

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 51-18

Location: Russell Terrace, Mount Albert Road and Lavaud Street - Berhampore

Proposal: To provide new bus stop locations on Russell Terrace and Mount Albert Road, and remove two bus stops on Lavaud Street, Berhampore as part of Wellington's new bus service network.

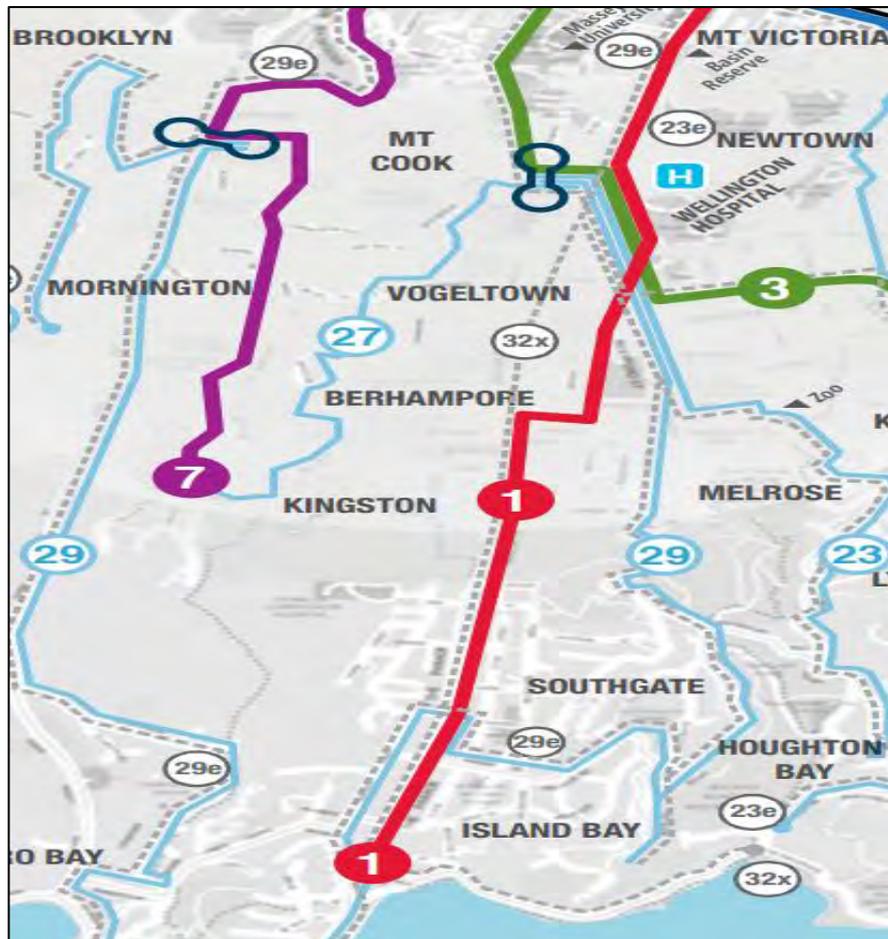
Information: Background

In Berhampore, the existing route 22 will become route 29, and run down Mount Albert Road, along Russell Terrace to Riddiford Street. Buses will no longer run along Lavaud Street.

This will provide access to the Newtown shops, the National Hockey Stadium and other recreational facilities, as well as an improved frequency along Riddiford Street. A new route 29e will run into the City at peak times, and the route 29 will terminate at Hutchison Road at off peak times. A new bus hub is to be created at Wellington Hospital to facilitate transfers between this and other high frequency services.

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

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The planned frequency of routes 29 and 29e at the proposed bus stops are:

Weekday Peak	Bus every 15 minutes	First bus 6.05am
Weekday Daytime	Bus every 30 minutes	-
Weekday Evening	Bus every 60 minutes	Last bus 10.45pm
Saturday	Bus every 30 minutes day time and 60 minutes evening.	First bus 7.05am Last bus 10.05pm
Sunday	Bus every 60 minutes.	First bus 8.05am Last bus 8.47pm

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Proposed bus stops

New bus stops are required on Russell Terrace to provide access to homes currently served by bus stops on Lavaud Street and Rintoul Street.

This includes one bus stop pair near the intersection of Lavaud Street. It is proposed the inbound bus stop be located on Mount Albert Road, adjacent to Martin Luckie Park in order to reduce the loss of on-street parking for residents on Russell Terrace. The outbound bus stop is proposed to be on Russell Terrace in order to serve routes 29, 29e and a school bus route. This allows for the removal of the bus stops on Lavaud Street (Bus stops #7945 & #6945) because they are no longer required.

