

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 11-18

Location: Riddiford Street - Newtown Wellington Regional Hospital

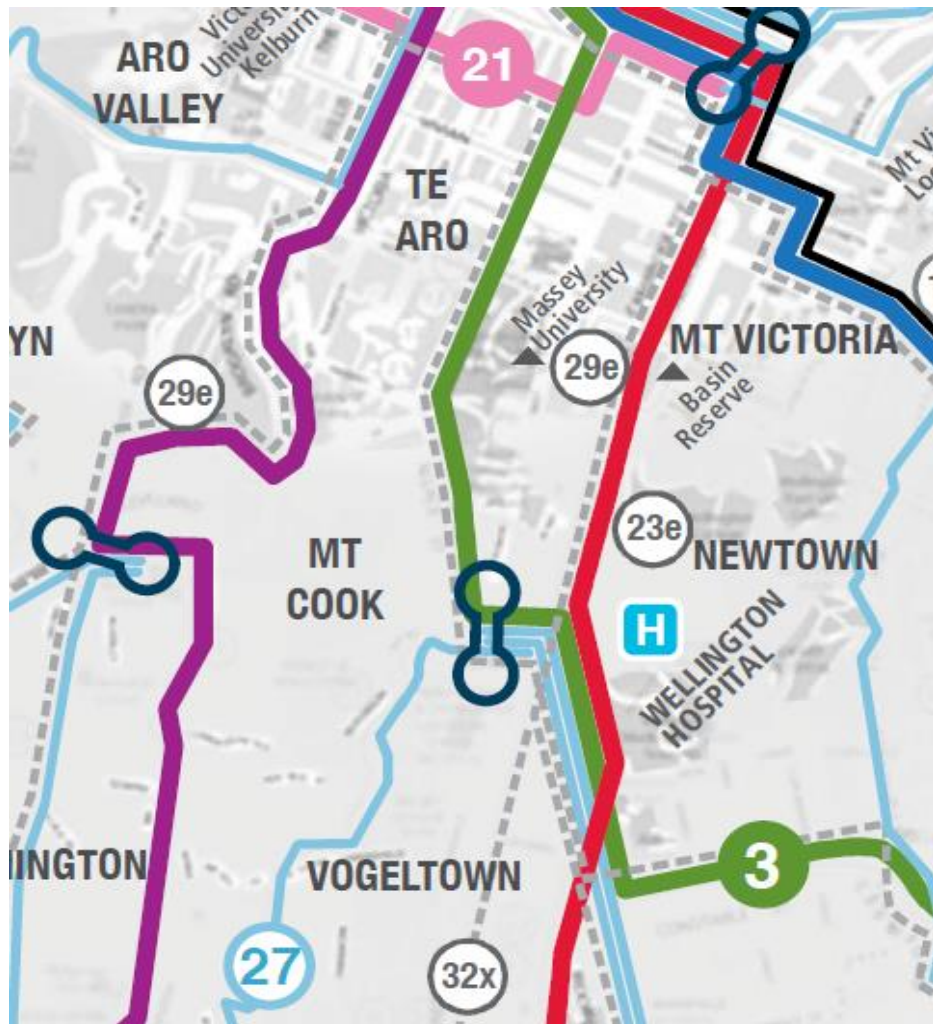
Proposal: To extend existing bus stops on either side of Riddiford Street, Newtown outside the Hospital to provide a new bus hub location as part of Wellington's new bus service network.

Information: Background

Currently buses operate past the Wellington Regional Hospital on Riddiford Street servicing the Southern and Eastern suburbs. In the new Wellington bus network, which starts in July 2018, buses will continue to operate along Riddiford Street but a number of new connections with local routes will be made on both sides of the road outside the hospital. To provide for these connection points the bus stops on either side of Riddiford Street outside the hospital will need to be extended to provide for the operation of the hub. The hub needs to accommodate buses, those from the main through routes (1 and 3) and other connecting buses from local routes. There are seven of these bus hubs across the city which are an integral part of the new network providing connection points for core high frequency services and local services.

