

**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**AGENDA**

**Time:**  
**Date:** Thursday, 15 March 2018  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**MEMBERSHIP**

Mayor Lester  
Councillor Calvert  
Councillor Calvi-Freeman  
Councillor Dawson  
Councillor Day  
Councillor Fitzsimons  
Councillor Foster  
Councillor Free  
Councillor Gilberd  
Councillor Lee  
Councillor Marsh  
Councillor Pannett (Chair)  
Councillor Sparrow  
Councillor Woolf  
Councillor Young

**NON-VOTING MEMBERS**

Te Rūnanga o Toa Rangatira Incorporated  
Port Nicholson Block Settlement Trust

**Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.*

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## **AREA OF FOCUS**

The role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- Environment and Infrastructure – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- Economic Development – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- Cultural Wellbeing – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- Social and Recreation – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- Urban Development – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- Transport – ensuring people and goods move efficiently to and through the city
- Governance and Finance – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan committee to achieve its objectives.

**Quorum:** 8 members

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## **1 Meeting Conduct**

### **1.1 Apologies**

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

### **1.2 Conflict of Interest Declarations**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

### **1.3 Confirmation of Minutes**

The minutes of the meeting held on 8 March 2018 will be put to the City Strategy Committee for confirmation.

### **1.4 Public Participation**

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

The following public participants have been approved by the Chair:

<b>NAME</b>	<b>SUBJECT</b>
Arie Moore and Matt Flannery	Lyall Bay Surf Lifesaving Club

### **1.5 Items not on the Agenda**

The Chairperson will give notice of items not on the agenda as follows:

#### ***Matters Requiring Urgent Attention as Determined by Resolution of the City Strategy Committee.***

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

#### ***Minor Matters relating to the General Business of the City Strategy Committee.***

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the City Strategy Committee for further discussion.



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## **2. Policy**

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# **UPDATE ON TE AWARUA-O-PORIRUA AND WELLINGTON HARBOUR-HUTT VALLEY WHAITUA PROCESSES**

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### **Purpose**

1. The purpose of this report is to provide an update on the Te Awarua-o-Porirua Whaitua (TAoPW) and the Wellington Harbour-Hutt Valley whaitua processes relating to Wellington City.

### **Summary**

2. This paper provides an update on the whaitua work being led by Greater Wellington Regional Council (GWRC), and highlights implications for Wellington City Council (WCC).
3. The whaitua process will necessitate changes to how urban development occurs in order to achieve better outcomes for our waterways. The process will set water quantity and quality objectives and limits for all fresh water bodies in the catchment (whaitua). This is a regulatory requirement for GWRC under the National Policy Statement for Freshwater Management (NPS-FM).
4. The TAoPW and the Wellington Harbour-Hutt Valley whaitua fall within WCC's jurisdiction. The outcomes of these two whaitua processes will need to be reflected in the WCC District Plan and other urban planning documents and strategies to ensure those freshwater objectives and limits are met.
5. In late 2017, the TAoPW Committee made decisions on permitted activity water takes and water allocation limits.
6. The TAoPW Committee will be making further decisions on water quality objectives over the next 6 months.
7. The outcomes of the whaitua process will require a step change in current urban development practices particularly around how stormwater runoff is managed and this will likely require new land use and subdivision controls for impervious surfaces, retention areas, and other innovative solutions. The challenge will be ensuring that the freshwater objectives are considered in WCC's decisions on how urban development and growth is managed.
8. This will be particularly important in the structure planning processes for Upper Stebbings and Lincolnshire Farm, and will also have implications for future infill development.
9. This will require changes in how urban development occurs in the city – best practice water management methods will need to be adopted by developers to ensure the overall water quality and quantity objectives are achieved.
10. The whaitua work is a community-led and collaborative process. Community engagement will be a core part of the TAoPW Committee's work in the next 3-6 months. Engagement with developers is a fundamental part of this, and the project team is currently developing an approach to this engagement which will ensure developers are informed about why this work is happening, and provide the TAoPW Committee with a balanced view of the implications of their decisions. It is intended

that members of the TAoPW committee will be fully involved in engagement opportunities.

11. Further opportunities for community engagement (and WCC input) will be provided once the outcomes of the whitua process are progressed as a plan change by GWRC to the Natural Resources Plan. This is a separate process undertaken under the Resource Management Act.

## **Recommendation/s**

That the City Strategy Committee:

1. Receive the information.
2. Note that the outcomes of the whitua process will require changes to the District Plan and other urban planning documents and strategies.
3. Note that engagement with the development community in relation to the Te Awarua-o-Porirua Whitua and wider water management practices will be undertaken over the next 3 months.
4. Note that the current timeframe for completion of the Te Awarua-o-Porirua Whitua is August 2018.
5. Note that the Wellington Harbour-Hutt Valley Whitua process will commence in August 2018.

## **Background**

12. The whitua process is a community-led, collaborative planning process to carry out Greater Wellington Regional Council's (GWRC) obligations under the National Policy Statement for Freshwater Management (NPS-FM). The NPS-FM requires all regional councils to establish water quantity and quality objectives and limits for all fresh water bodies in their catchment, in consultation with local communities by 2025, in order to maintain or improve water quality.
13. The whitua programme aims to improve the integration of land and water management activities and achieve better resource management practices that reflect local aspirations.
14. The region has been divided into five 'whaitua' (catchments). Whitua committees, consisting of community members, iwi representatives, partner representatives, and GWRC representatives will make recommendations to GWRC through a Whitua Implementation Programme (WIP). Wellington City members of the Whitua Committees are as follows:

Cr David Lee – Te Awarua-o-Porirua

Cr Peter Gilberd – Wellington Harbour-Hutt Valley

15. Regulatory recommendations in the WIP will go to GWRC for approval and will be included in a plan change process and become a chapter in the Natural Resources Plan. Non-regulatory recommendations will be developed by GWRC with relevant external organisations.

16. WCC will then need to ensure the District Plan is aligned with the intent of the whitua provisions of the Natural Resources Plan, and that consideration is given to these matters when issuing resource consents, spatial plans (e.g. Wellington Urban Growth Plan) and managing the Council's assets. The introduction of freshwater quality limits at the regional level will have implications for new urban development in terms of how stormwater and waste water is managed. This signals a step change in development practice which will require strong alignment between our organisations and the development sector.
17. Water sensitive urban design (WSUD) methods will need to be implemented in new development. WSUD draws upon the processes of natural systems and adapts these to suit urban environments. It integrates the processes inherent in water systems with the 'built environment' – buildings, infrastructure and landscapes. Methods may include rainwater collection and reuse systems, swales integrated into the street design, and permeable paving to reduce the volume of stormwater runoff.
18. There are currently two established committees, the Ruamāhanga Whitua Committee and Te Awarua-o-Porirua Whitua (TAoPW) Committee. Planning is underway to set up the Wellington Harbour and Hutt Valley Whitua (WHHVW), which is scheduled to commence in August 2018. Wellington City is a stakeholder in the Te Awarua-o-Porirua and Wellington Harbour and Hutt Valley Whitua.

## **Progress since last update**

### Te Awarua-o-Porirua Whitua

19. Since the last update in August 2017, the Te Awarua-o-Porirua Whitua (TAoPW) Committee have made decisions on permitted activity water takes and water allocation limits.
20. The TAoPW Committee has also heard from a number of experts on water relevant topics. This has included a presentation from the Committee chair on best practice water management in Australia and other cities here in New Zealand. The presentation highlighted that New Zealand has significant work to do in this space, compared to Australia where such practices are business-as-usual given their history with water scarcity. Community and political buy-in is required in New Zealand to achieve this best practice, and this could take some time.
21. The TAoPW Committee will be considering water quality issues in the coming months. Their decisions will influence how WCC plans for future development of the city with water management in mind. The TAoPW Committee have heard from WCC and PCC District Plan staff about urban development projects that will need to be considered in their decision making, as follows:
  - The Upper Stebbings Valley and Marshall Ridge Structure Plan project. The structure plan area falls within the Porirua Whitua. This provides an opportunity to drive better water management practice and incorporate provisions into the WCC District Plan, such as water sensitive design methods, that align with the TAoPW Committee's recommendations.
  - The Porirua City District Plan Review – the Porirua City Council (PCC) has used the engagement phase as an opportunity to socialise better water management practice and the impacts of development on water quality in the Porirua Harbour. PCC are seeking to use this process to better align the new rules in the proposed Natural Resources Plan and the recommendations of the TAoPW Committee.

22. The TAO PW's decisions will also be informed by technical information gathered through the 'Collaborative Modelling Project' (CMP). The CMP uses a range of environmental, social, and economic models to predict the impact of a range of scenarios (i.e. continuing a business-as-usual approach to urban development vs. adopting improved or water sensitive practices) on specific attributes such as the level of contaminants in waterways in different parts of the whaitua. Staff will be working hard to ensure this technical information is provided to the TAO PW Committee in an easily understood format so the TAO PW Committee can better understand the impacts of the different scenarios on identified values such as ecological health of waterways and the use of waterways for recreation and food gathering.

Key work for TAO PW in the coming months

*Setting objectives, limits and methods*

23. The TAO PW has been split into sub-catchments, known as Water Management Units (WMUs) to recognise the different values assigned to different waterbodies, or groups of waterbodies, across the wider catchment. A WMU is defined spatially and incorporates a waterbody or a group of waterbodies with similar values. This approach will allow different management approaches (e.g. specific objectives and rules) to be tailored to each WMU in order to protect those values and appropriately manage use of the water resource.
24. For example, waterbodies that are within the urbanised parts of the whaitua (including Tawa) are grouped together, whereas waterbodies that are within an identified rural part of the whaitua (including Upper Stebbings) will be grouped together. As the uses and values associated with waterbodies in these two distinct areas are different, it is appropriate to assign a different approach to managing water quality in each identified area. The implications of growth and climate change will also be a significant consideration.
25. Key questions for the TAO PW Committee will be:
- *What objectives will be required for water quality in fresh and coastal water for each WMU or group of WMUs in the whaitua?*  
  
This will include objectives to provide for the values of Ngāti Toa and the wider community in the streams, harbour and coast of the whaitua. A range of contaminants such as sediment and E.coli will be covered by these objectives. Consideration will also be given to how soon the objectives should be met.
  - *What methods are needed to meet the limits and objectives?*  
  
This includes (amongst other things) how new development should be controlled for its impacts on water quality, hydrology and the health of the Porirua Harbour. Rules and other methods will be considered to ensure water quantity limits are met and in-stream values protected, along with the types of investment that might be required to repair water quality problems created by past decisions, and who is responsible for this investment. This 'investment' is likely to include upgrades to WCC assets to help achieve the objectives. However, the implications of this will not be known until the whaitua process is complete.

*Community Engagement*

26. The TAO PW project team is planning engagement activities with key stakeholders over the next few months. The TAO PW Committee is conscious of the need to balance the costs that changes may impose on future development and ratepayers generally.

Engagement with the development community and rural stakeholders will help provide a reality check that will assist the TAoPW committee with its decision making.

27. Engagement will occur with developers beyond the Porirua Whaitua boundary in recognition that there are more whaitua processes to come (e.g. Wellington Harbour–Hutt Valley later this year; Kapiti in the next couple of years) and some developers operate across these whaitua.
28. A workshop/seminar will be run collaboratively by the territorial authorities and Wellington Water. Better understanding from a developer perspective helps inform the realities and practicalities of achieving improved water management practice in urban development.
29. It is envisaged that once the TAoPW Committee has confirmed their recommendations, this sector (along with others) will have the opportunity to provide feedback. This will also help to ensure alignment between the water quality rules of the proposed Natural Resources Plan, and the rules of the PCC and WCC District Plans.

#### *Timeframes*

30. The draft WIP is due for completion by August 2018. This will go to GWRC's Te Upoko Taio (Natural Resources Committee) for their approval by December 2018. Any regulatory recommendations within the WIP will then be incorporated into the Natural Resources Plan by way of a plan change. Timing for this plan change is uncertain at this stage.

#### Wellington Harbour-Hutt Valley Whaitua

31. In December 2017, the Greater Wellington Regional Council approved the establishment of the Wellington Harbour and Hutt Valley Whaitua Committee. The terms of reference for the committee were agreed and recruitment of members began in the New Year. The Committee will be a group of local people tasked with researching and recommending tailored solutions for water issues in the catchment. The process itself is planned to start in August 2018.
32. Effort in this whaitua continues to focus on community and partner engagement. The engagement will inform the community and partners about the whaitua process, canvas for appropriate committee members, and gain an understanding of community issues. Learnings from the two previous whaitua processes will also be incorporated to create an updated process for the Wellington Harbour and Hutt Valley Whaitua.

#### Key Issues and Opportunities for WCC

##### *Issues*

33. A key challenge that Wellington City faces is the interplay between the expected population growth over the next 30 years, where and how this growth will be located, and the impacts on freshwater in the region. These matters cannot be considered in isolation from each other, and pose a real challenge for how we plan for the future.
34. It is imperative that future urban development occurs in a way that is integrated with freshwater quality considerations, and appropriate methods to manage the impacts of urban development are incorporated early in the design phase. For some developers this will mean bringing their existing models up to date and adopting best practice methods for stormwater and wastewater management.

##### *Opportunities*

35. While the outcomes of the whaitua work will have implications for Council owned land and assets (e.g. upgrades to our existing pipes), this is a relatively small part of the land area where change is required. In order to achieve the water quality objectives,

the majority of change will need to occur on privately owned land. The District Plan is the regulatory tool through which development on private land is managed and through which development practices can be influenced.

36. The existing District Plan currently lacks adequate policies and rules for water management in new development. This will be a priority once the TAO PW process is complete and GWRC progresses a Natural Resources Plan change to give effect to the WIP recommendations.
37. Future plan changes, such as the Upper Stebbings Structure Plan, will include provisions that reflect the outcomes of the whitua process. This is expected to take the form of water sensitive design methods and other innovative approaches to better manage stormwater runoff.
38. Consideration may need to be given to offsetting the increased runoff associated with development with greater improvements and enhancements in another part of the catchment. However, until more detailed planning (e.g. number of dwellings, extent of impervious surfaces) has occurred it is difficult to determine the extent of additional controls that may be required to adequately manage stormwater.
39. Longer term, a full review of the District Plan (being considered through the LtP process) provides an opportunity to undertake a more comprehensive review of how land use and subdivision provisions can influence better outcomes for stormwater management. The District Plan is a key tool available across the regional and city functions to manage water quality.
40. WCC staff are also proactively assisting GWRC staff in engagement activities with adjoining territorial authorities and the development community, as noted above. A key benefit of this is the alignment of the policy approaches of the councils' district plans in the water management space, where possible. This work also enables sound working relationships to be built with these stakeholders and more collaborative approaches to land use and infrastructure planning.
41. More broadly significant funding for stormwater upgrades has been anticipated in the LTP.
42. WCC staff are also working with closely with Porirua City Council to address overflow issues at Porirua Waste Water Treatment Plant.

