

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 56-19

Location: Quebec Street, Kingston

Proposal: No Stopping At All Times
Bus Stop Relocation

Background: In mid-July 2018 Greater Wellington launched a new bus network across Wellington City. On implementing the new network it was confirmed that access to the new bus stops on Quebec Street was an issue for bus users.

While this issue was raised in considering the new bus stops in March it was left to be monitored following the changes. Although traffic volumes are low there is a desire from the community for a safe crossing facility to buses on the opposite side of the street from the catchment they serve.

Consultation

Having considered a number of options with community representatives, including locating bus stops on the other side of the street, it was concluded the bus stops should remain in their current location, apart from the northern bus stop on the eastern side would be relocated 10m south to facilitate improved sight lines to pedestrians at a proposed pedestrian facility installed across Quebec Street. Previous feedback received for (TR152-18) is attached.

The proposed location of the pedestrian ramps best serves both bus stops. To install the ramps further north by Montreal Grove would take the pedestrian ramps too far away from where users want to cross in this area. On balance the proposed location will provide a worthwhile amenity for all users to access the bus stops.

Surveys has been carried out at Quebec Street to determine the number of pedestrians crossing the road to reach the bus stop, these were conducted over 2 time periods, 7:30am – 9:00am and 3:00pm – 6:00pm on 12 December 2018. The results from these surveys were used to calculate an hourly pedestrian – vehicle value to determine if a zebra crossing could be considered for this location. To warrant the installation of a zebra crossing the result of number of vehicles multiplied by the number of pedestrians crossing in the proposed location should be greater than 40 000 in a peak hour. From the surveys conducted the peak hour was between 5pm – 6pm

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and the calculated vehicle x pedestrian gave a total of 7 380, which is significantly lower than what is warranted for a zebra crossing.

Recent communication with GWRC has indicated that the proposed changes to route 7 and , in particular, bus patrons would board route 7 from the turnaround area would mean that around half of the bus patrons currently crossing the road would no longer make this crossing manoeuvre.

It is therefore considered that the proposed pedestrian improvements meet the current and future expected pedestrian demands.

Pedestrian improvements are proposed and will be monitored in the future to establish if this facility should be converted to a zebra crossing. The proposed improvements will provide a useful improvement for pedestrians and the no stopping restrictions together with relocation of the bus stop will significantly improve the sightlines to pedestrians and will provide an increased level of safety for pedestrians. The ramps with kerb buildouts are positioned on the desire line of the majority of users.

Legal Description:

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

Column One	Column Two	Column Three
Quebec Street	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.

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Delete from Schedule D (No Stopping Restrictions) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Quebec Street	No Stopping, at all times	East side, commencing 266 metres South of its intersection with Kingston Heights (Coordinates x= 1747613.131, y= 5424103.816) Road and extending in a Southerly direction following the Eastern kerbline for 12 metres.

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

Column One	Column Two	Column Three
Quebec Street	Bus Stop, at all times	East side, commencing 288 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 kerb line for 15 metres.

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

Column One	Column Two	Column Three
Quebec Street	No Stopping, at all times	West side, commencing 40 metres south of its intersection with Montreal Grove (Grid Coordinates x= 1747567.401, y= 5423883.751) and extending in a southerly direction following the eastern kerb line for 29 metres.
Quebec Street	No Stopping, at all times	East side, commencing 266 metres south of its intersection with Kingston Heights (Coordinates x= 1747613.131, y= 5424103.816) Road and extending in a southerly direction following the eastern kerb line for 22 metres.

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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