A map of the new network, showing routes and frequencies through the hub on Riddiford Street is provided below.

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The planned frequency of core high frequency routes proposed to travel through the hub are:

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

Proposed bus stop

Currently there are two existing bus stops on Riddiford Street outside the Wellington Regional Hospital. These are stops B and C shown on the attachment.

Under the proposal, Stop B would be extended South back through the three rear car parks between the mid-block crossing and the existing bus stop. A desire by Ronald McDonald House, supported by GWRC is also to have the head of the stop relocated 5m South towards the pedestrian crossing. In the interest of maintaining some limited parking in the area it is proposed to relocate two P15 carparks in front of the repositioned bus stop.

Stop C is currently a very long single bus stop effectively running from the mid-block pedestrian crossing back to the hospital main entrance. The back of the stop provides six, P30, off peak car parking spaces.

The proposal is to revise the current long stop into two individual bus stops (shown as stops A and C on the attachment). This would mean the six, P30m spaces are removed permanently.

The proposed configuration of stops will provide for the high frequency of services through this area and also ensure there is waiting space for local connecting services. No waiting space is required outside Ronald McDonald House as terminating buses will layover and turn at John Street/Hutchinson Road.

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

Consultation

Greater Wellington Regional Council has consulted with affected parties on Riddiford Street over the proposal for a bus hub.

This included the Salvation Army, Ronald McDonald House, representatives of the DHB (Wellington Regional Hospital) and local businesses.

They received a number of comments on the proposal. These were generally supportive but a number of issues create some tension in obtaining a balance between competing views. General observations and comments were as follows:

Ronald McDonald House

While supportive they raised the following issues:

1. Homeless people sleeping on the current seating and near their entrance
2. Similarly people congregate in the area and smoke.
3. The area needs more CCTV coverage.
4. Requested the bus stop move slightly South to eliminate the congestion and conflict caused by people waiting at the stop and people wanting to use their entrance.

Some comments were also made around the Hub infrastructure which will be addressed as part of the implementation, such as installing glass screens for weather protection having regard to Ronald McDonald House windows.

DHB (Wellington Regional Hospital).

Comments received were supportive however they highlighted the following:

The time restrictions on the off peak, P30 spaces are not well understood and regularly cause frustration when people are caught out by enforcement.

A number of opportunities relating to hub infrastructure will be addressed as part of the implementation, such as providing pedestrian cover at the mid-block crossing and real time information screens in the Hospital.

General Site Comments

GWRC would like to clear all parking between the mid-block pedestrian crossing and the Hospital main entrance on both sides of the street. This would create a space for the safe and efficient operation of buses. Against this needs to be balanced the wishes of local businesses wanting to maintain parking.

In recent years as part of the hospital redevelopment a number of onstreet parking spaces have been removed from Riddiford Street between John St and the mid-block crossing. This latest proposal removes a further seven spaces albeit local businesses were aware that the six spaces outside the Hospital would be removed as public transport needs warranted. Although spaces have been removed from the street an agreement was reached with Countdown to provide twenty public spaces in their development on the corner of John Street and Adelaide Road.

Having considered feedback from all parties to date it is recommended that the six, P30, off peak car parks be removed from outside the hospital and that one P15 space be removed from outside

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Ronald McDonald House with the bus stop being extended and the front of the bus stop moving South toward the pedestrian crossing and two P15 car parking spaces moved to the head of the stop.