**Next Actions**

43. There are no specific actions required as a result of this report. Officers will provide a further update later in 2018 once engagement on the whitua process has been completed.

**Attachments**

Nil

Author	Kate Pascall, Senior Advisor Planning
Authoriser	John McSweeney, District Plan Manager Anna Harley, Manager City Design & Place Planning David Chick, Chief City Planner

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Targeted engagement and consultation is being progressed with key stakeholders as part of the whitua process in the coming months. WCC officers are proactively involved in this work.

### **Treaty of Waitangi considerations**

Treaty of Waitangi considerations are an integral part of the whole whitua process. The whitua process is a collaborative process and includes iwi representation on the committee and on the project team. GWRC also has an iwi liaison officer assigned to the project team.

### **Financial implications**

As signalled in the last update, the outcomes of the whitua process will also influence other WCC policies and decisions and may require additional financial resource through the annual planning process to support necessary infrastructure changes. At this stage the extent of this will be clearer once the committee has made their decisions and their recommendations are adopted by GWRC.

### **Policy and legislative implications**

The outcomes of the whitua processes will require changes to the District Plan and other WCC spatial planning policies to align with the GWRC regional objectives, policies, and rules.

### **Risks / legal**

N/A

### **Climate Change impact and considerations**

Climate change impacts are being factored into the scenario modelling work being undertaken by GWRC.

Climate change is expected to increase the length of dry periods in the whitua which may lead to increased water demand and potentially lower river flows. Setting and implementing minimum flow and allocation limits now establishes the amount of water that needs to be left in streams to support important values (e.g. ecology) and the total amount of water available for out-of-stream use in future.

For urban development, climate change impacts will necessitate controls on impervious surfaces, requirements for stormwater detention tanks to avoid overwhelming existing infrastructure. Longer term, it may require investment to upgrade existing infrastructure.

### **Communications Plan**

N/A

### **Health and Safety Impact considered**

N/A



### 3. Operational

## TRAFFIC RESOLUTIONS - BUS STOP CHANGES

### Purpose

1. To seek Committee approval to the creation of a number of bus stops in Wellington City to progress the implementation of the new Wellington Bus Network.

### Summary

2. From July 2018 Wellington City will have a number of new bus services operating. This is a result of the Bus Services Review, which started back in 2009. The new Wellington City bus network will provide;
  - 75% of residents within a 10 minute walk of a high-frequency bus routes (Currently 45%)
  - More frequent off-peak services for 26 suburbs
  - New weekend and evening services for 12 suburbs
  - More services to high growth areas
  - Removal of service duplication
  - Less buses on the Golden Mile
  - An easier-to-understand and simplified network of services.
3. To implement the new network a number of new bus stops and bus hubs will need to be installed. The bus hubs are an integral part of the new bus network providing the connection points for local services joining high frequency through routes. Following consultation with adjacent property owners, residents and businesses, Committee is asked to approve traffic restrictions to enable these to operate. The attached Traffic Resolution reports provide details on each proposal and cover the consultation carried out. Approval in some instances will result in the removal of car parking.

### Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

*(Unshaded sections of the table indicate a deletion to the Traffic Restrictions and the shaded sections indicate an addition to the Traffic Restrictions)*

<b>a.</b>	<b>Melksham Drive, Churton Park (TR 01 - 18) New Bus Stop</b>		
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Melksham Drive</b>	Bus Stop,	Eastern side commencing 194m

		at all times	South of the prolonged Southern kerb line of Amesbury Drive (X = 1,751,592.0, Y = 5,438,488.6) and extending in a Southerly direction following the Eastern kerb line for a distance of 15m.
	<b>Melksham Drive</b>	Bus Stop, at all times	Western side commencing 260m South of the prolonged Southern kerb line of Amesbury Drive (X = 1,751,578.0, Y = 5,438,485.8) and extending in a Southerly direction following the Western kerb line for a distance of 15m.
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Melksham Drive</b>	No stopping, at all times	Eastern side commencing 185m South of the prolonged Southern kerb line of Amesbury Drive (X = 5,438,488.6, Y = 1,751,592.0) and extending in a Southerly direction following the Eastern kerb line for a distance of 9m.
	<b>Melksham Drive</b>	No stopping, at all times	Eastern side commencing 209m South of the prolonged Southern kerb line of Amesbury Drive (X = 5,438,488.6, Y = 1,751,592.0) and extending in a Southerly direction following the Eastern kerb line for a distance of 9m.
	<b>Melksham Drive</b>	No stopping, at all times	Western side commencing 251m South of the prolonged Southern kerb line of Amesbury Drive (X = 1,751,578.0, Y = 5,438,485.8) and extending in a Southerly direction following the Western kerb line for a distance of 9m.
	<b>Melksham Drive</b>	No stopping, at all times	Western side of commencing 275m South of the prolonged Southern kerb line of Amesbury Drive (X = 1,751,578.0, Y = 5,438,485.8) and extending in a Southerly direction following the Western kerb line for a distance of 9m.
<b>b.</b>	<b>Furlong Crescent, Churton Park (TR 02 - 18) New Bus Stop</b>		
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three

	<b>Furlong Crescent</b>	Bus Stop, at all times	Eastern side commencing from a point 27m north of the prolonged northern kerbline of Edington Grove (X = 1,750,886.8, Y = 5,436,396.0) and extending in a northerly direction following the eastern kerbline of Furlong Crescent for a distance of 13.5 metres
	Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Furlong Crescent</b>	Bus Stop, at all times	Eastern side, commencing from a point 21.5 metres south from the intersection of the northern kerb line of Edington Grove with eastern kerb line of Furlong Crescent (X = 1,750,876.9 m, Y = 5,436,371.5 m) and extending in a southerly direction for 15 metres
	Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Furlong Crescent</b>	No Stopping, at all times	Eastern side, commencing from a point 15.5 metres south from the intersection of the northern kerb line of Edington Grove with eastern kerb line of Furlong Crescent (X = 1,750,876.9 m, Y = 5,436,371.5 m) and extending in a southerly direction for 6 metres.
	<b>Furlong Crescent</b>	No Stopping, at all times	Eastern side, commencing from a point 35.5 metres south from the intersection of the northern kerb line of Edington Grove with eastern kerb line of Furlong Crescent (X = 1,750,876.9 m, Y = 5,436,371.5 m) and extending in a southerly direction for 9 metres.
<b>c.</b>	<b>Box Hill/Station Road East, Khandallah (TR 03 - 18) New Bus Stops and Time Restrictions</b>		
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Burma Road</b>	Bus Stop, at all times	Western side of Burma Road commencing 39m north of the

			prolonged northern kerb line of Baroda Street (X= 1,750,188.1, Y=5,432,794.6) and extending in a southerly direction following the western kerb line on Burma Road for a distance of 15m.
	<b>Box Hill</b>	Bus Stop, at all times	Eastern side of Box Hill commencing 35.5m south of the prolonged southern kerb line of Station Road East (X = 1,750,205.7, Y = 5,432,855.9) and extends in a northerly direction following the eastern kerb line on Box Hill for a distance of 15m.
	<b>Station Road</b>	Bus Stop 9.15am – 6.15pm, Monday to Friday	North side, commencing 53 metres north of its intersection with Burma Road and extending in an easterly direction following the northern kerblines for 12 metres.
	<b>Station Road</b>	Bus Stop 7.45am – 5.30pm, Monday to Friday	South side, commencing 53 metres south of its intersection with Burma Road and extending in an easterly direction following the southern kerblines for 12 metres.
Delete Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Station Road</b>	Bus Stop, at all times	North side, commencing 53 metres north of its intersection with Burma Road and extending in an easterly direction following the northern kerblines for 12 metres.
	<b>Station Road</b>	Bus Stop, at all times	South side, commencing 53 metres south of its intersection with Burma Road and extending in an easterly direction following the southern kerblines for 12 metres.
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Burma Road</b>	No stopping, at all times	Western side of Burma Road commencing 9m north of the northern kerblines of Baroda Street (X = 1,750,191.2, Y= 5,432,831.5) and extending in a northerly direction following the western

			kerbline of Burma Road for a distance of 13.5m.
	<b>Burma Road</b>	No stopping, at all times	Western side of Burma Road commencing 39m north of the northern kerbline of Baroda Street (X= 1,750,205.7, Y=5,432,855.9) and extending in a northerly direction following the western kerbline of Burma Road for a distance of 8m.
	<b>Box Hill</b>	No stopping, at all times	Eastern side of Box Hill commencing 10m south of the southern kerbline of Station Road (X = 1,750,205.7, Y = 5,432,855.9) and extends in a southerly direction following the eastern kerbline of Box Hill for a distance of 13m.
	<b>Box Hill</b>	No stopping, at all times	Eastern side of Box Hill adjacent to 4 Box Hill. Commencing 27m south of the southern kerbline of Station Road (X = 1,750,205.7, Y = 5,432,855.9) and extending in a southerly direction following the eastern kerbline of Box Hill for a distance of 11.5m
<b>d.</b>	<b>Hataitai Road – Hataitai (TR 04 - 18) New Bus Stop</b>		
	Add to Schedule A (Time limited parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Waitoa Road</b>	P60 at other times	South side, commencing 49 metres East of its intersection with Moxham Avenue (Grid Coordinates X= 1750214.052, Y= 5425929.404) and extending in an Easterly direction following the Southern kerbline for 12 metres. (Metlink bus stop #6535).
	<b>Waitoa Road</b>	P60 at other times and Sundays	North side, commencing 61 metres East of its intersection with Hataitai Road (Grid Coordinates X= 1750211.19, Y= 5425939.64) and extending in an easterly direction following the northern kerbline for 15.5 metres.
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three

	<b>Hataitai Road</b>	Bus Stop, at all times	West side, commencing 22.5 metres north of its intersection with Waitoa Road and Hataitai Road (Grid Coordinates X= 1750205.005, Y= 5425941.932) and extending in a Northerly direction following the Western kerbline for 15 metres.
	<b>Waipapa Road</b>	Bus Stop, 7.15 – 7.45am, 3.45 – 4.15pm, Monday to Friday, School Term Only	West side, commencing 532 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7534).
	<b>Waipapa Road</b>	Bus Stop, 7.15 – 7.45am, 3.45 – 4.15pm, Monday to Friday, School Term Only	West side, commencing 329 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7533).
	<b>Waipapa Road</b>	Bus Stop, 7.15 – 7.45am, 3.45 – 4.15pm, Monday to Friday, School Term Only	West side, commencing 5 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7531).
	<b>Arawa Road</b>	Bus Stop, 7.15 – 7.45am, 3.45 – 4.15pm, Monday to Friday, School Term Only	South side, commencing 9 metres East from its intersection with Hohiria Road (Grid Coordinates x= 1750785.47, y= 5426518.42) and extending in an Easterly direction for 12 metres. (Metlink bus stop #7530)
	<b>Waitoa Road</b>	Bus Stop, 7.15 – 7.45am, 3.45 – 4.15pm, Monday to Friday, School Term Only	North side, commencing 61 metres east of its intersection with Hataitai Road (Grid Coordinates X= 1750214.180, Y=5425935.572) and extending in an Easterly direction following the Northern kerbline for 15.5 metres. (Metlink bus stop #7535).
	<b>Waitoa Road</b>	Bus Stop, 7.15 – 7.45am, 3.45 – 4.15pm, Monday to Friday, School Term Only And 1.00 – 3.15am Saturday and Sundays	South side, commencing 49 metres East of its intersection with Moxham Avenue (Grid Coordinates X= 1750214.052, Y= 5425929.404) and extending in an Easterly direction following the Southern kerbline for 12 metres. (Metlink bus stop #6535).

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
Column One	Column Two	Column Three
<b>Hataitai Road</b>	No Stopping, at all times	West side, commencing 11.5 metres North of its intersection with Waitoa Road and Hataitai Road (Grid Coordinates X= 1750205.005, Y= 5425941.932) and extending in a Northerly direction following the western kerbline for 11 metres.
<b>Hataitai Road</b>	No Stopping, at all times	West side, commencing 37.5 metres North of its intersection with Waitoa Road and (Grid Coordinates X= 1750205.005, Y= 5425941.932) Road and extending in a Northerly direction following the Western kerbline for 9 metres.
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule		
Column One	Column Two	Column Three
<b>Waipapa Road</b>	Bus Stop	West side, commencing 219 metres from its intersection with Huia Road and extending in a Southerly direction for 12 metres. (Metlink bus stop #7534)
<b>Waipapa Road</b>	Bus Stop	West side, commencing 3.5 metres from its intersection with Huia Road and extending in a Southerly direction for 12 metres. (Metlink bus stop #7533)
<b>Waipapa Road</b>	Bus Stop,	West side, commencing 124 metres South from its intersection with Arawa Road and extending in a Southerly direction for 12 metres. (Metlink bus stop #7532)
<b>Waipapa Road</b>	Bus Stop,	West side, commencing 5 metres South from its intersection with Arawa Road and extending in a Southerly direction for 12 metres. (Metlink bus stop #7531)
<b>Arawa Road</b>	Bus Stop,	South side, commencing 9 metres East from its intersection with Hohiria Road and extending in an Easterly direction for 12 metres. (Metlink bus stop #7530)

	<b>Waitoa Road</b>	Bus Stop,	North side, commencing 61 metres east of its intersection with Hataitai Road and extending in an easterly direction following the northern kerblines for 15.5 metres. (Metlink bus stop #7535)
<b>e.</b>	<b>Onepu Road, Lyall Bay – (TR 05-18) New Bus Stop</b>		
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Onepu Road</b>	Bus Stop, at all times	Western side commencing 46m North of the prolonged Northern kerblines of Lyall Parade (X = 1,750,235.6, Y = 5,423,152.2) and extending in a Northerly direction following the Western kerblines for a distance of 15m.
	Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Onepu Road</b>	No Stopping, at all times	Western side commencing 37m North of the prolonged Northern kerblines of Lyall Parade (X = 1,750,235.6, Y = 5,423,152.2) and extending in a Northerly direction following the Western kerblines for a distance of 9m.
	<b>Onepu Road</b>	No Stopping, at all times	Western side commencing 61m North of the prolonged Northern kerblines of Lyall Parade (X = 1,750,235.6, Y = 5,423,152.2) and extending in a Northerly direction following the Western kerblines for a distance of 9m.
	Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Lyall Parade</b>	Bus Stop, at all times	No current resolution exists. Bus stop is located: North side, commencing 20 metres west of its intersection with Onepu Road and extending in a Westerly direction following the Northern kerblines for 12 metres.

