

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 12-18

Location: Hutchinson Road, Wallace Street and John Street - Mt Cook

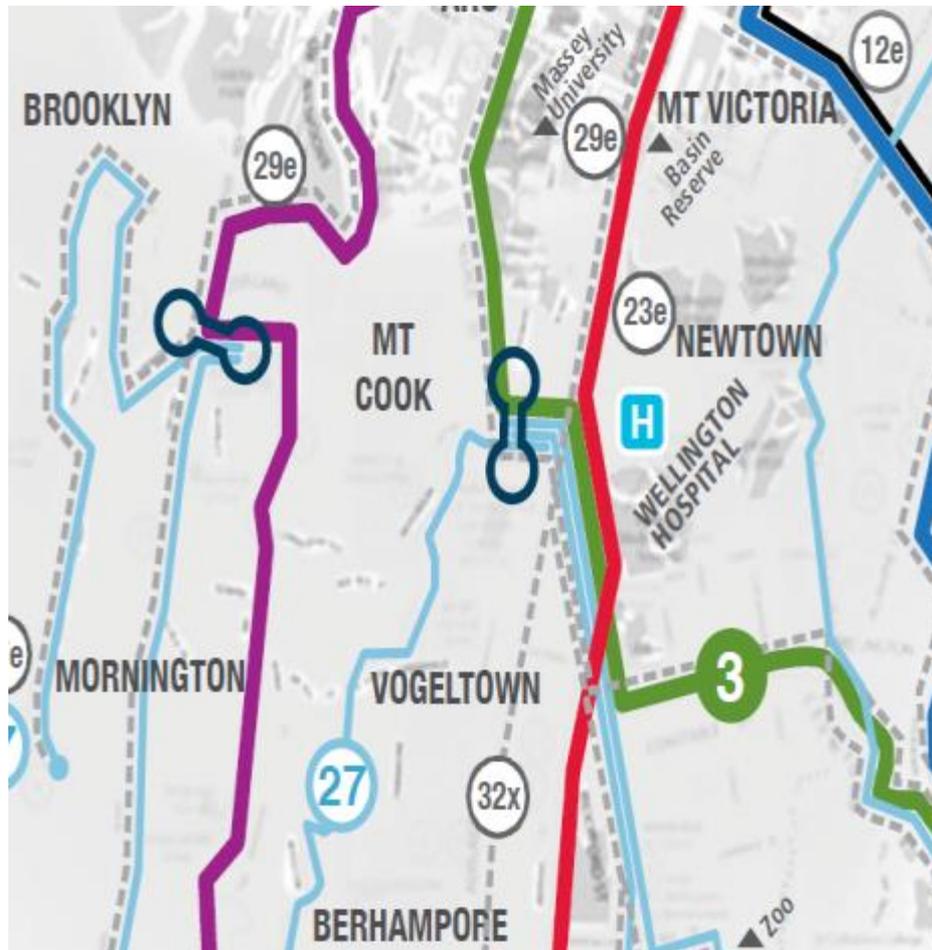
Proposal: To revise the bus stop layout in the vicinity of the New Zealand School of Dance / New Zealand Drama School on Hutchison Road and John Street as part of Wellington's new bus service network.

Information: Background

Currently buses operate in the vicinity of Hutchinson Road. As a result of the new Wellington bus network, which starts in July 2018, there is an opportunity to revised the bus stops in this area and provide a mini terminus on Hutchinson Road and John Street to serve the needs of local services and a high frequency core route 3 that will runs through this area. It also provides for local buses terminating from the South outside the hospital. .

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

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New services information

Route 3

New high frequency route (3) will connect Mt Cook and Massey University to Wellington, Newtown and Kilbirnie. Higher capacity buses will be introduced to meet demand and reduce bus congestion in the city. Proposed service levels are as follows:

Weekday Peak	Bus every 10 minutes
Weekday Daytime	Bus every 10 minutes

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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.