In addition, a second bus stop pair is required halfway along Russell Terrace near Wairipoi Street. Proposed Bus stops near Waripori Street will improve local access to the bus service and if positioned South of the Waripori Street intersection it will be easier for buses to manoeuvre into and out of the bus stops as there is less traffic on this section of road.

A plan of the proposed bus stop layout is provided in *Attachment 1 and 2*.

Without the four new bus stops, residents in Berhampore would not be served by the route 29 or 29e. This would remove much of the increased capacity provided to the suburb as part of the new network.

The proposed two new bus stops on Russell Terrace, near Waripori Street would result in the loss of 8 on-street parking spaces.

The proposed two new bus stops on Russell Terrace and Mount Albert Road, near Lavaud Street while taking out carparking in these locations will result in an overall gain of four car parking spaces in the area because of the removal of the Lavaud Street bus stops.

The new bus stops would be supported with no stopping restrictions adjacent to the bus stops to facilitate safe access to/from the bus stop.

Greater Wellington will manage the changes at the existing stops in consultation with WCC ahead of introduction of the new network in July 2018.

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Consultation

In November-December 2017, Greater Wellington consulted with nearby residents of the six bus stops. The proposals were sent to 28 near-by properties.

Two responses were received opposing the bus stop pair near the Russell Terrace/Waripori Street intersection. They were against the proposal because they contend Russell Terrace is too narrow and busy. They also cited safety issues regarding the inbound bus stop being located across a driveway and were concerned at the loss of parking.

No responses were received regarding the bus stop pair on Russell Terrace and Mount Albert Road, near Lavaud Street.

While Russell Terrace is narrow it is safe for a bus to stop on the street to provide for users at the frequency of the service proposed. It is similar to many areas in the city and is on a section of road where this can be safely carried out.

A section of footpath will be constructed along Mt Albert Road to provide pedestrian access to the proposed new stop in that location.

Key dates:

- | | |
|---|---------------|
| 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 B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Russell Terrace	Bus Stop, at all times	West side commencing 9 metres North of the prolonged Northern kerbline of Angus Avenue (Grid Coordinates X = 1,749,023.0, Y = 5,424,238.5) and extending in a Northerly direction for a distance of 15m. (Metlink bus stop #6941)
Russell Terrace	Bus Stop, at all times	East side commencing 33 metres South of the prolonged Southern kerbline of Wariporu Street (Grid Coordinates X = 1,749,016.7, Y = 5,424,272.6) and extending in a Southerly direction for a distance of 15m. (Metlink bus stop #7941)
Russell Terrace	Bus Stop, at all times	East side commencing 18 metres North of the prolonged Northern kerbline of Lavaud Street (Grid Coordinates X = 1,748,995.1, Y = 5,423,782.4) and extending in a Northerly direction for a distance of 15m. (Metlink bus stop #7941)
Mount Albert Road	Bus Stop, at all times	West side commencing 20 metres South of the prolonged Southern kerbline of Lavaud Street (Grid Coordinates X = 1,748,984.8, Y = 5,423,736.4) and extending in a Southerly direction for a distance of 15m (Metlink bus stop #7942)

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

Column One	Column Two	Column Three
Russell Terrace	No Stopping, at all times	Western side commencing 24 metres North of the prolonged Northern kerbline of Angus Avenue (Grid Coordinates X = 1,749,025.6, Y =

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		5,424,250.8) and extending in a Northerly direction for a distance of 9m.
Russell Terrace	No Stopping, at all times	Western side commencing 9 metres North of the prolonged Northern kerbline of Angus Avenue (Grid Coordinates X = 1,749,023.0, Y = 5,424,238.5) and extending in a Southerly direction for a distance of 9m.
Russell Terrace	No Stopping, at all times	Eastern side commencing 33 metres South of the prolonged southern kerbline of Wariporu Street (Grid Coordinates X = 1,749,016.7, Y = 5,424,272.6) and extending in a Northerly direction for a distance of 1m.
Russell Terrace	No Stopping, at all times	Eastern side commencing 48 metres South of the prolonged southern kerbline of Waripori Street (Grid Coordinates X = 1,749,016.5, Y = 5,424,260.2) and extending in a Southerly direction for a distance of 7m.

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

Column One	Column Two	Column Three
Lavaud Street	Bus Stop, at all times	North side, commencing 167 metres north of its intersection with Rintoul Street and extending in a westerly direction following the northern kerbline for 12 metres.
Lavaud Street	Bus Stop, at all times	South side, commencing 63 metres south of its intersection with Mt Albert Road and extending in a westerly direction following the southern kerbline for 12 metres.