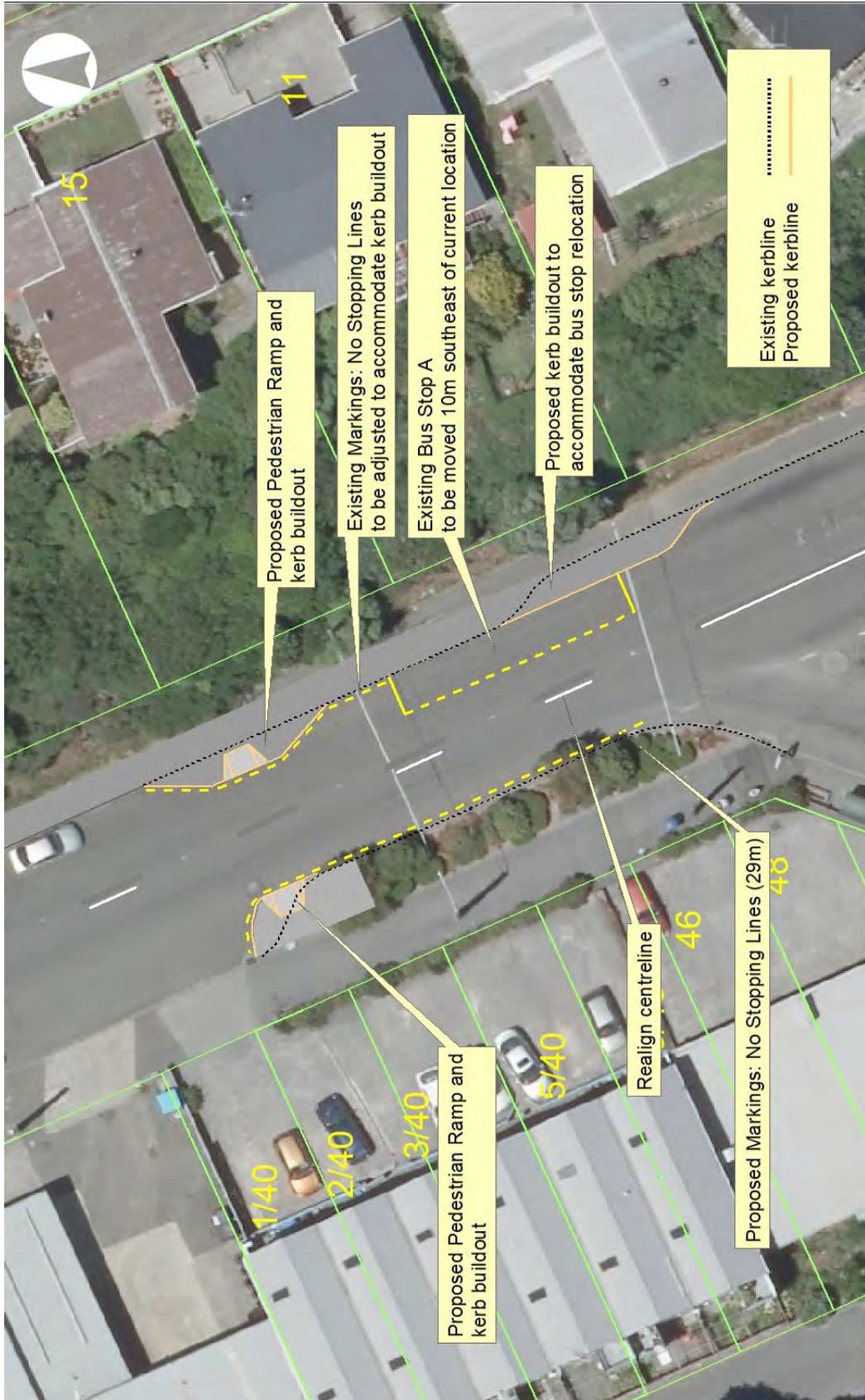
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Attachment 1: Indicative layout Pedestrian Improvements Quebec Street, Kingston



Proposed Pedestrian Improvements Quebec Street, Kingston TR56-19

FEEDBACK RECEIVED

Previous Feedback Received (TR152-18):

Name: Mike Mellor, Living Streets
Suburb: Not given
Agree: Yes

Good idea, but even better would be to revert to the previous bus stop arrangement, adjacent to the shops, avoiding the need to many bus users to cross the road here.

Name: Rhona Hewitt, Greater Wellington Regional Council
Suburb: Not
Agree: Yes

GWRC supports the installation of a pedestrian refuge in Quebec Street Kingston and associated no stopping lines to enable better pedestrian access to the bus stop as this will improve safety for boarding and alighting passengers.

Officers Response:

Community representatives have expressed a view that the proposed pedestrian facility does not give them the protection that they expect. Their preference is for a zebra pedestrian crossing. In this location a zebra crossing is not warranted because it cannot meet visibility requirements and the number of pedestrians together with the volume of traffic is relatively low. The proposed treatment will provide a useful improvement for pedestrians and the central median will provide a good cue to motorists to look for pedestrians. This improvement is a worthwhile amenity for pedestrians. It will also provide an increased level of safety for pedestrians while other options for the area are considered.