

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 50-18

Location: Cleveland Street, Brooklyn Bus Hub - Brooklyn

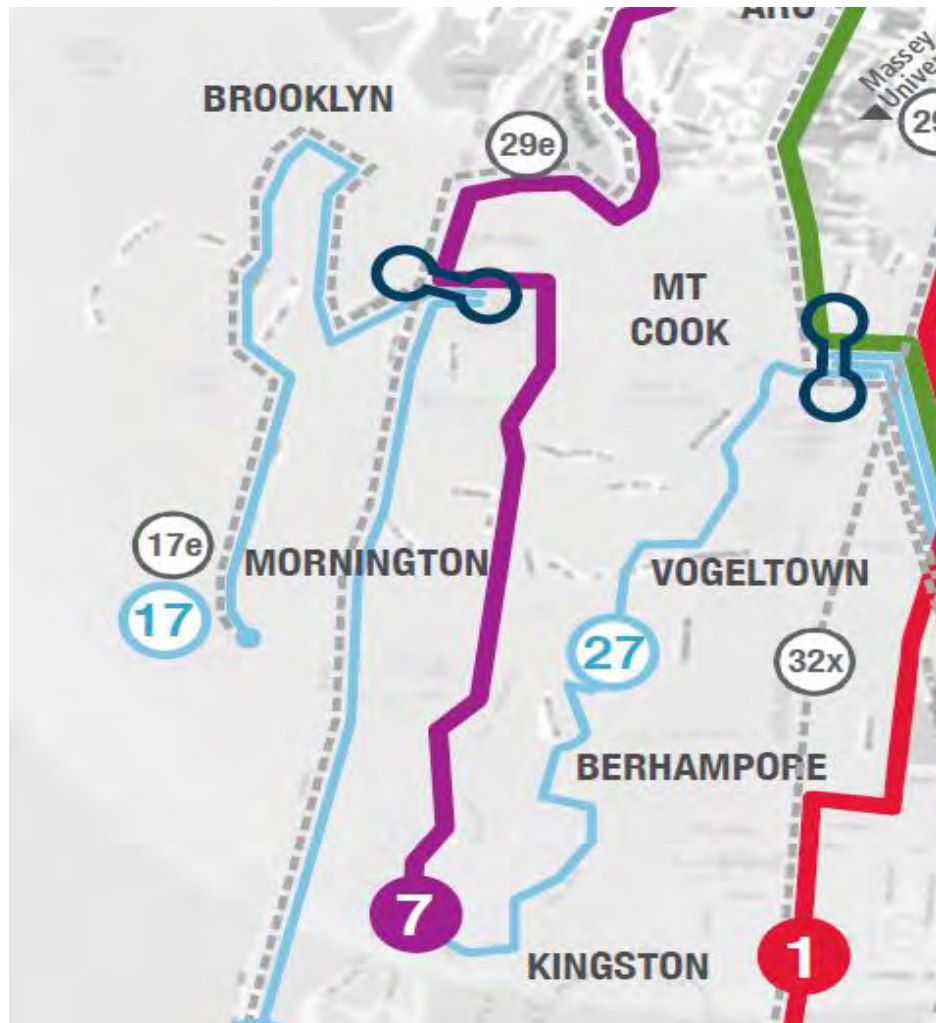
Proposal: To provide new bus stops to create a Bus hub location on Cleveland Street, Brooklyn, as part of Wellington's new bus service network.

Information: Background

Currently buses either travel through Brooklyn or terminate at the turnaround area outside the Library. In the new network Brooklyn will be served by the high frequency Route 7 and provide for a number of connections to local services such as the Mornington Route 17 and 29 to Owhiro Bay Parade. To cater for these connections new bus stops need to be installed to create a hub. There are seven bus hubs across the city and one is to be located in Brooklyn on Cleveland Street adjacent to the current bus turnaround. The hubs 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, is provided below.

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The planned frequency of core high frequency route 7 scheduled to travel through the hub is:

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.

