

# PROPOSED TRAFFIC RESOLUTION

**Reference Number:** TR 13-18

**Location:** Quebec Street - Kingston

**Proposal:** **Kingston Terminus**

To provide a new bus stop location on Quebec Street as part of Wellington's new bus service network and removal of the existing bus stop on Quebec Street turnaround.

**Information:** **Background**

As part of the changes to the bus routes in Wellington commencing in July 2018, the bus services running to Kingston will allow users to connect with a the new local service 23 that will operate between Mount Cook and Kingston.

The new high frequency number 7 route (City to Kingston) will continue to terminate at the Quebec Street as the current service does. But a new local service 23 will come up from Halifax Street and also use the turnaround area and provide a connecting service to Mount Cook.

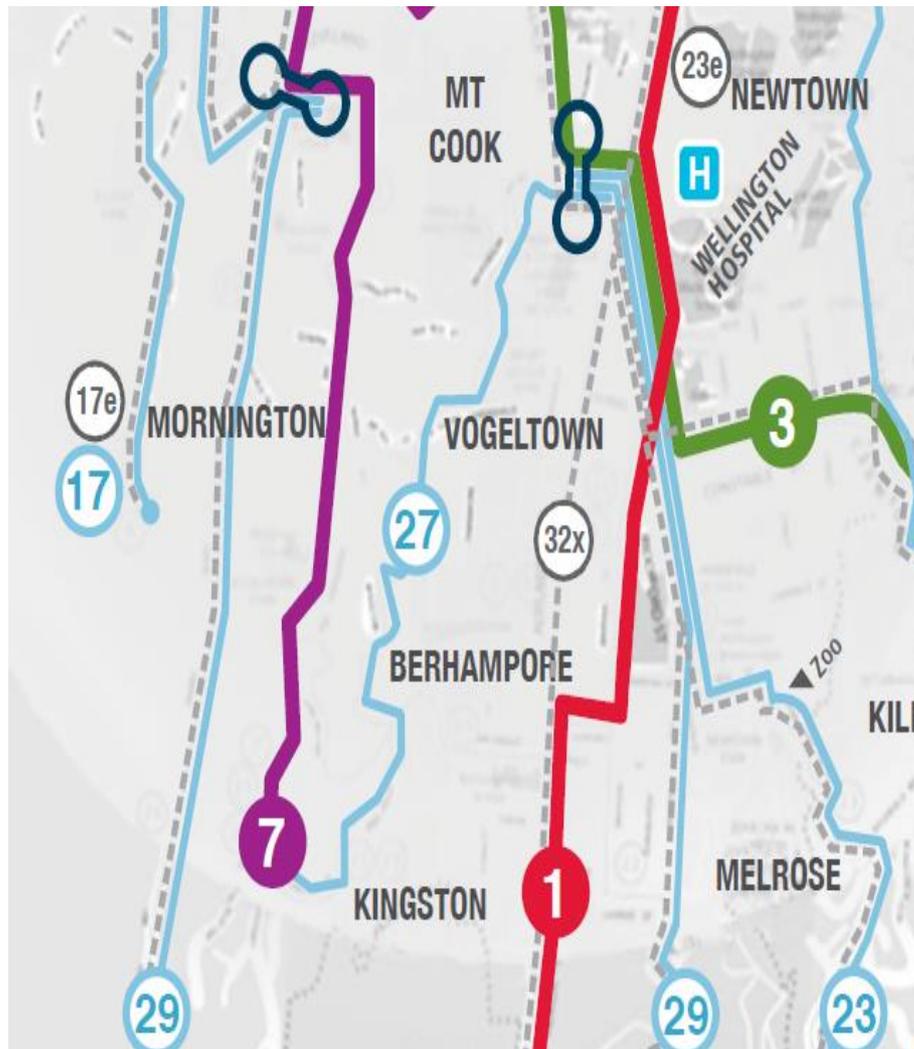
For this to operate an additional new terminus stop will need to be created so that each service has a place to end and start their trip. Also as a consequence of these changes the bus stop in the turnaround area will need to be removed.

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

Consequently it is proposed to provide a new bus stop to act as the terminus for route 7, this replaces the current bus stop in the turning area. The existing bus stop on the west side of Quebec Street will be retained and will become the terminus stop for route 23. This means the stops between which passengers would change are then on the same side of Quebec Street.

As a result of placing the bus stops on the same side of Quebec Street the existing bus stop in the bus turnaround area will be revoked.

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## Proposed bus stop

The proposal is to create two related bus stops on the west side of Quebec Street to allow passenger to interchange between service 7 and 23. This will ensure transferring passengers can do so on the same side of the road without the need to cross.

This involves formally marking the existing bus stop opposite the turnaround area on the West side of Quebec Street for service 23 and adding a no stopping restriction on the exit side of the bus stop to ensure the bus can safely exit the bus stop.

In order to allow the Route 7 services to turn and enter the stop an additional length of no stopping restriction will need to be added in the layby.

At the other end of the existing layby a new bus stop is proposed to be created with a supporting no stopping restrictions to allow access

to the stop. Additionally the footpath will be extended into the layby to create sufficient space for waiting passengers together with a shelter.

Because both services (7 and 23) will use the bus turnaround area to either to position themselves to enter a bus stop, as is the case for the Route 23 service, or head back to the city, as is the case for the route 7 service, then the existing bus stop in the turnaround area will need to be removed to ensure the area remains clear of stationary buses.

The existing layby will not be affected by the proposal in so far as there is sufficient length in the remaining area to still adequately satisfy the parking demand in the area. The area is not time restricted and there are no frontage properties that rely on the parking. The area is also complemented by an off street parking area in front of a mixture of retail and residential properties on the opposite side of the road.

It is therefore assessed that the proposal will have little effect on parking, is safe and will enhance the attractiveness of the service to users.

## Consultation

There has been no consultation by Greater Wellington Regional Council officers in advance of this proposal. However overall the proposed changes are reasonable and appropriate to support the needs of the new network services and the users.

### 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>Quebec Street</b>	Bus Stop, at all times	East side, commencing 278 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a Southerly direction following the Eastern kerbline for 15 metres.
<b>Quebec Street</b>	Bus Stop, at all times	East side, commencing 316 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a Southerly direction following the Eastern kerbline for 15 metres.

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>Quebec Street</b>	No Stopping, at all times	East side, commencing 266 metres South of its intersection with Kingston Heights (Grid Coordinates x= 1747613.131, y= 5424103.816) Road and extending in a Southerly direction following the Eastern kerbline for 12 metres.
<b>Quebec Street</b>	No Stopping, at all times	East side, commencing 304 metres South of its intersection with Kingston Heights (Grid Coordinates x= 1747613.131, y= 5424103.816) Road and extending in a Southerly direction following the Eastern kerbline for 12 metres.
<b>Quebec Street</b>	No Stopping, at all times	East side, commencing 331 metres east of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a Southerly direction following the Eastern kerbline for 6 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Quebec Street</b>	Bus Stop, at all times	East side, commencing 300 metres east of its intersection with Kingston Heights Road and extending in a southerly direction following the eastern kerbline for 12 metres.
<b>Quebec Street</b>	Bus Stop, at all times	West side, commencing 37.5 metres west of its intersection with Montreal Grove and extending in a southerly direction following the western kerbline for 12 metres.

Prepared By : Stephen Harte

(Implementation Manager Network Improvements)

Approved By : Steve Spence

(Chief Transport Advisor)

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## WCC Contact:

Stephen Harte  
Implementation Manager Network Improvements  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8084  
Email: Stephen.Harte@wcc.govt.nz

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