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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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(Chief Transport Advisor)

Date: **12 March 2018**

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Attachment 1: Indicative layout Russell Terrace at Waripori Street



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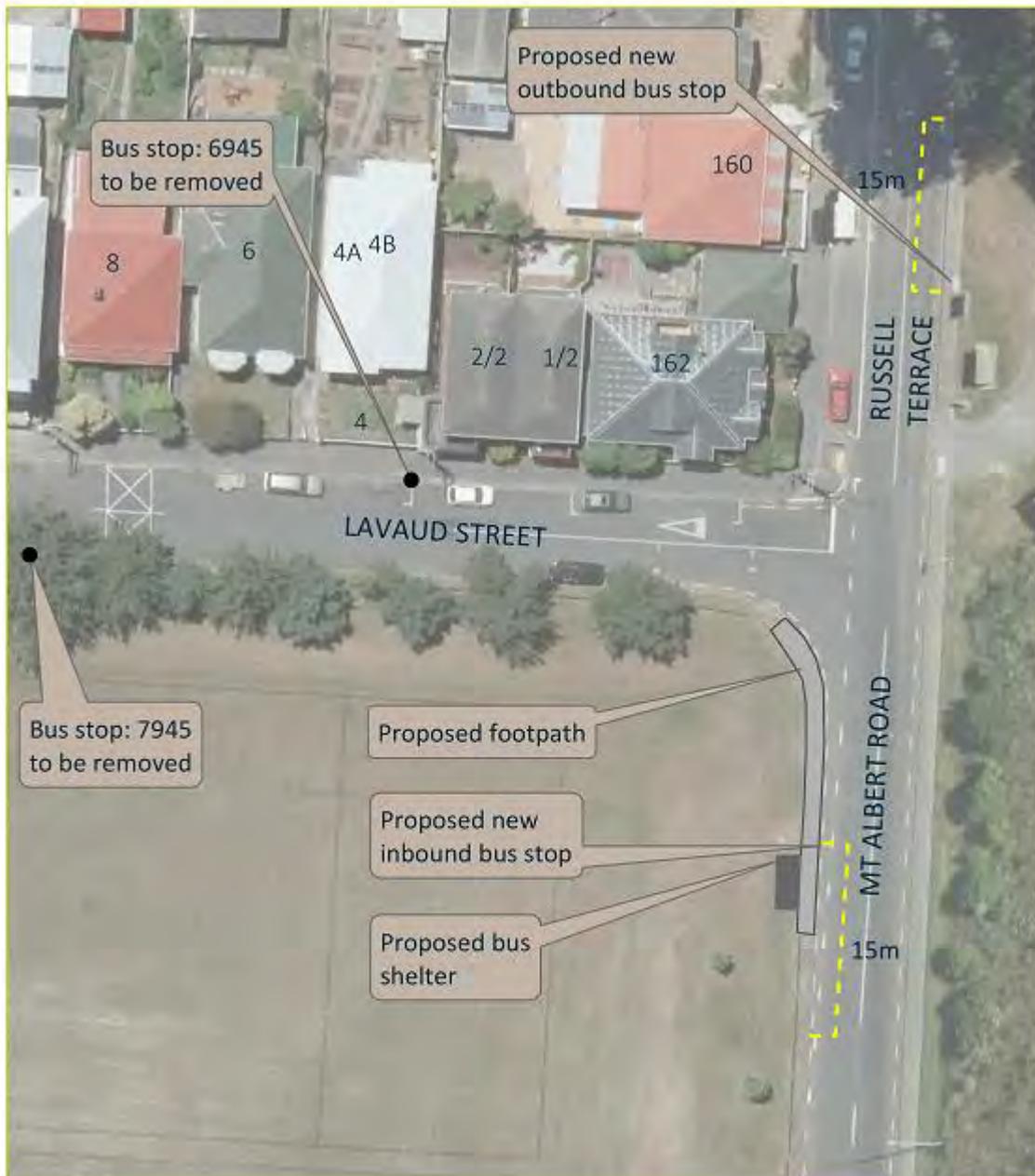
RUSSELL TERRACE AT WARIPORI STREET PROPOSED BUS STOP LAYOUT

SCALE: 1:500
DRAWN BY: SMCNEILL
DATE DRAWN: 21/11/2017

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

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Attachment 2: Indicative layout Russell Terrace, Mount Albert Road and Lavaud Street



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RUSSELL TERRACE, MOUNT ALBERT ROAD AND LAVAUD STREET PROPOSED BUS STOP LAYOUT

SCALE: 1:450
DRAWN BY: SMCNEILL
DATE DRAWN: 20/11/2017

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.