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Other services using the bus hub at Brooklyn would operate 30-60 minutes all day with increased frequency at peak times.

During the development of the hub facilities at Cleveland Street, Brooklyn, Greater Wellington have considered three main options.

Of the three options considered two were very similar. The main point of difference between these two options being that in one option all the revised bus services (local bus route and city bound route 7) would use the area outside the library whilst in the other, an on street stop is provided adjacent to the turnaround for the city bound route 7. The second option lessening the pressure on what is currently the existing bus turning area outside the library.

The issue with all services using the turnaround area immediately outside the library is the lack of available space to accommodate connecting buses. Too many buses compromises the passenger waiting environment, it creates some potential safety issues outside the library for road users and presents operational issues for the services.

As a result the preferred option is the one presented in the report where the high frequency route 7 uses stops in Cleveland Street and the interchanging local services use the turnaround area outside the library.

A third option was a more radical approach to turning local services and connecting with buses on the high frequency route. It was designed to eliminate the use of the library turnaround by re-routing the local buses via Ohiro Road, Brooklyn Road and Washington Avenue. It would have allowed local connections to be made on Ohiro Road without the need to come into the centre of Brooklyn. Without the use of the turnaround it would require additional space on street to layover connecting buses. This option also had additional costs for re-engineering Washington Ave to cope with manoeuvring buses through the street plus the inconvenience to locals caused by the need to remove parking. As a consequence this option was never progressed beyond the concept stage.

Proposed bus stops

Currently there are two existing bus stops on Cleveland Street one outside the library in the turning area and the other across the road between the pedestrian crossing and Jefferson Street.

Of these stops the one outside the library is retained, Stop B as shown on the illustration in the attachment.

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Under the proposal Stop B is extended from the current 15m length to 20m to accommodate two short buses used on the local services.

Adjacent to the existing turning area a new Stop A will be introduced in Cleveland Street for the high frequency through service, Route 7 between the city and Kingston. With local buses waiting in the turnaround area to make connections there will be no space for the Route 7 bus. There is therefore a need to replace the two carparks on Cleveland Street with a bus stop to meet this need. Improvements would be made to the waiting facilities and the general environment to allow the transfer of passengers between local services and the high frequency, Route 7.

Stop C is a new bus stop and replaces an existing stop just West of Jefferson Street.

The current bus stop on Cleveland Street between the pedestrian crossing and Jefferson Street has been a concern for locals for some time. It is difficult for the bus to access the stop and it blocks visibility for motorists exiting Jefferson Street. The proximity of the bus stop uphill from the pedestrian crossing has on occasions caused concern when buses setting off from the stop roll back slightly onto the crossing before proceeding forward. These issues would be addressed by relocation of this stop. It is proposed to replace the bus stop with two P15 parking spaces to serve the short stay demand in the area.

It is proposed to relocate the bus stop to outside number 34 Cleveland Street. This space is currently occupied by P30 car parking which reverts to resident parking outside the hours of 8am – 6pm Mon-Sat. In an attempt to minimise the effect on car parking it is intended to build out the footpath in this location to allow the bus to pull alongside it outside the line of parking. It is proposed to mark a 15m long bus stop to accommodate this. As a result only two carparking spaces would be lost. While the extended footpath would be built to connect with the existing build out for the pedestrian crossing, access to the existing garage will be retained.

To offset the loss in parking, particularly resident parking, it is proposed to restrict two spaces on the West side of Cleveland Street to P30 parking reverting to resident parking in the evenings. Providing these two spaces in Jefferson Street is seen as more conducive for residents than extending the provision for resident parking into the two spaces utilising the old bus stop as these better serve the takeaway in this area.