Under the new bus network for Wellington arriving in mid-2018 services will provide more frequent daytime links to Wellington (Route 3), Houghton Bay (Route 23), Brooklyn (Route 27) and Owhiro Bay / Island Bay (Route 29). There is a need to locate and turn local services at Hutchinson Road which will become a mini terminus for local bus services and a connection point for the high frequency route 3.

Proposed bus stop

The Hutchison Road proposal has been designed as a result of the need to accommodate all north and westbound services within a redeveloped 'mini terminus'. The stops will accommodate through routes as well as those local services terminating and requiring layover facilities before commencing their next run.

The redesign will involve removing a large existing stop and providing a new on street layover stop. A large section of bus stop space will be freed up between Wright Street and Wallace Street on Hutchinson Road by the removal of the existing stop. This bus stop becomes redundant in the proposal which gains approximately 6 car parking spaces.

However a localised area of Hutchinson Road will need to be widened to accommodate the turning of buses. By concentrating bus operations and stops in this area it maximises the efficient use of the area while making it easier for user connections between services.

The present bus stop on Wallace Street (outside number 143) would also be removed under the proposal once new bus stops have been provided on John Street. The new John Street bus stop will be accommodated within a newly constructed layby on the North side of the road outside 92 Tasman Street. This will be a replacement bus stop for outbound Route 3. The city bound Route 3 service would use the remodelled facility on Hutchinson Road.

Removing the Wallace Street stop will gain another 4 car parking spaces in the area.

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On the opposite side of John Street it is proposed remove the five parking spaces near the intersection with Hutchinson Road to provide additional layover space. This is in lieu of buses laying over on Riddiford Street outside Ronald McDonald House where space is scarce.

Overall the proposal will provide more parking spaces than currently exists on John Street, Hutchison Road and Wallace Street.

Improved crossing facilities will be installed on Hutchison Road to provide a safer connection between outbound and local services. Construction of a new mini terminus on Hutchinson Road would also involve providing upgraded passenger facilities, information, and improved bus shelters. Work would also include incorporating the wishes of the New Zealand dance and drama schools where practical including modifying their existing access.

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.

Several options have been considered for this location and the proposals contained in this report represent the preferred option to meet the requirements of the new network. An illustration of the mini-terminus is shown below.

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Consultation

Greater Wellington Regional Council has consulted on the proposals with affected residents, businesses and property owners. There were three replies to consultation. Issues and comments raised varied from support for the proposal to requests for clarification of assorted design and operational details.

The New Zealand School of Dance / New Zealand Drama School are supportive of the proposal, however wish to have the following aspects noted during final design and implementation:

1. Students, subtenants and other members of the public regularly utilise the grassed area that the plan will impact. They would like to see landscaping completed on the remaining green space to make it more usable and to improve the aesthetics surrounding the bus stops and shelters.
2. They would like the stop to be called “Te Whaea: National Dance & Drama Centre” as the stop is directly outside Te Whaea which is considered a Wellington icon being the home to New Zealand’s top two national performing arts schools.

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3. They would like to see performing arts inspired art work on the shelters. This will help to support the creative corridor from the CBD to Newtown and improve the aesthetics of the bus stop and shelters.
4. They would like the current bus waiting area on Hutchison Road (East bound) opposite their entranceway being dedicated to public parking or coupon parking. This would help discourage people parking in their car park and catching a bus into the CBD.
5. The plans don't include the existing lamppost that is at the bottom of their driveway. They require lighting in that area and suggest that the entire bus stop and grassed area is well lit to ensure the safety of students, community groups and bus passengers.
6. They require "No Entry" signage at the exit to their driveway as this is a one way system. Signage is currently fixed to the wire fence at the driveway exit.
7. They have some large rocks at the bottom of their drive that could be used as part of the landscaping. If they're not used they would like them moved to a suitable area on their property.
8. They would like the clothing bins currently situated near the proposed site be removed.

