

# PROPOSED TRAFFIC RESOLUTION

**Reference Number:** TR 01-18

**Location:** Melksham Drive - Churton Park

**Proposal:** To provide two new bus stops on Melksham Drive, Churton Park as part of Wellington's new bus network.

**Information: Background**

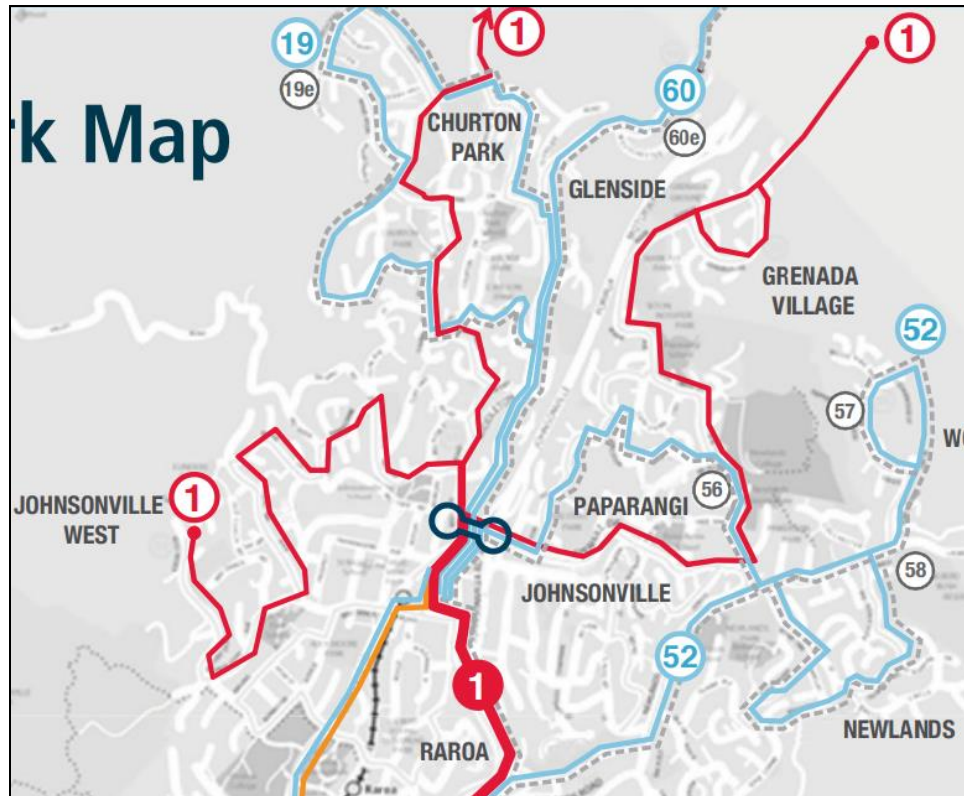
Churton Park is a new growth area for the city. The agreed new bus network and services commencing in July 2018 will serve the suburb from a branch of the high frequency route 1, as well as local routes 19 and 19e. The high frequency route 1 will operate through the centre of the suburb with a terminus at the (current) northern end of Melksham Drive, the main growth area of the suburb. The routes 19 and 19e will operate as a loop route with the purpose of providing access to those homes not within easy walking distance of the high frequency route 1.

The new routes take into account recent, future and proposed growth in the suburb and are the result of consultation with the local community, which included co-design workshops and surveys in 2014.

The high frequency route 1 will be served by double decker buses, including electric double decker buses.

A map of the new network in the area, showing routes and frequencies, is provided below.

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The planned frequency of the route 1 (Churton Park branch) is:

<b>Weekday Peak</b>	Bus every 20 minutes	First bus 5.45am
<b>Weekday Daytime</b>	Bus every 30 minutes	-
<b>Weekday Evening</b>	Bus every 15-30 minutes	Last bus 11.42pm
<b>Saturday</b>	Bus every 30 minutes day time and 60 minutes evening.	First bus 6.45am Last bus 11.42pm
<b>Sunday</b>	Bus every 30 minutes day time and 60 minutes evening.	First bus 7.45am Last bus 11.42pm

In Churton Park, 12 new bus stops were approved by WCC in June 2016. Two further bus stops are required on the recently constructed portion of Melksham Drive. These bus stops will provide access to new homes which currently do not have access to a bus service. Without these bus stops, potential bus users would be faced with a walk of up to 1km (approx. 15 minutes) to the nearest bus stop.

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## Proposed bus stops

Two bus stops are proposed on Melksham Drive. The bus stops have been located adjacent to green areas in order to reduce the loss of on-street parking for future residents. Russell Properties Ltd has also planned for higher density housing to be developed close to the bus stops. A bus turnaround, underneath the overhead power lines, is also planned for Melksham Drive.

The bus stops will be supported with 'no stopping restrictions' adjacent to the bus stops to facilitate safe access to/from the bus stops.

A plan of the proposed bus stop layout is provided in the attachment.

Greater Wellington will manage the installation of infrastructure at the new locations in consultation with WCC and Russell Properties Ltd as soon as possible. This will ensure the bus stops are installed ahead of the road being opened to the public, and ahead of the new bus network going live in July 2018.

## Consultation

Russell Properties Ltd is currently the owners of the road and road reserve however they will soon be vesting ownership with WCC. Throughout the planning stages of the development, Russell Properties has been supportive of public transport and has happily incorporated public transport facilities into their designs.

Greater Wellington has had ongoing conversations with Russell Properties Ltd regarding the exact locations of bus stops along Melksham Drive and the proposed bus turnaround. The proposed bus stop locations are a reflection of this engagement.

## Key dates:

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper                             | 9 February 2018  |
| 2) Feedback period closes.  | 23 February 2018 |
| 3) Report sent to City Strategy Committee for approval.                     | 15 March 2018    |
| 4) Feedback may result in further consultation or amendment as appropriate. |                  |

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### 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>
<b>Melksham Drive</b>	Bus Stop, at all times	Eastern side commencing 194m South of the prolonged Southern kerb line of Amesbury Drive (X = 1,751,592.0, Y = 5,438,488.6) and extending in a Southerly direction following the Eastern kerb line for a distance of 15m.
<b>Melksham Drive</b>	Bus Stop, at all times	Western side commencing 260m South of the prolonged Southern kerb line of Amesbury Drive (X = 1,751,578.0, Y = 5,438,485.8) and extending in a Southerly direction following the Western kerb line for a distance of 15m.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Melksham Drive</b>	No stopping, at all times	Eastern side commencing 185m South of the prolonged Southern kerb line of Amesbury Drive (X = 5,438,488.6, Y = 1,751,592.0) and extending in a Southerly direction following the Eastern kerb line for a distance of 9m.
<b>Melksham Drive</b>	No stopping, at all times	Eastern side commencing 209m South of the prolonged Southern kerb line of Amesbury Drive (X = 5,438,488.6, Y = 1,751,592.0) and extending in a Southerly direction following the Eastern kerb line for a distance of 9m.
<b>Melksham Drive</b>	No stopping, at all times	Western side commencing 251m South of the prolonged Southern

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**Melksham Drive** No stopping, at all times

kerb line of Amesbury Drive (X = 1,751,578.0, Y = 5,438,485.8) and extending in a Southerly direction following the Western kerb line for a distance of 9m.

Western side of commencing 275m South of the prolonged Southern kerb line of Amesbury Drive (X = 1,751,578.0, Y = 5,438,485.8) and extending in a Southerly direction following the Western kerb line for a distance of 9m.

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Approved By : Steve Spence

Date: 8 February 2018

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