating stop is on The Parade by Humber Street and services are resumed on the stop outside 360/362 The Parade. There has been strong support for the terminating stop to be extended to Reef Street which is now proposed outside number 30. There was also support for the commencement of services to be moved to Reef Street now proposed outside Shorland Park rather than 360/362 The Parade. This was to provide legibility of services and consistency of bus

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movements through the area. Feedback also suggested that the change to this location would be further supported if pedestrian facilities were improved across the intersection of The Parade and Reef Street. These have been incorporated into the proposal as a result.

Overall the proposed changes will result in the net loss of 4 parking spaces during the week day and 2 carparks spaces during the evenings and weekends. Some additional carparks have been achieved across the maintenance entry to Shorland Park by moving and co-locating it with the layover bus stop. However it should be recognised that the proposal formalises a number of informal activities which already impact on the area to varying degrees and at different times. The proposal also provides a number of improvements to the overall safety of the area and brings a number of improvements for public transport users in amenity, access and frequency of service that would otherwise not be achievable.

GWRC will manage the installation of infrastructure at the new locations in consultation with WCC ahead of the new bus network going live in July 2018.

## Key dates:

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper                             | 10 November 2017 |
| 2) Feedback period closes.  | 24 November 2017 |
| 3) Report sent to City Strategy Committee for approval.                     | 7 December 2017  |
| 4) Feedback may result in further consultation or amendment as appropriate. |                  |

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## Legal Description:

Delete from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Reef Street</b>	<i>Bus Stop, at all times</i>	South side commencing 32m south of its intersection with The Parade and extending in an easterly direction following the southern kerb line for 27m.
<b>Reef Street</b>	<i>Bus Stop, 4:00pm – 6:00pm</i>	North side commencing 16m east of its intersection with The Parade and extending in an easterly direction following the northern kerb line for 12m.

Delete from Schedule D (No Stopping Restrictions) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Reef Street</b>	No stopping, at all times	North side commencing 5.5m east of its intersection with The Parade and extending in an Easterly direction for 4.5m.
<b>Reef Street</b>	No stopping, at all times	South side commencing from its intersection with The Parade and extending in an Easterly direction following the southern kerb line for 32m.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Reef Street</b>	<i>Bus Stop, at all times</i>	North side commencing 25m east of the prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748126.2m, y= 5421665.2m) and extending in a westerly direction following the northern kerb line for 15m.
<b>Reef Street</b>	<i>Bus Stop, at all times</i>	South side commencing 3m east of the prolonged eastern

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kerb line of The Parade (Grid Coordinates x= 1748128.1m, y= 5421646.7m) and extending in an easterly direction following the southern kerb line for 15m.

**Reef Street**

*Bus Stop, at all times*

South side commencing 27m east of the prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748151.2m, y= 5421640.1m) and extending in an easterly direction following the southern kerb line for 15m.

**Reef Street**

*Bus Stop (Layover), 8am to 6pm Monday to Friday*

South side commencing 40m west of the prolonged north western kerb line of The Esplanade (Grid Coordinates x= 1748271.3m, y= 5421597.5m) and extending in a easterly direction following the southern kerb line for a distance of 15m.

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

**Column One**  
**Reef Street**

**Column Two**

No stopping, at all times

**Column Three**

North side commencing at a prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748128.4m, y= 5421662.1m) and extending in an easterly direction following the northern kerb line for 10m.

**Reef Street**

No stopping, at all times

South side commencing 27m east of the prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748151.2m, y= 5421640.1m) and extending in a westerly direction following the southern kerb line for 9m.

**Reef Street**

No stopping, at all times

South side commencing 42m east of the prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748165.1m, y= 5421636.7m) and extending in an easterly direction

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following the southern kerb line for 9m.

<b>Reef Street</b>	No stopping, at all times	South side commencing 40m west of the prolonged north western kerb line of The Esplanade (Grid Coordinates x= 1748271.3m, y= 5421597.5m) and extending in a westerly direction following the southern kerb line for 10m.
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<b>Reef Street</b>	No stopping, at all times	South side commencing 25m west of the prolonged northern western kerb line of The Esplanade (Grid Coordinates x = 1748250.5m, y= 5421607.2m) and extending in an easterly direction following the southern kerb line to its intersection with The Esplanade.
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Add to Schedule G (Give Ways and Stops) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Esplanade</b>	Give Way	Northbound at its intersection with Reef Street.
<b>The Esplanade</b>	Give Way	Southbound at its intersection with Reef Street.

Add to Schedule H (Pedestrian Crossings) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Parade</b>	Pedestrian Crossing	West side commencing 65m north of the prolonged eastern kerbline of Derwent Street (Grid Coordinates x= 1748100.3m, y= 5421647.3m) and occupying the kerb line in a northerly direction for 5m.

Note: The proposed traffic changes will take effect in 2018 prior to the introduction of the new bus service network. Until then the existing traffic restrictions will remain in place.

# PROPOSED TRAFFIC RESOLUTION

Prepared By : Stephen Harte

(Implementation Manager Network  
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Approved By : Steve Spence

(Chief Transport Advisor)

Date: 8/11/17

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Surveyed SI: 31017  
 Drawn: 31017  
 Checked: 31017  
 Approved: 31017  
 Revision: 31017

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Client: GREATER WELLINGTON REGIONAL COUNCIL  
 100-055 Wake Street  
 Wellington 6142  
 04-488-8888  
 www.wgtn.govt.nz

Project Title: REEF STREET BUS STOPS  
 Sheet Title: PROPOSED LAYOUT

Landed to: 100-055 Wake Street  
 Wellington 6142  
 04-488-8888  
 www.wgtn.govt.nz

1:400 (A0) 1:800  
 Project No: 710069  
 Sheet: P11  
 Revision: B

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 Project No: 710069  
 Sheet: P11  
 Revision: B

PRELIMINARY ONLY  
 NOT FOR CONSTRUCTION