	<b>Onepu Road</b>	Bus Stop, at all times	West side, commencing 161.5 metres North of its intersection with Lyall Parade and extending in a Northerly direction following the Western kerbline for 12 metres.
<b>f.</b>	<b>Brandon Street, The Esplanade (Houghton Bay), Adelaide Road, Hawker Street, Aro Street, Cortina Avenue, Evans Bay Parade, Britomart Street, Happy Valley Road - (TR 06 – 18) Bus Stop Time Restrictions</b>		
Amend Schedule A (Time Limited Parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Brandon Street</b>	Metered parking. P120 Maximum, Monday to Thursday 10:00am - 3:00pm, Friday 10:00am - 3:00pm, 7:00pm - 8:00pm, Fee \$4.50 per hour. Saturday and Sunday 8:00am - 6:00pm. No Fee.	Southwest side, following the kerbline 44.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748794.1 m, y= 5428246.0 m), and extending in a north-westerly direction for 47 metres. (8 parallel carparks)
	<b>Brandon Street</b>	Metered parking. P120 Maximum, Monday to Thursday 10:00am - 3:00pm, Friday 10:00am - 3:00pm, 7:00pm - 8:00pm, Fee \$4.50 per hour. Saturday and Sunday 8:00am - 6:00pm. No Fee.	Southwest side, following the kerbline 9 metres northwest of its intersection with Featherstone Street (Grid coordinates x= 1748794.1 m, y= 5428246.0 m), and extending in a north-westerly direction following the south-western kerbline for 19.5 metres. (3 parallel carparks)
Amend Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Brandon Street</b>	Bus stop 6am – 10am, 3pm – 7pm, Monday to Friday	Southwest side, following the kerbline 44.5 metres northwest of its intersection with Featherston Street (Grid Coordinates x= 1748794.1 m, y= 5428246.0 m) and extending in a north-westerly direction for 47 metres. (Metlink bus stop #5520)
	<b>Brandon Street</b>	Bus stop 6am – 10am, 3pm – 7pm, Monday to Friday	Southwest side, following the kerbline 9 metres northwest of its intersection with Featherston Street (Grid Coordinates x= 1748794.1 m, y= 5428246.0 m) and extending in

			a north-westerly direction for 21.5 metres. (Metlink bus stop #5520)
	<b>The Esplanade</b>	Bus stop 4pm – 7.30pm Monday to Friday	East side, commencing 95 metres south of its intersection with Brighton Street and extending in a northerly direction following the eastern kerbline for 12 metres. (Metlink bus stop #6160)
	<b>The Esplanade</b>	Bus stop 4pm – 7.30pm Monday to Friday	North side, commencing 479 metres west of its intersection with Houghton Bay Road and extending in a westerly direction following Northern kerbline for 12 metres. (Metlink bus stop #6161)
	<b>The Esplanade</b>	Bus stop 4pm – 7.30pm Monday to Friday	North side, commencing 732 metres east of its intersection with Brighton Street and extending in a easterly direction following the northern kerbline for 12 metres. (Metlink bus stop #6162)
	<b>The Esplanade</b>	Bus stop 4pm – 7.30pm Monday to Friday	North side, commencing 50 metres west of its intersection with Houghton Bay Road and extending in a westerly direction following Northern kerbline for 12 metres. (Metlink bus stop #6163)
	<b>Adelaide Road</b>	Bus stop 6.45am – 9.00am  Monday to Friday	West side, commencing 19.5 metres north of its intersection with Post office Avenue and extending in a northerly direction following the western kerbline for 12 metres. (Metlink bus stop #7424)
	<b>Hawker Street</b>	Bus stop, at all times	East side, commencing 242.5 metres south of its intersection with Moeller Street (grid coordinates x= 1749949.0 m, y= 5427270.2 m), and extending in a southerly direction following the eastern kerbline for 20 metres. (Metlink bus stop #7563)
	<b>Hawker Street</b>	Bus stop, at all times	East side, commencing 407 metres south of its intersection with Moeller Street (grid coordinates x= 1749949.0 m, y= 5427270.2 m), and extending in a southerly direction following the eastern kerbline for 23 metres. (Metlink bus stop #7562)
	<b>Aro Street</b>	Bus stop, at all times	North side, commencing 13.5 metres east of its intersection with Devon Street (Grid Coordinates x- 1747911.3 m, y= 5426957.9 m),

			and extending in an easterly direction following the northern kerbline for 16 metres. (Metlink bus stop #7784)
	<b>Cortina Avenue</b>	Bus stop, at all times	West side, commencing 78.5 metres from its intersection with Neville Street and extending in a northerly direction following the kerbline for 12 metres. (Metlink bus stop #3060)
	<b>Evans Bay Parade</b>	Bus stop, at all times	East side, following the eastern kerbline 1340.5 metres south from its intersection with the north eastern kerbline of Maida Vale Road (Grid Coordinates X = 2661036.839346, Y = 5988797.389227) and extending in a southerly direction for 12 metres. (Metlink bus stop #6547)
	<b>Adelaide Road</b>	Bus stop, at all times	East side, commencing 6.5 metres north of its intersection with Alfred Street and extending in a northerly direction following the eastern kerbline for 29.5 metres. (Metlink bus stop #6014)
	<b>Britomart Street</b>	Bus stop 7.30am – 8am, Monday to Friday School Term Only	North side, commencing 48 metres west of its intersection with Stanley Street and extending in a westerly direction following the northern kerbline for 11 metres. (Metlink bus stop #7199)
	<b>Britomart Street</b>	3.45pm – 4.30pm, Monday to Friday School Term Only	South side, commencing 53 metres west of its intersection with Stanley Street and extending in an easterly direction following the southern kerbline for 12 metres. (Metlink bus stop #6199)
	<b>Happy Valley Road</b>	Bus stop 7.45am – 8.30am, Monday to Friday, School Term Only	West side, commencing 163.5 metres west of its intersection with Bata Place and extending in a northerly direction following the western kerbline for 12 metres. (Metlink bus stop #7150)
	<b>Happy Valley Road</b>	Bus stop 7.45am – 8.30am, Monday to Friday, School Term Only	West side, commencing 181.5 metres west of its intersection with Owhiro Bay Parade and extending in a northerly direction following the western kerbline for 12 metres. (Metlink bus stop #7152)
	<b>Happy Valley Road</b>	Bus stop 7.45am – 8.30am, Monday to Friday, School Term Only	West side, commencing 484 metres west of its intersection with Bata Place and extending in a northerly direction following the western

			kerbline for 12 metres. (Metlink bus stop #7148)
	<b>Happy Valley Road</b>	Bus stop 7.45am – 8.30am, Monday to Friday, School Term Only	West side, commencing 686 metres west of its intersection with Bata Place and extending in a northerly direction following the western kerbline for 12 metres to its intersection with Landfill Road. (Metlink bus stop #7147)
	<b>Happy Valley Road</b>	Bus stop 7.45am – 8.30am, Monday to Friday, School Term Only	West side, commencing 78.5 metres west of its intersection with Bata Place and extending in a northerly direction following the western kerbline for 12 metres. (Metlink bus stop #7151)
	<b>Happy Valley Road</b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, commencing 290.5 metres east of its intersection with Robertson Street and extending in a northerly direction following the eastern kerbline for 12 metres. (Metlink bus stop #6151)
	<b>Happy Valley Road</b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, commencing 402 metres east of its intersection with Robertson Street and extending in a northerly direction following the eastern kerbline for 12 metres. (Metlink bus stop #6150)
	<b>Happy Valley Road</b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, commencing 72 metres east of its intersection with Robertson Street and extending in a northerly direction following the eastern kerbline for 12 metres. (Metlink bus stop #6152)
	<b>Happy Valley Road</b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, following the kerbline 202.5 metres south from its intersection with Murchison Street (Grid Coordinates x= 1747055.166761 m, y= 5422690.029205 m), and extending in a southerly direction for 12 metres. (Metlink bus stop #6147)
	<b>Happy Valley Road</b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, commencing 72 metres east of its intersection with Robertson Street and extending in a northerly direction following the eastern kerbline for 12 metres. (Metlink bus stop #6152)
	<b>Happy Valley Road</b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, following the kerbline 202.5 metres south from its intersection with Murchison Street (Grid Coordinates x= 1747055.166761 m, y= 5422690.029205 m), and extending

			in a southerly direction for 12 metres. (Metlink bus stop #6147)
	<b>Happy Valley Road</b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, commencing 72 metres east of its intersection with Robertson Street and extending in a northerly direction following the eastern kerbline for 12 metres. (Metlink bus stop #6152)
	<b>Happy Valley Road</b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, following the kerbline 202.5 metres south from its intersection with Murchison Street (Grid Coordinates x= 1747055.166761 m, y= 5422690.029205 m), and extending in a southerly direction for 12 metres. (Metlink bus stop #6147)
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>The Esplanade</b>	Bus stop 6.30am – 9am 4.30pm – 6pm Monday to Friday	North side, commencing 80 metres east of its intersection with Brighton Street and extending in a easterly direction following the northern kerbline for 12 metres
	<b>The Esplanade</b>	Bus stop 6.30am – 9am 4.30pm – 6pm Monday to Friday	North side, commencing 1080 metres east of its intersection with Brighton Street and extending in a easterly direction following the northern kerbline for 12 metres
	<b>The Esplanade</b>	Bus stop 6.30am – 9am 4.30pm – 6pm Monday to Friday	South side, commencing 330 metres west of its intersection with Houghton Bay Road and extending in a westerly direction following the southern kerbline for 12 metres.
	<b>The Esplanade</b>	Bus stop 6.30am – 9am  4.30pm – 6pm Monday to Friday	South side, commencing 1110 metres west of its intersection with Houghton Bay Road and extending in a westerly direction following the northern kerbline for 12 metres.
	<b>Adelaide Road</b>	Bus stop 9.45am – 11.30am Monday to Saturday	West side, commencing 19.5 metres north of its intersection with Post Office Avenue and extending in a northerly direction following the western kerbline for 12 metres.
<b>g.</b>	<b>Raroa Road - Aro Valley (TR 07 – 18) New Bus Stop</b>		
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three

	<b>Raroa Road</b>	Bus Stop, at all times	Northern side commencing 272m South/West of the prolonged western kerb line of Entrance Street (X = 1,747,418.6, Y = 5,427,245.4), and extending in a Westerly direction following the Northern kerb line for a distance of 13.5m.
	Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Raroa Road</b>	No Stopping, at all times	Northern side commencing 263m South/West of the prolonged Western kerb line of Entrance Street (X = 1,747,418.6, Y = 5,427,245.4), and extending in a Westerly direction following the Northern kerb line for a distance of 9m.
	<b>Raroa Road</b>	No Stopping, at all times	Northern side commencing 285.5m South/West of the prolonged Western kerb line of Entrance Street (X = 1,747,418.6, Y = 5,427,245.4), and extends in a Westerly direction following the Northern kerb line for a distance of 9m.
<b>h.</b>	<b>Kanpur Road – Broadmeadows (TR 08 - 18) New Bus Stop</b>		
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Kanpur Road</b>	Bus Stop, at all times	East side, commencing 479 metres North of the intersection with Nagpur Terrace (X=1750327.047, Y=5433316.246) and extending in a Northerly direction following the kerblines for 13 metres.
	Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Kanpur Road</b>	No Stopping, at all times	East side, commencing 444m North of the intersection with Nagpur Terrace (X=1750327.047, Y=5433316.246) and extending in a Northerly direction following the kerblines for 35 metres.
	<b>Kanpur Road</b>	No Stopping, at all times	East side, commencing 492m North

			of the intersection with Nagpur Terrace (X=1750327.047, Y=5433316.246) and extending in a Northerly direction following the kerbline for 9 metres.
<b>i.</b>	<b>Glenmore Street, Karori (TR 09-18) New Bus Stop</b>		
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Glenmore Street</b>	Bus Stop, at all times	South side, commencing 165.5 metres East of its intersection with Waiapu Road (X=1746938.045, Y=5427872.202) and extending in an Easterly direction following the Southern kerbline for 29 metres.
	<b>Glenmore Street</b>	Bus Stop, at all times	North side, commencing 3 metres South of its intersection with Northland Road (X=1747127.149, Y=5427902.314) and extending in a Westerly direction following the Northern kerbline for 28 metres.
	<b>Glenmore Street</b>	P60 parking, at all times	South side, commencing 205 metres East of its intersection with Waiapu Road (X=1746938.045, Y=5427872.202) and extending in an Easterly direction following the Southern kerbline for 6.5 metres. (one space).
	<b>Glenmore Street</b>	P15 parking, at all times	South side, commencing 211.5 metres East of its intersection with Waiapu Road (X=1746938.045, Y=5427872.202) and extending in an Easterly direction following the Southern kerbline for 6.5 metres (one space).
	<b>Glenmore Street</b>	P15 parking, at all times	North side, commencing 47 metres South of its intersection with Northland Road (X=1747127.149, Y=5427902.314) and extending in a Westerly direction following the Northern kerbline for 6.5 metres. (one space).
	Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Glenmore Street</b>	Bus Stop, at all times	North side, commencing 12 South of its intersection with Northland Road and extending in a Westerly

			direction following the Northern kerbline for 21.5 metres.
	<b>Glenmore Street</b>	Bus Stop, at all times	South side, commencing 169.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 9.5 metres.
	<b>Glenmore Street</b>	P60 parking, at all times	South side, commencing 193.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 8 metres.
	<b>Glenmore Street</b>	P15 parking, at all times	North side, commencing 4.5 metres South from its intersection with Northland Road and extending in a Southerly direction for 9.5 metres
Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Glenmore Street</b>	No Stopping, at all times	South side, commencing 218 metres East of its intersection with Waiapu Road (X=1746938.045, Y=5427872.202) and extending in an Easterly direction following the Southern kerbline for 98.5 metres
	<b>Glenmore Street</b>	No Stopping, at all times	South side, commencing 140.5 metres East of its intersection with Waiapu Road (X=1746938.045, Y=5427872.202) and extending in an Easterly direction following the Southern kerbline for 25 metres.
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Glenmore Street</b>	Bus Stop, at all times	North side, commencing 12 South of its intersection with Northland Road and extending in a Westerly direction following the Northern kerbline for 21.5 metres.
	<b>Glenmore Street</b>	Bus Stop, at all times	South side, commencing 169.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 9.5 metres.
	<b>Glenmore Street</b>	P60 parking, at all times	South side, commencing 193.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 8 metres.