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During discussions on options with residents groups, businesses and interested parties several suggestions or requests were made. Recognising the value of these to the hub proposal the following have been added to the overall concept:

- Limiting vehicle access to the bus turning area immediately outside the library to improve pedestrian safety and minimise the conflict caused by right turning vehicles from Cleveland Street. The proposal is that the turning area will be delineated for one-way entry and exit and bus turning signs with a view to limiting access. This will be monitored and if necessary may be restricted to “bus only” in the future.
- Provide assistance to pedestrians crossing the entrance and exit to the bus turning area to help passengers navigate between bus services. It is proposed to raise the entry and exit thresholds to the turning area and mark these as pedestrian crossings to assist pedestrians and to create a more pedestrian friendly environment for all road users.
- Better management of speeds and traffic movement on Harrison Street. As part of the hub design the entrance into Harrison Street would be raised to provide a pedestrian threshold in an endeavour to traffic calm and slow vehicle speeds in the street and assist pedestrians crossing the road.

Overall the proposed changes would provide the safest locations and most suitable position for the bus stops. The layout would best meet the requirement of the proposed service frequency and the likely use of the bus stops.

Consultation

Greater Wellington has consulted with affected parties in Brooklyn.

There have been a number of meetings with the Brooklyn Residents Association Incorporated including several public meetings that they have organised. These have proved useful in developing the proposal now being considered and finding resolution to the issues covered above.

Recently over 120 letters were sent out to affected residents and businesses on Cleveland Street, Harrison Street and Jefferson Street, along with Community groups.

The letters invited comment on the proposal and asked for feedback on the proposed bus stops and their effect on parking.

16 replies were received which largely supported the bus stop changes. However, there were a number of responses requesting

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further information on the proposed Brooklyn services and their impact on parking and the safety of traffic movements in the area.

A number of these issues have been covered above in the development of the current proposal but broader issues around the inadequacy of parking in the area are not addressed. In the longer term concerns about the effect of more people “park and riding” in the centre of Brooklyn as a result of passengers needing to transfer off local services will be monitored. This will be done bearing in mind GWRC will also be monitoring services and where appropriate providing more direct services to the City where these are well patronised, particularly in peak periods. There is also more scope to further restrict parking in the centre of Brooklyn to address demand for short stay parking and where there is a need to preserve more parking for residents. The pressure on parking, while not helped by the changes to bus services, is created from growth in day time and evening business and entertainment activities in the area. In a similar vein the short fall in the supply of parking in Harrison Street to meet the needs of the school, kindergarten, library, Council housing, etc. cannot be addressed through this proposal other than to say that more frequent and accessible local bus services may provide an alternative means of servicing these facilities.

Although long standing issues over parking are not addressed there will be some further restriction of short stay parking in Jefferson Street to mitigate the changes to bus stops. Also with the closure of the Community Centre in Jefferson Street the two mobility parks outside the centre will be removed to enable general parking to utilise this space. The future relocation of these parks will be investigated to find where they may best be required.

Concerns at the speed and movement of general traffic will, however, be addressed through additional traffic calming in the area, as highlighted above. The installation of traffic calming measures and new pedestrian crossing facilities will also go a long way to addressing concerns for pedestrian safety in the area.

Key dates:

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| 1) Advertisement in the Dominion Post Newspaper | 16 March 2018 |
| 2) Feedback period closes. | 30 March 2018 |
| 3) Report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) Feedback may result in further consultation or amendment as appropriate. | |

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Legal Description:

Add to Schedule A (Time Restricted Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Cleveland Street	P15	North side, commencing 163 metres East of its intersection with Ohio Road (Grid coordinates: X=1,747,615.99 m, Y=5,425,846.91 m) and extending in an Easterly direction following the Northern kerb line for 11 metres