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 A (Time Limited Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Riddiford Street	P15 at all other times	West side, commencing 243 metres North of its intersection with Hall Street (Grid coordinates x= 1748908.013, y= 5425206.576) and extending in a Northerly direction following the kerbline for 11 metres (2 spaces)

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Riddiford Street	Bus Stop, at all times	East side, commencing 13 metres South of its intersection with Hospital Main Entrance (Grid Coordinates x= 1748865.185, y= 5425500.553) and extending in a southerly direction following the kerbline for 30 metres.
Riddiford Street	Bus Stop, at all times	East side, commencing 53 metres South of its intersection with Hospital Main Entrance (Grid Coordinates x= 1748865.185, y= 5425500.553) and extending in a Southerly direction following the kerbline for 30 metres.
Riddiford Street	Bus Stop, at all times	West side, commencing 207 metres North of its intersection with Hall Street (Grid coordinates x= 1748908.013, y= 5425206.576) and extending in a Northerly direction following the kerbline for 30 metres (Metlink bus stop #7017)

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

Column One	Column Two	Column Three
Riddiford Street	No Stopping, at all times	West side, commencing 237 metres North of its intersection with Hall Street (Grid coordinates x= 1748908.013, y= 5425206.576), and

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Riddiford Street	No Stopping, at all times	extending in a Northerly direction following the kerbline for 6 metres. East side, commencing 43 metres South of the intersection of its intersection with Hospital Main Entrance (Grid Coordinates x= 1748865.185, y= 5425500.553) and extending in a Southerly direction following the kerbline for 10 metres. West side, commencing 243 metres North of its intersection with Hall Street (Grid coordinates x= 1748908.013, y= 5425206.576) and extending in a Northerly direction following the kerbline for 11 metres.
Riddiford Street	Clearway 7 – 9am 4 – 6pm Monday to Friday	West side, commencing 243 metres North of its intersection with Hall Street (Grid coordinates x= 1748908.013, y= 5425206.576) and extending in a Northerly direction following the kerbline for 11 metres.

Remove from Schedule A (Time Limited Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Riddiford Street	P30 at all other times	East side, commencing 13 metres south of its intersection with the Southern kerbline of Wellington Hospital main vehicle entrance (Grid coordinates x= 1748864.6, y= 5425502.6) and extending in a southerly direction following the eastern kerbline for 35.5 metres. (6 spaces)
Riddiford Street	P15 at all other times	West side, commencing 205 metres North of its intersection with Hall Street (Grid coordinates x= 1748907.4, y= 5425208.3) and extending in a northerly direction following the Western kerbline for 17 metres

Remove from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Riddiford Street	Bus Stop, at all times	East side, commencing 48.5 metres south of its intersection with the Southern kerbline of Wellington Hospital main vehicle entrance (Grid coordinates x= 1748864.6, y= 5425502.6) and extending in a

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Riddiford Street	Bus stop 7 – 9 am, 4 – 6 pm Monday to Friday	southerly direction following the eastern kerbline for 36.5 metres. East side, commencing 13 metres south of its intersection with the Southern kerbline of Wellington Hospital main vehicle entrance (Grid coordinates x= 1748864.6, y= 5425502.6) and extending in a southerly direction following the eastern kerbline for 35.5 metres.
Riddiford Street	Bus Stop, at all times	West side, commencing 222 metres North of its intersection with Hall Street (Grid coordinates x= 1748907.4, y= 5425208.3) and extending in a northerly direction following the kerbline for 28 metres.

Remove from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Riddiford Street	Clearway 7 – 9am 4 – 6pm Monday to Friday	West side, commencing 205 metres North of its intersection with Hall Street (Grid coordinates x= 1748907.4, y= 5425208.3) and extending in a Northerly direction following the Western kerbline for 17 metres.
Riddiford Street	Clearway 7 – 9am 4 – 6pm Monday to Friday	East side, commencing 13 metres south of its intersection with Hospital Road and extending in a southerly direction following the kerbline for 35.5 metres.

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Date: 8 February 2018

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PROPOSED TRAFFIC RESOLUTION



NEWTOWN HOSPITAL Wellington Regional Hospital

-  Proposed new bus shelter
-  Proposed bus shelter under veranda
-  No stopping area
-  Bus stop

-  Buses from city heading to Island Bay, Lyall Bay
-  Buses heading into the City
-  Buses headed to Zoo, Southgate, and Houghton Bay

For bus shelter designs and details, read in conjunction with longer and wider design report



SCALE 1:750 @ A4

DATE 16/06/2017