	<b>Glenmore Street</b>	P15 parking, at all times	North side, commencing 4.5 metres South from its intersection with Northland Road and extending in a Southerly direction for 9.5 metres.
Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Glenmore Street</b>	No Stopping, at all times	South side, commencing 152.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 17 metres.
	<b>Glenmore Street</b>	No Stopping, at all times	South side, commencing 179.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 4.5 metres.
	<b>Glenmore Street</b>	No Stopping, at all times	South side, commencing 186.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 7 metres.
	<b>Glenmore Street</b>	No Stopping, at all times	South side, commencing 201.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 106.5 metres.
<b>j.</b>	<b>Ghuznee Street/Willis Street – Central Wellington (TR 10 – 18) New Bus Stops</b>		
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Willis Street</b>	Bus Stop, at all times	West side, commencing 82 metres North of its intersection with Ghuznee Street (Grid Coordinates x=1748445.56m, y=5427280.06 m) and extending in a Northerly direction following the kerbline for 15 metres.
	<b>Willis Street</b>	Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 97 metres North of its intersection with Ghuznee Street (Grid Coordinates x=1748445.56m, y=5427280.06 m) and extending in a Northerly direction following the kerbline for 12 metres.
	<b>Ghuznee Street</b>	Bus Stop, at all times	North side, commencing 27.5 metres East of its intersection with Willis Street (Grid coordinates Grid

			coordinates x= 1748452.41 m, y= 5427273.75 m), and extending in an Easterly direction following the kerbline for 15 metres (Metlink bus stop #6908).
	Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Willis Street</b>	No Stopping, at all times	West side, commencing at the intersection with Ghuznee Street (Grid Coordinates x=1748445.56m, y=5427280.06 m) and extending in a Northerly direction following the kerbline for 82 metres.
	<b>Ghuznee Street</b>	No Stopping, at all times	North side, commencing 123.5 metres East of its intersection with The Terrace (Grid Coordinates x=2658283.786216 m, y=5989072.272928 m) and extending in an Easterly direction following the kerbline for 13.5 metres.
	<b>Ghuznee Street</b>	No Stopping, at all times	North side, commencing 42.5 metres East of its intersection with Willis Street (Grid coordinates Grid coordinates x= 1748452.41 m, y= 5427273.75 m), and extending in an Easterly direction following the kerbline for 9 metres.
	Add to Schedule F (Metered Parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Willis Street</b>	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 55.5 metres North of its intersection with the Northern kerbline of Wellington Urban Motorway. (Grid Coordinates x=1748367.65m, y=5427114.68m) and extending in a Northerly direction following the kerbline for 48.5 metres. (8 parallel carparks)
	<b>Ghuznee Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, fee \$3.00/hr Saturday and Sunday	North side, commencing 51.5 metres East of its intersection with Willis Street (Grid Coordinates x= 1748452.41 m, y= 5427273.75 m) and extending in a Easterly direction following the kerbline for

		8:00 - 6:00pm, No Fee	24.5 metres (4 parallel spaces).
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Willis Street</b>	Bus Stop, at all times	West side, commencing 93 metres north of its intersection with Ghuznee Street (Grid Coordinates x=2658465.993177 m, y=5988993.527769 m) and extending in a northerly direction following the kerbline for 19 metres. (Metlink bus stop #7709)
	<b>Willis Street</b>	Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 63 metres north of its intersection with Ghuznee Street (Grid Coordinates x=2658465.993177 m, y=5988993.527769 m) and extending in a northerly direction following the kerbline for 12 metres.
	<b>Willis Street</b>	Bus Stop, at all times	West side, commencing 55.5 metres north of its intersection with the north kerbline of Wellington Urban Motorway. (Grid Coordinates x=2658390.82852 m, y=5988993.527769 m) and extending in a northerly direction following the kerbline for 25 metres. (Metlink bus stop #7710)
	<b>Ghuznee Street</b>	Bus Stop, at all times	North side, commencing 123.5 metres East of its intersection with The Terrace (Grid Coordinates x=2658283.786216 m, y=5989072.272928 m) and extending in an Easterly direction following the kerbline for 13.5 metres.
Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Willis Street</b>	No Stopping, at all times	West side, commencing 75 metres North of its intersection with Ghuznee Street (Grid Coordinates x=2658465.993177 m, y=5988993.527769 m) and extending in a Northerly direction following the kerbline for 18 metres.
	<b>Willis Street</b>	No Stopping, at all times	West side, commencing 7.5 metres north of its intersection with Ghuznee Street (Grid Coordinates

			x=2658465.993177 m, y=5988993.527769 m) and extending in a northerly direction following the kerbline for 55.5 metres.
	Delete from Schedule F (Metered Parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Ghuznee Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 27.5 metres East of its intersection with Willis Street (Grid coordinates x= 1748452.7 m, y= 5427274.6 m), and extending in a Easterly direction following the kerbline for 48.5 metres.
	<b>Willis St</b>	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 80.5 metres north of its intersection with the north kerbline of Wellington Urban Motorway. (Grid Coordinates x=2658390.82852 m, y=5988993.527769 m) and extending in a northerly direction following the kerbline for 23.5 metres. (4 parallel carparks).
<b>k.</b>	<b>Riddiford Street, Newtown – (TR 11-18) Bus Stop Extensions</b>		
	Add to Schedule A (Time Limited Parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Riddiford Street</b>	P15 at all other times	West side, commencing 243 metres North of its intersection with Hall Street (Grid coordinates x= 1748908.013, y= 5425206.576) and extending in a Northerly direction following the kerbline for 11 metres (2 spaces)
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Riddiford Street</b>	Bus Stop, at all times	East side, commencing 13 metres South of its intersection with Hospital Main Entrance (Grid Coordinates x= 1748865.185, y= 5425500.553) and extending in a southerly direction following the kerbline for 30 metres.

	<b>Riddiford Street</b>	Bus Stop, at all times	East side, commencing 53 metres South of its intersection with Hospital Main Entrance (Grid Coordinates x= 1748865.185, y= 5425500.553) and extending in a Southerly direction following the kerbline for 30 metres.
	<b>Riddiford Street</b>	Bus Stop, at all times	West side, commencing 207 metres North of its intersection with Hall Street (Grid coordinates x= 1748908.013, y= 5425206.576) and extending in a Northerly direction following the kerbline for 30 metres (Metlink bus stop #7017).
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Riddiford Street</b>	No Stopping, at all times	West side, commencing 237 metres North of its intersection with Hall Street (Grid coordinates x= 1748908.013, y= 5425206.576), and  extending in a Northerly direction following the kerbline for 6 metres.
	<b>Riddiford Street</b>	No Stopping, at all times	East side, commencing 43 metres South of the intersection of its intersection with Hospital Main Entrance (Grid Coordinates x= 1748865.185, y= 5425500.553) and extending in a Southerly direction following the kerbline for 10 metres.
	<b>Riddiford Street</b>	Clearway 7 – 9am 4 – 6pm Monday to Friday	West side, commencing 243 metres North of its intersection with Hall Street (Grid coordinates x= 1748908.013, y= 5425206.576) and extending in a Northerly direction following the kerbline for 11 metres.
Delete from Schedule A (Time Limited Parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Riddiford Street</b>	P30 at all other times	East side, commencing 13 metres south of its intersection with the Southern kerbline of Wellington Hospital main vehicle entrance (Grid coordinates x= 1748864.6, y= 5425502.6) and extending in a southerly direction following the eastern kerbline for 35.5 metres. (6

			spaces)
	<b>Riddiford Street</b>	P15 at all other times	West side, commencing 205 metres North of its intersection with Hall Street (Grid coordinates x= 1748907.4, y= 5425208.3) and extending in a northerly direction following the Western kerbline for 17 metres.
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Riddiford Street</b>	Bus Stop, at all times	East side, commencing 48.5 metres south of its intersection with the Southern kerbline of Wellington Hospital main vehicle entrance (Grid coordinates x= 1748864.6, y= 5425502.6) and extending in a southerly direction following the eastern kerbline for 36.5 metres.
	<b>Riddiford Street</b>	Bus stop 7 – 9 am, 4 – 6 pm Monday to Friday	East side, commencing 13 metres south of its intersection with the Southern kerbline of Wellington Hospital main vehicle entrance (Grid coordinates x= 1748864.6, y= 5425502.6) and extending in a southerly direction following the eastern kerbline for 35.5 metres.
	<b>Riddiford Street</b>	Bus Stop, at all times	West side, commencing 222 metres North of its intersection with Hall Street (Grid coordinates x= 1748907.4, y= 5425208.3) and extending in a northerly direction following the kerbline for 28 metres.
Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Riddiford Street</b>	Clearway 7 – 9am 4 – 6pm Monday to Friday	West side, commencing 205 metres North of its intersection with Hall Street (Grid coordinates x= 1748907.4, y= 5425208.3) and extending in a Northerly direction following the Western kerbline for 17 metres.
	<b>Riddiford Street</b>	Clearway 7 – 9am 4 – 6pm Monday to Friday	East side, commencing 13 metres south of its intersection with Hospital Road and extending in a southerly direction following the kerbline for 35.5 metres.

<b>I.</b>	<b>Hutchison Road, Wallace Street and John Street – Mt Cook – (TR 12-18) New Bus Stops</b>		
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>Hutchison Road</b>	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 kerblines for 30 metres.
	<b>Hutchison Road</b>	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 kerblines of the bus stop layby access and Toi Whakaari (NZ Drama School) exit road for 15 metres.
	<b>John Street</b>	Bus Stop, at all times	North side, commencing 15 metres west of its intersection with Tasman Street (grid reference x= 1748688.527, y= 5425621.410) and extending in a westerly direction following the northern kerblines for a distance of 15 metres.
	<b>John Street</b>	Bus Stop, Layover stop at all times	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 kerblines for 26.0 metres.
	<b>Wallace Street</b>	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 kerblines for 79.5 metres.
	Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<b>John Street</b>	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.
	<b>John Street</b>	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.
	<b>Hutchison Road (Toi Whakaari NZ Drama School) exit road)</b>	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.
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	<b>Wallace Street</b>	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.
	<b>Wallace Street</b>	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.
	<b>Hutchison Road</b>	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.
	<b>Hutchison Road</b>	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
	<b>John Street</b>	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.
<b>m.</b>	<b>Quebec Street, Kingston (TR 13 – 18) New Stop Bus</b>		
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<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		
	Column One	Column Two	Column Three
	<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 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.
	Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	<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.

## Background

The Greater Wellington Regional Council manages the public transport system for Wellington. This is the first significant review of Wellington bus services in more than 20 years and was necessary in order to support the growing needs of a vibrant city. There is a need for Public Transport to be more responsive and to meet the increasing demand for reliable services. The deficiencies in the current service are:

- The current bus network has reached its capacity, particularly at peak times on key corridors
  - Some areas are well serviced, while others are not
  - Journey times are taking longer and trip times are unreliable
  - Putting more and more buses into an already congested network is no longer acceptable or sustainable
  - A bus network is needed that meets people’s everyday travel needs throughout the day, including weekends
  - Wellington continues to grow and there is an increasing demand on public transport.
5. There has been extensive consultation on the new network. This started as far back as 2009 and continues with directly affected households, businesses and property owners.

A summary of the engagement to date is:

- **2009:** Initial consultation material delivered to 50,000 households, 3253 responses, plus meetings with Wellington City Council, bus operators, bus users and bus drivers
- **2010-11:** Fifteen community focus group meetings in Wellington; international advice sought on possible network options

- **2012:** Consultation brochure on a draft network distributed to 84,000 households, prompting about 6500 responses; public meetings held across the city, and information sessions held with residents associations and other groups; a revised network proposal developed from feedback
  - **2013:** Further meetings held with resident associations and other groups to refine revised proposal; revised network adopted by Greater Wellington; public consultation on Transport Spine options, plus two citizens' engagement panels
  - **2014:** Consultation on network as part of region-wide public consultation process; further targeted consultation on new network with residents in Churton Park, Ngaio, Khandallah and Broadmeadows, plus Victoria University students, including public meetings, co-design workshops, bus-user surveys and distribution of brochures to households in targeted areas
  - **2015:** Outcomes of consultation in 2015 incorporated into new network design; consultation begins on new bus stops, plus changes to existing stops, with directly affected households
  - **2016-17:** Consultation continues with directly affected households, businesses and property owners.
6. From the feedback a number of changes have been made to routes with the overall objective to provide more flexibility and reliability to services provided. This is based on a consistent structure across the city made up of:
- Core services:* These are high-frequency routes that will run at least every 15 minutes, seven days a week, along main corridors to link suburban town centres and important destinations.
- Secondary services:* Scheduled every 30 to 60 minutes most days of the week, these services will run to and from less populated areas, although some will go into the CBD and some will connect to core services.
- Peak-only services:* These supplement all-day routes as well as providing the only public transport to some outer areas.
7. To enable this to be achieved seven hubs have been introduced to facilitate off peak passenger transfers. The primary transfer points are in Johnsonville, Kilbirnie, Newtown and Courtney Place where these will be designed to cater for high volumes of passengers. Three lower volume hubs are planned for Brooklyn, Miramar and Karori. GWRC has committed to providing high quality amenities at these locations including better shelter, seating, lighting and additional bus information for users.
8. As a result of the previous consultation on routes and service levels GWRC has entered into contracts with operators which commence service in July 2018.
9. It is expected the new network and services will provide:
- a 15 per cent increase in weekday services
  - a 40-50 per cent increase in weekend services
  - new weekend and evening services to 12 suburbs

- more off-peak services for 26 suburbs
- more services in high-growth and under-serviced suburbs
- removal of duplicated inner-city services
- a rationalisation of routes (from 44 to 36)
- fewer buses in the CBD
- greater use of hubs to transfer passengers from local to high-frequency buses
- more connecting services to popular destinations such as Victoria University and Wellington Hospital.