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

Column One	Column Two	Column Three
Cleveland Street	Bus Stop, at all times	North side, commencing 127.5 metres East of its intersection with Ohio Road (Grid coordinates: X=1,747,615.99 m, Y=5,425,846.91 m) and extending in an Easterly direction following the Northern kerblines for 12 metres. (Metlink bus stop #6720)
Cleveland Street	Resident parking, at all other times.	North side, commencing 106 metres East of its intersection with Ohio Road (Grid coordinates: X=1,747,615.99 m, Y=5,425,846.91 m) and extending in an Easterly direction following the Northern kerblines for 24 metres
Cleveland Street	P30, Except for Authorised Resident Vehicles, Monday to Saturday 8:00am-6:00pm.	North side, commencing 106 metres East of its intersection with Ohio Road (Grid coordinates: X=1,747,615.99 m, Y=5,425,846.91 m) and extending in an Easterly direction following the Northern kerblines for 24 metres
Cleveland Street	Bus Stop, at all times	South side, commencing 104 metres West of its intersection with Washington Avenue (Grid coordinates: X=1,747,895.22 m, Y=5,425,853.98 m) and extending in

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Cleveland Street	Bus Stop, at all times	a Westerly direction following the southern kerbline for 20 metres to its intersection with Harrison Street. South side, commencing 1.5 metres east of its intersection with Harrison Street (Grid coordinates: X=1,747,784.11 m, Y=5,425,877.43 m) and extending in an easterly direction following the southern kerbline for 20 metres. (Metlink bus stop #7720)
Jefferson Street	Resident parking, at all other times.	West side, commencing 4 metres North of its intersection with Cleveland Street (Grid coordinates: X=1,747,785.78 m, Y=5,425,887.90 m) and extending in a Northerly direction following the Western kerbline for 12 metres
Jefferson Street	P30, Except for Authorised Resident Vehicles, Monday to Saturday 8:00am-6:00pm.	West side, commencing 4 metres North of its intersection with Cleveland Street (Grid coordinates: X=1,747,785.78 m, Y=5,425,887.90 m) and extending in a Northerly direction following the Western kerbline for 12 metres

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

Column One	Column Two	Column Three
Cleveland Street	No Stopping, at all times	South side, commencing 87.5 metres west of its intersection with Washington Avenue (Grid coordinates: X=1,747,895.22 m, Y=5,425,853.98 m) and extending in a westerly direction following the southern kerbline for 16.5 metres.

Delete from Schedule A (Time Restricted Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Cleveland Street	P30, Monday to Saturday 8.00am – 6.00pm	South side, commencing 2.0 metres east of its intersection with Harrison Street and extending in a easterly \

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direction following the southern kerbline for 10 metres.

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

Column One	Column Two	Column Three
Cleveland Street	Bus Stop,	North side, commencing 163 metres east of its intersection with Ohio Road and extending in an easterly direction following the northern kerb line for 13 metres to its intersection with Jefferson Street. (Metlink bus stop #6720)
Cleveland Street	Bus Stop,	South side, commencing 107 metres west of its intersection with Washington Avenue and extending in a westerly direction following the southern kerbline for 17 metres to its intersection with Harrison Street. (Metlink bus stop #7720)
Cleveland Street	Resident parking, at all other times.	North side, commencing 106 metres east of its intersection with Ohio Road (Grid coordinates x = 1,747,619.2 m, y = 5,425,851.2 m) and extending in an easterly direction following the northern kerbline for 39 metres
Cleveland Street	P30, Except for Authorised Resident Vehicles, Monday to Saturday 8:00am-6:00pm.	North side, commencing 106 metres east of its intersection with Ohio Road (Grid Coordinates: X=1,747,619.2m, Y=5,425,851.2m) and extending in an easterly direction following the northern kerb line for 39 metres.
Jefferson Street	Mobility Parking at all times.	West side, commencing 55 metres North of its intersection with Cleveland Street (Grid coordinates: X=1,747,785.78 m, Y=5,425,887.90 m) and extending in a Northerly direction following the Western kerbline for 10 metres

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

Column One	Column Two	Column Three
Cleveland Street	No Stopping, at all times	South side, commencing 87.5 metres west of its intersection with Washington Avenue and extending in a westerly direction following the southern kerblines for 19.5 metres.

Prepared By : **Stephen Harte**
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Date: **12 March 2018**

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Attachment 1: Indicative layout Brooklyn Bus Hub, Cleveland Street, Brooklyn