The GWRC has committed to the following in the proposed implementation of the scheme:

- Referring to 1; GWRC will provide a landscaped green space for public use as part of the project.
- Referring to 2 and 3; There is scope to include the naming of Te Whaea: National Dance & Drama Centre in connection with the stop(s). Additionally they are prepared to explore the opportunity to add a more formal sign within the landscaping.
- Referring to 4; Parking demand in the area will be monitored once the terminus area is complete and any changes required will be progressed by WCC. the management of the parking and the clothing bins lies with WCC. We have made WCC aware of the requests.
- Referring to 5 and 6; Lighting will be addressed as part of the final design along with any signage needs at the entrance to the access way.
- Referring to 7 and 8; These requests will be consider during the final design and construction phase.

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Having considered the feedback to date there are no issues that cannot be resolved and the proposal best addresses the requirements of services to be provided by the new bus network to users.

Key dates:

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| 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. | |

Legal Description:

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

Column One	Column Two	Column Three
Hutchison Road	Bus Stop, at all times	South side, commencing 74 metres west of the intersection with John Street (grid coordinates x= 1748681.173, y= 5425603.049) and extending in a Westerly direction following the eastern kerbline for 30 metres.
Hutchison Road	Bus Stop, at all times	South side commencing 85 metres west of the intersection with John Street (grid coordinates x= 1748681.173, y= 5425603.049) and extending in a Westerly direction following the southern kerbline of the bus stop layby access and Toi Whakaari (NZ Drama School) exit road for 15 metres.
John Street	Bus Stop, at all times	North side, commencing 15 metres west of its intersection with Tasman Street (grid reference x=

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John Street	Bus Stop, Layover stop at all times	1748688.527, y= 5425621.410) and extending in a westerly direction following the northern kerbline for a distance of 15 metres. South side, commencing 8.0 metres West of its intersection with Hanson Street (Grid coordinates x= 1748711.719, y= 5425617.850) and extending in a Westerly direction following the southern kerbline for 26.0 metres.
Wallace Street	No Stopping Except for Authorised Resident Vehicles, At All Times	East side, commencing 51 metres north of its intersection with John Street (grid coordinates x= 1748627.688, y= 5425604.143) and extending in a northerly direction following the eastern kerbline for 79.5 metres.

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

Column One	Column Two	Column Three
John Street	No Stopping, at all times	North side, commencing at the intersection with Tasman Street (grid coordinates x= 1748688.527, y= 5425621.410) and extending in a westerly direction following the northern kerbline for a distance of 15 metres.
John Street	No Stopping, at all times	North side, commencing 30 metres west of its intersection with Tasman Street (grid coordinates x= 1748688.527, y= 5425621.410) and extending in a westerly direction following the northern kerbline for a distance of 5 metres.
Hutchison Road (Toi Whakaari NZ Drama School) exit road)	No Stopping, at all times	South side commencing 100 metres west of the intersection with John Street (grid x= 1748681.173, y= 5425603.049) and extending in a Westerly direction following the southern kerbline of the bus stop layby access and Toi Whakaari (NZ Drama School) exit road for 12 metres.

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

Column One	Column Two	Column Three
Wallace Street	Bus Stop, at all times	West side, commencing 152.5 metres from its intersection with Hargreaves Street (Grid Coordinates X= 1748577.945m, 5426036.8461m) and extending in a southerly direction following the western kerbline for 15 metres.
Wallace Street	Bus Stop, at all times	East side, commencing 51 metres north of its intersection with John Street and extending in a northerly direction following the eastern kerbline for 14.5 metres.
Hutchison Road	Bus Stop, at all times	South side, commencing 11.5 metres south of its intersection with Wallace Street and extending in a westerly direction following the southern kerbline for 53.5 metres.
Hutchison Road	Bus Stop, at all times	South side, commencing 74 metres east of its intersection with John Street and extending in a westerly direction following the eastern kerbline for 50 metres.

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

Column One	Column Two	Column Three
John Street	No Stopping, at all times	North side, commencing 38 metres west of its intersection with Tasman Street and extending in a westerly direction following the northern kerbline to its intersection with Wallace Street.

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Date: 8 February 2018

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HUTCHISON ROAD PROPOSED BUS STOP

The map below shows the proposed individual bus stop and shelter locations for Hutchison Road.