10. The overall effect will be that 75 per cent of residents will be within a 10-minute walk of a high-frequency bus route, compared with 45 per cent at present. GWRC are committed to the ongoing monitoring of these changes and to making further changes as these are warranted.

### **Discussion**

11. The introduction of new services includes a new fleet, new bus operators and a new Metlink livery. The new network will provide more services and more travel options which will bring with it a need to make changes to some bus stops and to add new bus stops and other supporting infrastructure.
12. There are three levels of change required to provide the new network;
- New Hubs - for the transfer of passengers from local feeder services to high frequency services
  - New bus stops - to accommodate new services
  - Changes to existing stops - to enable new services to use existing stops safely and effectively.
13. Making these changes and introducing new bus stops requires Council approval for the associated traffic restrictions. These will vary from extending bus stops (to accommodate new buses), to removing carparks to make space for the connection of buses at Hub points etc.
14. A report covering the background to these changes, the assessment criteria to be used for each proposed locations, and the consultation process followed was provided to Committee in November 2017. It also outlined a summary of the locations and the proposed bus stop requirements to be considered for each of these.
15. The attachments to this report cover a number of locations now requiring Committee approval. Further approvals for the remaining locations will be brought to the Committee in April 2018. All approvals will be required by July 2018 for introduction of the new services starting 15 July 2018.
16. Some general points on the proposed new services have been raised in submissions and these are covered in a separate attachment ahead of the individual reports.
17. In summary, the consultation on the locations, is as follows:

- **Melksham Drive**  
These stops support public transport users in the growth area of Churton Park.
- **Furlong Crescent**  
This stop is a relocation of a previously approved bus stop at the wish of the local community.
- **Box Hill/Station Road**  
This is a relocation of bus stops from Station Road to Box Hill Road to provide for the new Route 24 service. The Station Road stops will remain as school service bus stops but the space will be available for parking outside school service times.
- **Hataitai Rd**  
This is a new stop to serve the Route 14 bus. Existing bus stops on Waitoa Road and Waipapa Road will be converted to school bus stops and be available for parking outside school service times
- **Onepu Road**  
This is a rationalisation of bus stops at the bottom end of Onepu Road to provide users with a wider range of services.
- **Various City Stops**  
This is a collection of a number of bus stops that require time changes to allow for new service time across the city.
- **Raroa Road**  
This is a new stop to serve the Route 25 bus in the area around Mt Pleasant
- **Kanpur Road**  
This is a new stop to serve the Route 24 bus through Broadmeadows between the City and Johnsonville.
- **Karori Tunnel**  
This is a new Hub location created by extending the existing bus stops outside the Karori Tunnel. It will serve as a connection point between the high frequency Karori Route and local services particularly past the University. Some parking is relocated to provide the necessary space.
- **Ghuznee Street/Willis Street**  
This is a rationalisation of bus stops at the intersection of Ghuznee Street and Willis Street to allow better connection between services in this area. It will allow students better access to University campuses and accommodation across the city.
- **Wellington Hospital**  
This is a new Hub location created by extending the existing bus stops outside the Hospital. It will serve as a connection point between the high frequency services through Newtown and local services. Some parking is lost in the area to provide the necessary space for users and bus operations.
- **Hutchinson Road**  
This is a new terminus for local services from Brooklyn, Houghton Bay and Kingston. It provides layover for these local services together with a connection

point to high frequency services passing the Hospital. Some parking changes and changes to existing bus stops in the area are required to make this proposal work.

- Quebec Street, Kingston

New stops are required on Quebec Street to provide for new Routes 7 and 23 that provide services to Kingston.

### Next Actions

18. Officers will continue to work with Greater Wellington Regional Council on identifying the requirements for bus stops as part of the new bus network. This includes the detailed design of the new bus hubs and associated facilities highlighted throughout public consultation and are currently being refined and costed for consideration as part of hub package of works by GWRC. Proposals for traffic restrictions to enable the implementation of these will be brought back to Committee for approval.

### Attachments

Attachment 1.	TR 01-18 Melksham Drive - Churton Park <a href="#">↓</a>	Page 46
Attachment 2.	TR 02-18 Furlong Crescent - Churton Park <a href="#">↓</a>	Page 53
Attachment 3.	TR 03-18 Boxhill-Station Road - Khandallah <a href="#">↓</a>	Page 62
Attachment 4.	TR 04-18 Hataitai Road - Hataitai <a href="#">↓</a>	Page 74
Attachment 5.	TR 05-18 Onepu Road - Kilbirnie <a href="#">↓</a>	Page 91
Attachment 6.	TR 06-18 Various Locations - Wellington <a href="#">↓</a>	Page 99
Attachment 7.	TR 07-18 Raroa Road - Aro Valley <a href="#">↓</a>	Page 122
Attachment 8.	TR 08-18 Kanpur Road - Broadmeadows <a href="#">↓</a>	Page 129
Attachment 9.	TR 09-18 Glenmore Street - Karori <a href="#">↓</a>	Page 138
Attachment 10.	TR 10-18 Ghuznee Street-Willis Street - Wellington Central <a href="#">↓</a>	Page 150
Attachment 11.	TR 11-18 Riddiford Street - Newtown <a href="#">↓</a>	Page 161
Attachment 12.	TR 12-18 Hutchison Road, Wallace Street & John Street - Mt Cook <a href="#">↓</a>	Page 175
Attachment 13.	TR 13-18 Quebec Street - Kingston <a href="#">↓</a>	Page 190
Attachment 14.	Appendix 1 - Living Streets General Submission re Bus Stops <a href="#">↓</a>	Page 199

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Authoriser	David Chick, Chief City Planner

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Affected stakeholders were consulted with (pre-consultation by GWRC and formal notification by public notice by WCC) and any submissions have been incorporated into the final proposal as far as practical and responded to in the attachments to the report.

### **Treaty of Waitangi considerations**

There are no Treaty of Waitangi implications

### **Financial implications**

There are no unforeseen costs associated with this work. It is anticipated project costs will be covered by GWRC.

### **Policy and legislative implications**

This is consistent with the Council's policies of encouraging and supporting the use of public transport.

### **Risks / legal**

There are no legal risks. There is however an organisational reputation risk for both the City Council and Greater Wellington Regional Council if bus stops and associated infrastructure is not operational for the start of new bus services in July 2018.

### **Climate Change impact and considerations**

Providing good public transport and facilities will encourage the use of public transport which will have a positive impact on the environment by reducing emissions.

### **Communications Plan**

A communication plan has been developed as part of the work programme.

### **Health and Safety Impact considered**

All projects will be developed with a safety in design approach.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference Number:** TR 01-18

**Location:** Melksham Drive - Churton Park

**Proposal:** To provide two new bus stops on Melksham Drive, Churton Park as part of Wellington's new bus network.

**Information: Background**

Churton Park is a new growth area for the city. The agreed new bus network and services commencing in July 2018 will serve the suburb from a branch of the high frequency route 1, as well as local routes 19 and 19e. The high frequency route 1 will operate through the centre of the suburb with a terminus at the (current) northern end of Melksham Drive, the main growth area of the suburb. The routes 19 and 19e will operate as a loop route with the purpose of providing access to those homes not within easy walking distance of the high frequency route 1.

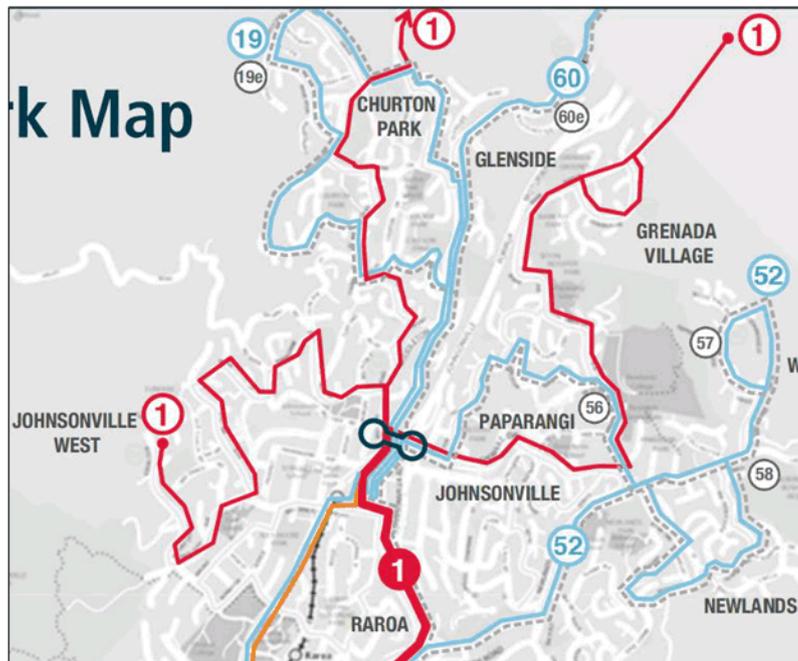
The new routes take into account recent, future and proposed growth in the suburb and are the result of consultation with the local community, which included co-design workshops and surveys in 2014.

The high frequency route 1 will be served by double decker buses, including electric double decker buses.

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

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

**PROPOSED TRAFFIC RESOLUTION**



The planned frequency of the route 1 (Churton Park branch) is:

<b>Weekday Peak</b>	Bus every 20 minutes	First bus 5.45am
<b>Weekday Daytime</b>	Bus every 30 minutes	-
<b>Weekday Evening</b>	Bus every 15-30 minutes	Last bus 11.42pm
<b>Saturday</b>	Bus every 30 minutes day time and 60 minutes evening.	First bus 6.45am Last bus 11.42pm
<b>Sunday</b>	Bus every 30 minutes day time and 60 minutes evening.	First bus 7.45am Last bus 11.42pm

In Churton Park, 12 new bus stops were approved by WCC in June 2016. Two further bus stops are required on the recently constructed portion of Melksham Drive. These bus stops will provide access to new homes which currently do not have access to a bus service. Without these bus stops, potential bus users would be faced with a walk of up to 1km (approx. 15 minutes) to the nearest bus stop.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Proposed bus stops

Two bus stops are proposed on Melksham Drive. The bus stops have been located adjacent to green areas in order to reduce the loss of on-street parking for future residents. Russell Properties Ltd has also planned for higher density housing to be developed close to the bus stops. A bus turnaround, underneath the overhead power lines, is also planned for Melksham Drive.

The bus stops will be supported with 'no stopping restrictions' adjacent to the bus stops to facilitate safe access to/from the bus stops.

A plan of the proposed bus stop layout is provided in the attachment.

Greater Wellington will manage the installation of infrastructure at the new locations in consultation with WCC and Russell Properties Ltd as soon as possible. This will ensure the bus stops are installed ahead of the road being opened to the public, and ahead of the new bus network going live in July 2018.

### Consultation

Russell Properties Ltd is currently the owners of the road and road reserve however they will soon be vesting ownership with WCC. Throughout the planning stages of the development, Russell Properties has been supportive of public transport and has happily incorporated public transport facilities into their designs.

Greater Wellington has had ongoing conversations with Russell Properties Ltd regarding the exact locations of bus stops along Melksham Drive and the proposed bus turnaround. The proposed bus stop locations are a reflection of this engagement.

### 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. |                  |

Absolutely Positively  
**Wellington City Council**  
 Me Heke Ki Pōneke

## PROPOSED TRAFFIC RESOLUTION

**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>Melksham Drive</b>	Bus Stop, at all times	Eastern side commencing 194m South of the prolonged Southern kerb line of Amesbury Drive (X = 1,751,592.0, Y = 5,438,488.6) and extending in a Southerly direction following the Eastern kerb line for a distance of 15m.
<b>Melksham Drive</b>	Bus Stop, at all times	Western side commencing 260m South of the prolonged Southern kerb line of Amesbury Drive (X = 1,751,578.0, Y = 5,438,485.8) and extending in a Southerly direction following the Western kerb line for a distance of 15m.

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>Melksham Drive</b>	No stopping, at all times	Eastern side commencing 185m South of the prolonged Southern kerb line of Amesbury Drive (X = 5,438,488.6, Y = 1,751,592.0) and extending in a Southerly direction following the Eastern kerb line for a distance of 9m.
<b>Melksham Drive</b>	No stopping, at all times	Eastern side commencing 209m South of the prolonged Southern kerb line of Amesbury Drive (X = 5,438,488.6, Y = 1,751,592.0) and extending in a Southerly direction following the Eastern kerb line for a distance of 9m.
<b>Melksham Drive</b>	No stopping, at all times	Western side commencing 251m South of the prolonged Southern

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

**Melksham Drive** No stopping, at all times

kerb line of Amesbury Drive (X = 1,751,578.0, Y = 5,438,485.8) and extending in a Southerly direction following the Western kerb line for a distance of 9m.

Western side of commencing 275m South of the prolonged Southern kerb line of Amesbury Drive (X = 1,751,578.0, Y = 5,438,485.8) and extending in a Southerly direction following the Western kerb line for a distance of 9m.

Prepared By : **Stephen Harte**

(Implementation Manager Network Improvements)

Approved By : **Steve Spence**

(Chief Transport Advisor)

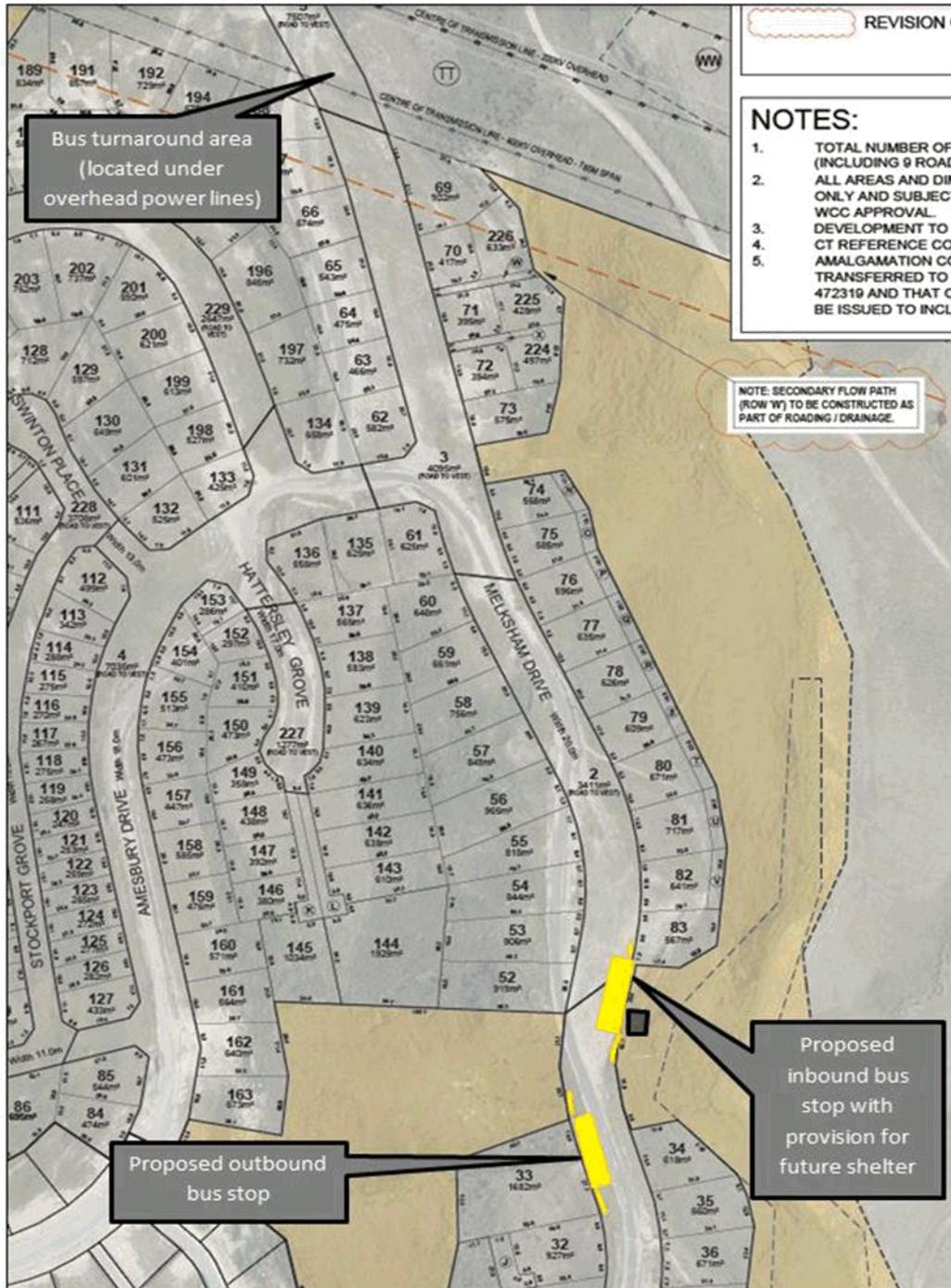
Date: **5 March 2018**

**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

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

**PROPOSED TRAFFIC RESOLUTION**



Absolutely Positively  
**Wellington City Council**  
 Me Heke Ki Pōneke

## PROPOSED TRAFFIC RESOLUTION

**Feedback received:**

**Name:** Living Streets  
**Address:** Not given  
**Agree:** Yes

No comment on the proposal, but it would make sense to include in addition provision for bus stop(s) at the proposed bus turnaround point.

The proposed frequency for this route 1 branch differs from that given in Variation 1 to the Regional Public Transport Plan (in which the route is identified as route A). Differences are in ***bold italics***: which version is correct?

	TR 01-18	RPTP Variation 1
Weekday peak	<b><i>20 mins</i></b>	<b><i>15-20 mins</i></b>
Weekday daytime	30 mins	30 mins
Weekday evening	<b><i>15-30 mins</i></b>	<b><i>60-120 mins</i></b>
Saturday daytime	<b><i>30 mins</i></b>	<b><i>30-60 mins</i></b>
Saturday evening	<b><i>60 mins</i></b>	<b><i>60-120 mins</i></b>
Sunday daytime	<b><i>30 mins</i></b>	<b><i>30-60 mins</i></b>
Sunday evening	<b><i>60 mins</i></b>	<b><i>60-120 mins</i></b>

**Officer response**

The RPTP is a statutory strategic planning document required by legislation. It is not an operational focused document or an operational tool and as such the proposed frequencies of a new service will not always align with the RPTP aspirations at any point in time.

In fact the RPTP specified times and frequencies often offer a lower level of service than what is now proposed which is a higher frequency and services which provide cover for more of the day and weekends. The frequencies shown in the report are those currently proposed by GWRC.

In the short term a bus can wait informally in the turnaround area. The next pair of stops on this route will be considered during the next stage of development in the area.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference Number:** TR 02-18

**Location:** Furlong Crescent - Churton Park

**Proposal:** To provide a new bus stop location on Furlong Crescent, Churton Park as part of Wellington's new bus network.

**Information: Background**

The agreed new bus network and services commencing in July 2018 will serve Churton Park from a branch of the high frequency route 1, as well as local routes 19 and 19e. The high frequency route 1 will operate through the centre of the suburb with a terminus at the (current) northern end of Melksham Drive, the main growth area of the suburb. The routes 19 and 19e will operate as a loop route with the purpose of providing access to those homes not within easy walking distance of the high frequency route 1.

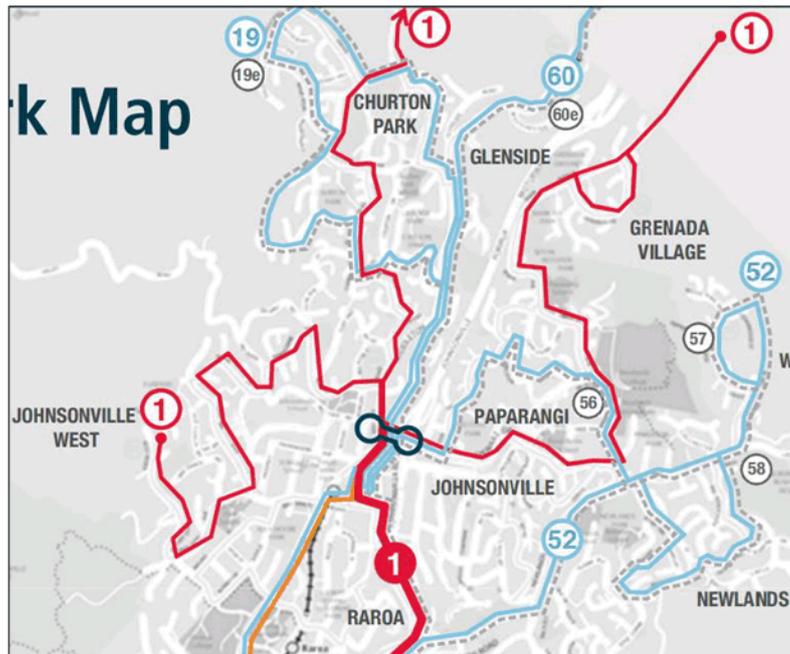
The new routes take into account recent, future and proposed growth in the suburb and are the result of consultation with the local community, which included co-design workshops and surveys in 2014.

The high frequency route 1 will be served by double decker buses, including electric double decker buses.

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

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
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The planned frequency of the routes 19 and 19e at the proposed bus stop are:

<b>Weekday Peak</b>	Bus every 20 minutes	First bus 6.06am
<b>Weekday Daytime</b>	Bus every 30 minutes	-
<b>Weekday Evening</b>	Bus every 30 minutes	Last bus 7.13pm
<b>Saturday</b>	Bus every 30 minutes day time and no service in the evening.	First bus 8.46am Last bus 6.46pm
<b>Sunday</b>	Bus every 30 minutes day time and no service in the evening.	First bus 8.46am Last bus 6.46pm

In Churton Park, 12 new bus stops were approved by WCC in June 2016. One of these bus stops, on Furlong Crescent, while approved by WCC has continued to receive opposition from nearby residents. This proposal is therefore to relocate the approved Furlong Crescent bus stop.

## PROPOSED TRAFFIC RESOLUTION

The Furlong Crescent bus stop was proposed to provide access to homes which currently do not have access to a bus service. Without this bus stop, potential bus users would be faced with a walk of up to 1km (approx. 15 minutes) to the nearest bus stop.

### Proposed bus stops

One new public bus stop is required on Furlong Crescent. The proposed bus stop has been located adjacent to a green area in order to reduce the overall effects of the bus stop on residents in the neighbourhood. A plan of the proposed bus stop layout is provided in the attachment.

This proposal will result in a net parking loss of 2 parking spaces. It will also mean the originally approved bus stop will need to be rescinded.

Greater Wellington will manage the installation of infrastructure at the new location in consultation with WCC ahead of introduction of the new network in July 2018.

### Consultation

Greater Wellington has consulted on two options for a bus stop on Furlong Crescent near Edington Grove. An amended version of the initial option, to the south of the Furlong Crescent/Edington Grove intersection was approved by WCC in June 2016, however due to ongoing opposition from nearby residents, a second proposal was taken to the community.

In December 2016-February 2017, Greater Wellington took the second proposal to the community, which involved a new bus stop to the north of the Furlong Crescent/Edington Grove intersection. This proposal was sent to 26 near-by properties with 11 responses received, nine in favour of the bus stop and two opposed.

The two responses opposed to the bus stop location were both in favour of a bus stop in the area, however cited safety issues at the proposed location because of the close proximity to the Westchester Drive intersection. An assessment of possible safety impacts has been carried out and found the proposal is safe for the current road layout and also in a scenario where the nearby intersection becomes

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

a T-intersection in the event Westchester Drive is extended Southward.

While Greater Wellington has a preference for the currently approved bus stop location, WCC support the request from locals to relocate the stop to lessen the impact on neighbourhood properties.

**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.

  
**Absolutely Positively  
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**PROPOSED TRAFFIC RESOLUTION**

**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>Furlong Crescent</b>	Bus Stop, at all times	Eastern side commencing from a point 27m north of the prolonged northern kerbline of Edington Grove (X = 1,750,886.8, Y = 5,436,396.0) and extending in a northerly direction following the eastern kerbline of Furlong Crescent for a distance of 13.5 metres

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>Furlong Crescent</b>	Bus Stop, at all times	Eastern side, commencing from a point 21.5 metres south from the intersection of the northern kerb line of Edington Grove with eastern kerb line of Furlong Crescent (X = 1,750,876.9 m, Y = 5,436,371.5 m) and extending in a southerly direction for 15 metres

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Furlong Crescent</b>	No Stopping, at all times	Eastern side, commencing from a point 15.5 metres south from the intersection of the northern kerb line of Edington Grove with eastern kerb line of Furlong Crescent (X = 1,750,876.9 m, Y = 5,436,371.5 m) and extending in a southerly direction for 6 metres
<b>Furlong Crescent</b>	No Stopping, at all times	Eastern side, commencing from a point 35.5 metres south from the intersection of the northern kerb line of Edington Grove with eastern kerb

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
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line of Furlong Crescent (X =  
1,750,876.9 m, Y = 5,436,371.5 m)  
and extending in a southerly direction  
for 9 metres

Prepared By : **Stephen Harte**  
Approved By : **Steve Spence**  
Date: **5 March 2018**

(Implementation Manager Network  
Improvements)  
(Chief Transport Advisor)

**WCC Contact:**

Stephen Harte  
Implementation Manager Network  
Improvements  
Wellington City Council  
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Email: Stephen.Harte@wcc.govt.nz

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
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# PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

An updated plan showing the markings proposed for the bus stop



 **PROPOSED BUS STOP:**  
FURLONG CRESCENT

SCALE: 1:500  
DRAWN BY: SMCNEILL  
DATE DRAWN: 02/03/2018

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

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
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### Feedback received:

**Name:** Carolyn Lutter  
**Address:** 55 Furlong Crescent, Churton Park  
**Agree:** Yes

We have been living at 55 Furlong Crescent for over 12 years and have seen many changes in the suburb during that time. We support the Bus Stop location you are proposing as it is on the Reserve and should have minimal impact on surrounding houses. No one usually parks in that area anyway and it is closer to the new housing extension on Westchester Drive.

**Name:** Living Streets  
**Address:** Not given  
**Agree:** Yes

No comment on the location, but we do not understand why, according to the plan, that the bus stop box will not be marked, and from the inset on the plan it appears that buses will stop with the middle of the bus next to the sign. The lack of the former means that restricting parking on the stop will be difficult, if not impossible; the latter arrangement is inconsistent with best practice (e.g. see <http://nzta.govt.nz/assets/consultation/guidelines-for-public-transport-infrastructure/docs/guidelines-pt-infrastructure-draft.pdf>), would we believe be unique in the city, and be a potential cause for confusion as to precisely where the bus will stop.

### Officer Response

An updated plan is attached to the report showing the markings proposed for the bus stop. It was always intended that the bus stop be marked which is consistent with most new bus stops across the city.

The plan also shows the location of the previously approved bus stop in relation to the currently proposed bus stop location. The relocation is consistent with the wider Community's desire to have the previously approved bus stop moved to the now proposed location.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
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**Reference Number:** TR 03-18

**Location:** Box Hill/Station Road East - Khandallah

**Proposal:** To provide new bus stops on Box Hill and Burma Road, and restrict the time of operation of two existing bus stops on Station Road, Khandallah as part of Wellington's new bus service network.

**Information: Background**

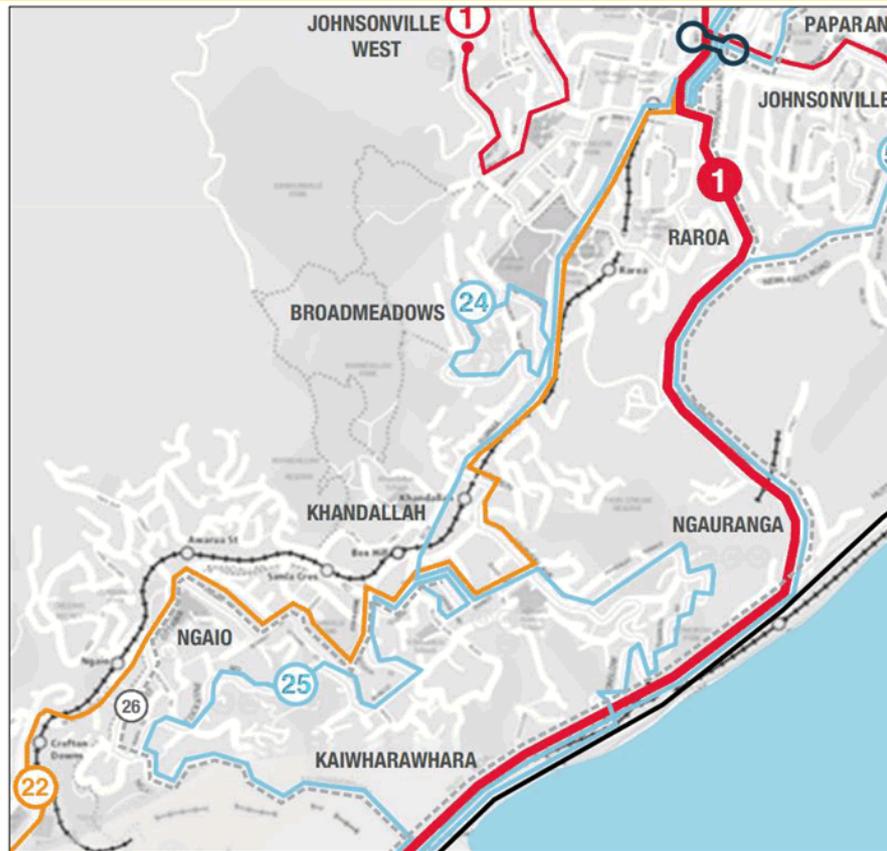
Currently five bus services serve Khandallah and Broadmeadows. These will be rationalised to three when the new Wellington network starts in July 2018. The Broadmeadows and Khandallah East routes will be combined into a single route (route 24) that travels between Johnsonville and Wellington, via Khandallah Village and Broadmeadows. Additionally, selected trips of the new route 22 will commence from (and extend to) Johnsonville to provide additional off peak travel options to Johnsonville, Victoria University and Wellington. The Khandallah West route (route 25) will travel between Highbury, Wellington and Khandallah Village.

These routes are the result of consultation with the local community, which included co-design workshops and surveys in 2014.

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

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
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 Me Heke Ki Pōneke



The planned frequency of the route 24 is:

<b>Weekday Peak</b>	Bus every 10-20 minutes	First bus 6.25am
<b>Weekday Daytime</b>	Bus every 60 minutes	-
<b>Weekday Evening</b>	Bus every 10-20 minutes	Last bus 11.17pm
<b>Saturday</b>	Bus every 60 minutes	First bus 8.00am Last bus 11.17pm
<b>Sunday</b>	Bus every 60 minutes	First bus 9.00am Last bus 11.17pm

**PROPOSED TRAFFIC RESOLUTION**

**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

The planned frequency of the route 22 (at the Station Road bus stops) is:

<b>Weekday Peak</b>	Bus every 30 minutes	First bus 8.10am
<b>Weekday Daytime</b>	Bus every 60 minutes	Last bus 5.54pm
<b>Weekday Evening</b>	No service	-
<b>Saturday</b>	No service	-
<b>Sunday</b>	No service	-

In the Box Hill/Burma Road area, two new bus stops are required as a result of the revised bus routes. These bus stops will provide access to the route 24 service for homes currently served by two bus stops on Station Road. The Station Road bus stops will remain in use for the route 22, however as this is a limited service, this proposal includes amending the bus stops from full time bus stops to be only active when required by the route 22.

Without the proposed bus stops, potential bus users would be faced with a walk of up to 800m (approx. 12 minutes) to the nearest bus stop.

**Proposed bus stops**

One new bus stop is proposed on Box Hill and one new bus stop is proposed on Burma Road. Existing bus stops on Station Road are proposed to be time limited so that parking is only removed when the bus stops are in use (North side, 9.15am - 6.15pm and South side, 7.45am - 5.30pm, Monday to Friday). A plan of the proposed bus stop layout is provided in the attachment.

Initially, Greater Wellington investigated bus stop locations that could service both routes 22 and 24, however as a consequence of the local road layout, no suitable locations could be identified.

Greater Wellington officers then reviewed two options for the bus stop locations on Boxhill and Burma Road before consulting with near-by residents. A summary of these options is provided below.

## PROPOSED TRAFFIC RESOLUTION

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### Option 1: Paired bus stops either side of Station Road intersection (outside 7 Burma Road and 3 Box Hill)



#### *Advantages*

- Both stops are currently used as train replacement stops as and when required
- Both stops are located away from Station Road intersection and nearby pedestrian crossing
- Both stops provide good connections with nearby pedestrian crossing
- The inbound bus stop (outside 3 Box Hill) is indented off the carriageway
- Both stops are located within walking distance of Railway Station, Cafes, Khandallah School, Khandallah Summer Pool and Mt Kaukau walkway

#### *Issues*

- Outbound bus stop results in the loss of three (3) parking spaces
- Inbound bus stop results in the loss of five (5) parking spaces

### Option 2: Paired bus stops on southern side of Station Road intersection (outside 10 Box Hill and 3 Box Hill)



#### *Advantages*

- Inbound bus stop (outside 3 Box Hill) is indented off the carriageway

## PROPOSED TRAFFIC RESOLUTION

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**Wellington City Council**  
Me Heke Ki Pōneke

- Outbound bus stop sited between driveways (10 Box Hill) to reduce impact on parking spaces
- Both bus stops located within walking distance of Railway Station,
- Cafes, Khandallah School, Khandallah Summer Pool and Mt Kaukau walkway

### *Issues*

- Outbound bus stop outside 10 Box Hill is located on the approach to the pedestrian crossing, which may reduce visibility of pedestrians crossing
- Outbound bus stop is further away from pedestrian crossing and railway station
- Outbound bus stop results in the loss of five (5) parking spaces
- Inbound bus stop results in the loss of five (5) parking spaces

Option 1 has been confirmed as the preferred location for the placement of a new stops as they provide better connections between scheduled bus routes, the train station and pedestrian crossing facilities. The bus stops would also continue to serve as the train replacement bus stops for the Khandallah Station.

This proposal will result in a net parking loss of eight parking spaces on Box Hill and Burma Road but provide parking for 4 cars on Station Road in the evenings and on weekends.

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

Greater Wellington will manage the installation of infrastructure at the new location in consultation with WCC ahead of introduction of the new network in July 2018.

## PROPOSED TRAFFIC RESOLUTION

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### Consultation



In December 2016/January 2017 Greater Wellington undertook consultation with 35 surrounding properties, with four respondents in favour of the proposal, and one respondent against the proposal.

Comments in favour of the proposal include:

- *“The current bus stops on Station Road are regularly overtaken by parked cars and not easily accessed by the infrequent buses when they arrive”*
- *“Due to congestion buses have to stop in irregular places and other road users are overtaking the bus on the wrong side of the road which is a major safety issue for road and pedestrian user.”*
- *“Having the bus stops on Box Hill is consistent with the alternative bus stops for train replacements”*
- *“We support the proposal as it will open up an alternative public transport route to the University and elsewhere”*

Concerns raised regarding the proposal include:

- *“This section of Burma Road around the proposed bus stop is already very busy, especially at peak times”*
- *“The proposed bus stop and changes to the road layout are dangerous because they will reduce the visibility making it almost impossible for residents of Jalna Avenue to safely join Burma Road.*
- *“Buses slowing, stopping, and re-joining traffic on either side of the road, multiple times an hour will have a significant impact on the flow of traffic on Burma Road”*
- *“The proposed bus routes should be modified... this would enable them to use the existing bus stops”*

## **PROPOSED TRAFFIC RESOLUTION**

**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

Having considered all the consultation feedback, on balance option 1 is considered to be both safe and one which will enhance customer and operator experiences. This is supported by WCC as appropriate to service the needs of the new network 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.

Absolutely Positively  
**Wellington City Council**  
 Me Heke Ki Pōneke

## PROPOSED TRAFFIC RESOLUTION

**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>Burma Road</b>	Bus Stop, at all times	Western side of Burma Road commencing 39m north of the prolonged northern kerb line of Baroda Street (X= 1,750,188.1, Y=5,432,794.6) and extending in a southerly direction following the western kerb line on Burma Road for a distance of 15m.
<b>Box Hill</b>	Bus Stop, at all times	Eastern side of Box Hill commencing 35.5m south of the prolonged southern kerb line of Station Road East (X = 1,750,205.7, Y = 5,432,855.9) and extends in a northerly direction following the eastern kerb line on Box Hill for a distance of 15m.
<b>Station Road</b>	Bus Stop 9.15am – 6.15pm, Monday to Friday	North side, commencing 53 metres north of its intersection with Burma Road and extending in an easterly direction following the northern kerbline for 12 metres.
<b>Station Road</b>	Bus Stop 7.45am – 5.30pm, Monday to Friday	South side, commencing 53 metres south of its intersection with Burma Road and extending in an easterly direction following the southern kerbline for 12 metres.

Delete Schedule B (class restricted parking) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Station Road</b>	Bus Stop, at all times	North side, commencing 53 metres north of its intersection with Burma Road and extending in an easterly direction following the northern

**PROPOSED TRAFFIC RESOLUTION**

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kerbline for 12 metres.

<b>Station Road</b>	Bus Stop, at all times	South side, commencing 53 metres south of its intersection with Burma Road and extending in an easterly direction following the southern kerbline for 12 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>Burma Road</b>	No stopping, at all times	Western side of Burma Road commencing 9m north of the northern kerbline of Baroda Street (X = 1,750,191.2, Y= 5,432,831.5) and extending in a northerly direction following the western kerbline of Burma Road for a distance of 13.5m.
<b>Burma Road</b>	No stopping, at all times	Western side of Burma Road commencing 39m north of the northern kerbline of Baroda Street (X= 1,750,205.7, Y=5,432,855.9) and extending in a northerly direction following the western kerbline of Burma Road for a distance of 8m.
<b>Box Hill</b>	No stopping, at all times	Eastern side of Box Hill commencing 10m south of the southern kerbline of Station Road (X = 1,750,205.7, Y = 5,432,855.9) and extends in a southerly direction following the eastern kerbline of Box Hill for a distance of 13m.
<b>Box Hill</b>	No stopping, at all times	Eastern side of Box Hill adjacent to 4 Box Hill. Commencing 27m south of the southern kerbline of Station Road (X = 1,750,205.7, Y = 5,432,855.9) and extending in a southerly direction following the eastern kerbline of Box Hill for a distance of 11.5m

## PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

Prepared By : **Stephen Harte**

Approved By : **Steve Spence**

Date: **5 March 2018**

(Implementation Manager Network  
Improvements)

(Chief Transport Advisor)

**WCC Contact:**

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Email: [Stephen.Harte@wcc.govt.nz](mailto:Stephen.Harte@wcc.govt.nz)

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

# PROPOSED TRAFFIC RESOLUTION



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## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
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### Feedback received:

Name: Living Streets  
Address: Not given  
Agree: Yes

We support the locations of the new Box Hill stops.

The proposed frequency for route 24 differs from that given in both Variation 1 to the Regional Public Transport Plan (in which the route is identified as route P) and TR 08-18. Differences are in ***bold italics***: which version is correct?

	TR 03-18	RPTP Variation 1
Weekday peak	<b><i>10-20 mins</i></b>	<b><i>10-30 mins</i></b>
Weekday daytime	60 mins	60 mins
Weekday evening	<b><i>10-20 mins</i></b>	<b><i>60 mins</i></b>
Saturday	60 mins	60 mins
Sunday	60 mins	60 mins

### Officer Response

The RPTP is a statutory strategic planning document required by legislation. It is not an operational focused document or an operational tool and as such the proposed frequencies of a new service will not always align with the RPTP aspirations at any point in time.

In fact the RPTP specified times and frequencies often offer a lower level of service than what is now proposed which is a higher frequency and services which provide cover for more of the day and weekends. The frequencies shown in the report are those currently proposed by GWRC.

## PROPOSED TRAFFIC RESOLUTION

**Reference Number:** TR 04-18

**Location:** Hataitai Road - Hataitai

**Proposal:** To provide a new bus stop location on Hataitai Road, Hataitai as part of Wellington's new bus service network.

Additionally amending five current bus stops on Waitoa Road and Waipapa Road that are used by all day services to become school term time only stops.

**Information: Background**

Current bus services in Hataitai are served by route 14 which travels along Waipapa Road, then Waitoa Road to Hataitai centre before heading south to Rongotai where the service terminates.

In the new Wellington bus network route 14 will still serve Hataitai but at the intersection of Waitoa Road and Hataitai Road the route will now turn right to provide a loop back to the City. As a result of this new loop a bus stop is now required on Hataitai Road to serve the centre of Hataitai and to act as the first stop on the city bound leg of the route. The route will run every 15 minutes at peak times.

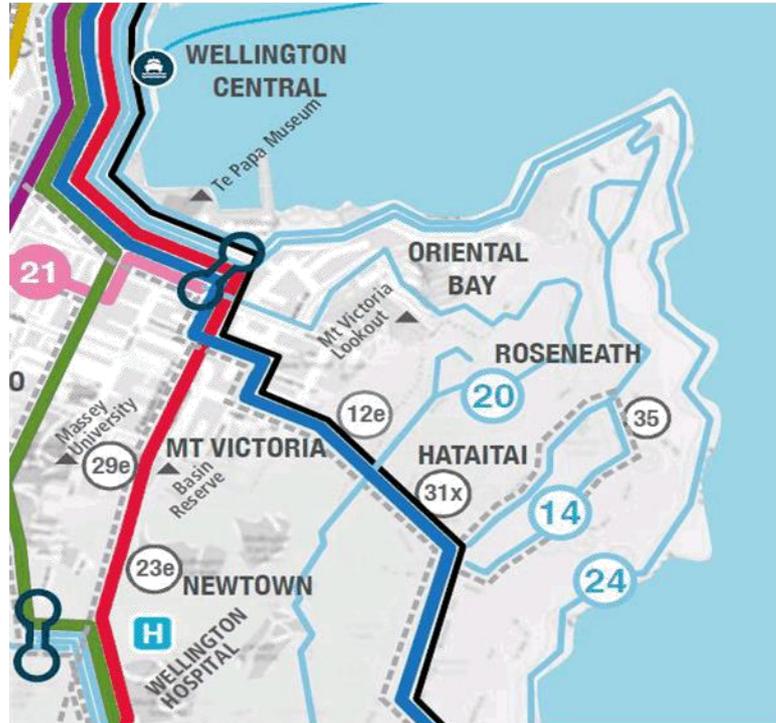
The routes through Hataitai also include a new service 35 which runs less frequently and also uses the loop in Hataitai running along Waipapa Road, Waitoa Road and Hataitai Road.

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

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively Wellington City Council  
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**Item 3.1 Attachment 4**



The planned frequency of route 14 at the proposed bus stop is:

<b>Weekday Peak</b>	Bus every 15 minutes
<b>Weekday Daytime</b>	Bus every 30 minutes
<b>Weekday Evening</b>	Bus every 60 minutes
<b>Saturday</b>	Bus every 30 minutes day time and 60 minutes evening.
<b>Sunday</b>	Bus every 60 minutes.

**PROPOSED TRAFFIC RESOLUTION**

**Absolutely Positively  
Wellington City Council**  
 Me Heke Ki Pōneke

**Proposed bus stop**

One new bus stop is required on Hataitai Road, North of the intersection of Hataitai Road and Waitoa Road. A plan of the proposed bus stop layout is provided in the attachment.

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

This proposal would result in a loss of 8 car parks on Hataitai Road. However as part of the review of bus stops in this location it is intended to amend five existing bus stops that operate all day. They will be required for school services and time limits restricted to school terms only (except for one night service). Outside these times the area at the bus stops will be available for parking.

Two of the five bus stops are near the proposed new Hataitai Road bus stop. The others are up the hill, on Waipapa Road.

**Hataitai bus stops with revised operating times.**

- Waipapa at Te Anau #7531	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm During School Term
- Waipapa at Huia #7533	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm During School Term
- Waipapa at 96 #7534	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm During School Term
- Hataitai Village at 22 #7535	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm During School Term
- Hataitai Village at 23 #6535	Bus Stop 8.00am – 8.30am 3.45pm – 4.15pm During School Term  Bus Stop 1.00am – 3.15am

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Item 3.1 Attachment 4



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Parking spaces would be created on nearby Waitoa Road offsetting the loss on Hataitai Road. Thus the net loss of parking in the centre of Hataitai during the main part of the day would be 3 spaces. This doesn't take into account the gain in parking on Waipapa Road which would have the effect of creating more parking overall.

WCC have plans to improve pedestrian safety at the intersection of Hataitai Road and Waitoa Road. The implementation of the proposed bus stop on Hataitai Road does not preclude the improvements being planned and will be worked into any detailed proposals developed.

Greater Wellington will manage the installation of infrastructure at the new location in consultation with WCC ahead of the new bus network to be introduced in July 2018.

### Consultation

Greater Wellington Regional Council has consulted on the proposals in Hataitai with affected residents, businesses and property owners. There was one response from a nearby resident who objected to the loss of on street parking. Because the objector has off street parking and there were no other adverse responses the proposal is seen as appropriate for the needs of the new network and users.

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### 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. |                  |

### Legal Description:

Add to Schedule A (Time limited parking) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
Waitoa Road	P60 at other times	South side, commencing 49 metres East of its intersection with Moxham Avenue (Grid Coordinates X= 1750214.052, Y= 5425929.404) and extending in an Easterly direction following the Southern kerbline for 12 metres. (Metlink bus stop #6535).
Waitoa Road	P60 at other times and Sundays	North side, commencing 61 metres East of its intersection with Hataitai Road (Grid Coordinates X= 1750211.19, Y= 5425939.64) and extending in an easterly direction following the northern kerbline for 15.5 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
Hataitai Road	Bus Stop, at all times	West side, commencing 22.5 metres north of its intersection with Waitoa Road and Hataitai Road (Grid Coordinates X= 1750205.005, Y= 5425941.932) and extending in a Northerly direction following the Western kerbline for 15 metres.

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Waipapa Road	Bus Stop, 7.15 – 7.45am, 3.45 – 4.15pm, Monday to Friday, School Term Only	West side, commencing 532 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7534)
Waipapa Road	Bus Stop, 7.15 – 7.45am, 3.45 – 4.15pm, Monday to Friday, School Term Only	West side, commencing 329 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7533)
Waipapa Road	Bus Stop, 7.15 – 7.45am, 3.45 – 4.15pm, Monday to Friday, School Term Only	West side, commencing 124 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7532)
Waipapa Road	Bus Stop, 7.15 – 7.45am, 3.45 – 4.15pm, Monday to Friday, School Term Only	West side, commencing 5 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7531)
Arawa Road	Bus Stop, 7.15 – 7.45am, 3.45 – 4.15pm, Monday to Friday, School Term Only	South side, commencing 9 metres East from its intersection with Hohiria Road (Grid Coordinates x= 1750785.47, y= 5426518.42) and extending in an Easterly direction for 12 metres. (Metlink bus stop #7530)
Waitoa Road	Bus Stop, 7.15 – 7.45am, 3.45 – 4.15pm, Monday to Friday, School Term Only And 1.00 – 3.15am Saturday and Sundays	South side, commencing 49 metres East of its intersection with Moxham Avenue (Grid Coordinates X= 1750214.052, Y= 5425929.404) and extending in an Easterly direction following the Southern kerbline for 12 metres. (Metlink bus stop #6535)

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
Hataitai Road	No Stopping, at all times	West side, commencing 11.5 metres North of its intersection with Waitoa Road and Hataitai Road (Grid Coordinates X= 1750205.005, Y= 5425941.932) and extending in a Northerly direction following the western kerbline for 11 metres.
Hataitai Road	No Stopping, at all times	West side, commencing 37.5 metres North of its intersection with Waitoa Road and (Grid Coordinates X= 1750205.005, Y= 5425941.932) Road and extending in a Northerly direction following the Western kerbline for 9 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
Waipapa Road	Bus Stop,	West side, commencing 219 metres from its intersection with Huia Road and extending in a Southerly direction for 12 metres. (Metlink bus stop #7534)
Waipapa Road	Bus Stop,	West side, commencing 3.5 metres from its intersection with Huia Road and extending in a Southerly direction for 12 metres. (Metlink bus stop #7533)
Waipapa Road	Bus Stop,	West side, commencing 124 metres South from its intersection with Arawa Road and extending in a Southerly direction for 12 metres. (Metlink bus stop #7532)
Waipapa Road	Bus Stop,	West side, commencing 5 metres South from its intersection with Arawa Road and extending in a Southerly direction for 12 metres. (Metlink bus stop #7531)

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<i>Arawa Road</i>	Bus Stop,	South side, commencing 9 metres East from its intersection with Hohiria Road and extending in an Easterly direction for 12 metres. (Metlink bus stop #7530)
<i>Waitoa Road</i>	Bus Stop,	North side, commencing 61 metres east of its intersection with Hataitai Road and extending in an easterly direction following the northern kerbline for 15.5 metres. (Metlink bus stop #7535)
<i>Waitoa Road</i>	Bus Stop,	South side, commencing 49 metres east of its intersection with Moxham Avenue and extending in an easterly direction following the southern kerbline for 12 metres. (Metlink bus stop #6535)

Prepared By : **Stephen Harte**  
Approved By : **Steve Spence**  
Date: **5 March 2018**

(Implementation Manager Network Improvements)  
(Chief Transport Advisor)

**WCC Contact:**

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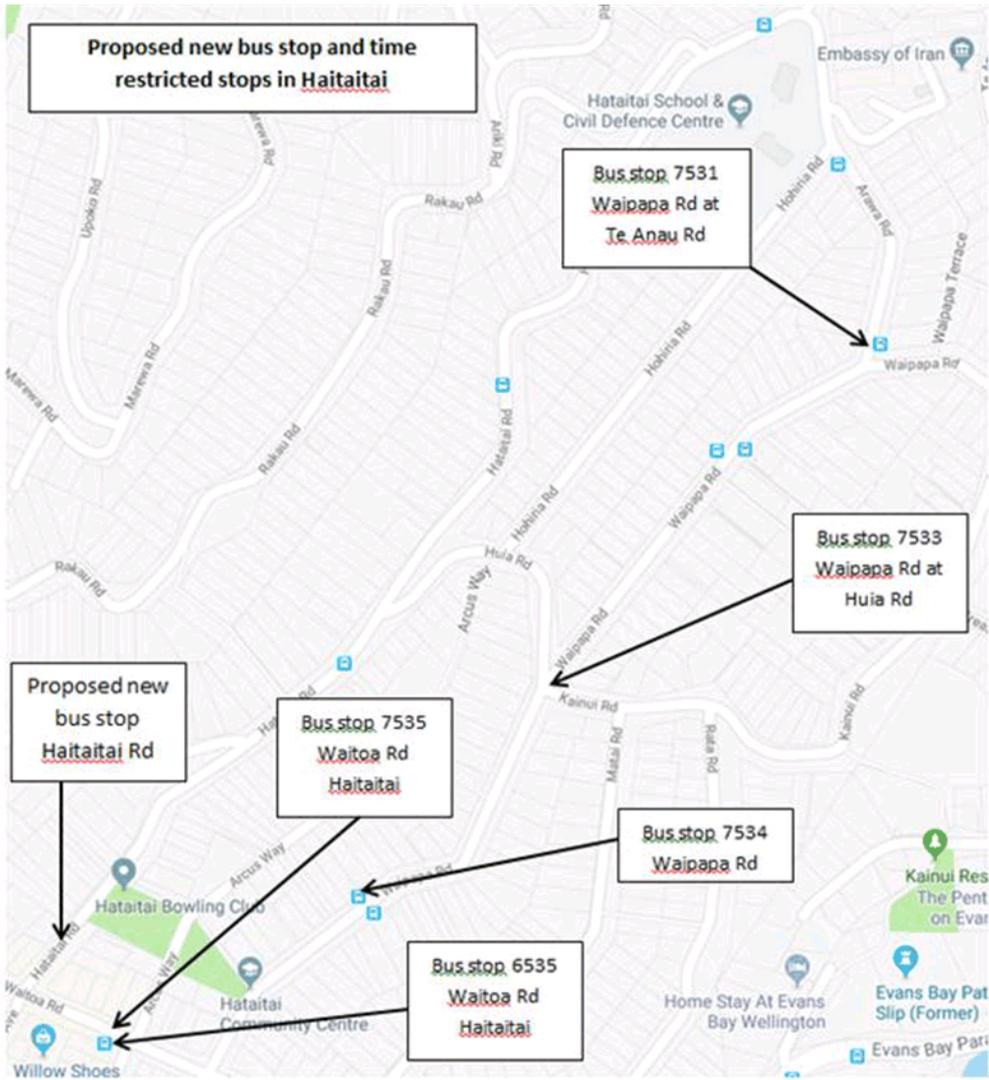
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# PROPOSED TRAFFIC RESOLUTION



# PROPOSED TRAFFIC RESOLUTION

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Updated map identifying all stops referred to in the report.

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**Name:** Stephanie Kozyniak  
**Address:** 163 Hataitai Road, Hataitai  
**Agree:** No

The Waitoa Rd/Hataitai Rd intersection is often a traffic bottleneck intersection at peak times so to add a bus stop so close to the intersection on a very narrow road seems like absolute madness. It will only add to the stressful congested traffic jam the hataitai community have to experience each morning. Whereas waitoa and Waipapa rd bus stops are away from this congested area on much wider roads which draw buses away from this bottleneck. Also too many valuable car parks close to the amenities will be lost. Car parks half way up waitoa road and Waipapa road will not compensate for parks right by the shops/eateries. Please let me know what was wrong with the original route and bus stops and why a change is necessary?

**Name:** Shane Crowe  
**Address:** 161 Hataitai Road, Hataitai  
**Agree:** No

The bus stop will affect residents parking reasonably near their properties. At least half of the vehicles typical parking during the day are park and riders. If residents leave there parks in the morning (school, shopping runs) they often can't find a park anywhere close because of the above. Possibly time restrictions may provide reasonable parking spaces for residents and visitors. WCC have plans to improve pedestrian safety at the intersection of Hataitai Road and Waitoa Road. I'm concerned when buses are not parked kerbside there will a further increase in the already rapid acceleration of vehicles. Already 1 in 10-20 drive (boot it loudly) rapidly north up Hataitai Rd in a 30km/h zone. Maybe traffic calming (islands, not noisy speed humps) might help.

**Name:** Conor Sligo  
**Address:** 156 Hataitai Road, Hataitai  
**Agree:** No

1. The reduction in parking will be a significant disruption to that part of Hataitai Rd. Currently, parking is stretched in that area as people from other suburbs drive to Hataitai and park on Hataitai Rd to access bus services. The reduction will greatly exacerbate this, and the additional parking created on Waipapa will not alleviate it. 2. If you consider the likely usage of the new 14 service, a bus stop in that part of Hataitai Rd is totally unnecessary. The existing 14 stop in Waitoa (in the Village) is all that would be needed to service the route - the addition of a stop on Hataitai Rd literally 30 seconds away from the Waitoa stop provides no gain.

**Name:** Corinna Lines  
**Address:** 15 William Street, Hataitai  
**Agree:** Not stated

I read in the pdf that 'WCC have plans to improve pedestrian safety at the intersection of Hataitai Road and Waitoa Road.' We live very close to this intersection and over 17 years have seen drivers go straight through the Give Ways on Hataitai Rd/Moxham Ave at a rate of about 50% of the traffic. Drivers also use the intersection to do U-turns. If no 14 buses are going to be turning right from Waitoa Rd into Hataitai Rd as part of a loop, the negligent drivers will have absolutely no idea that a bus will be turning in front of them as they drive

## PROPOSED TRAFFIC RESOLUTION

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straight through. Bus drivers on the no 5 route already have to slow right down driving through Waitoa Rd on their way to the bus tunnel as Hataitai/Moxham drivers never expect any traffic to be going straight through the intersection. They also have no idea that Waitoa Rd traffic has the right of way. If you observe this intersection for just 10 minutes (as everyone waiting for a bus does), you will see multiple infringements of the Give Way. The white lines before the pedestrian crossings also confuse drivers into thinking they have to give way coming down Waitoa Rd. It is a complete mess and I have seen a mother and baby knocked down on a pedestrian crossing by a van turning right - the driver was distracted by trying to work out who had right of way and failed to see that there was someone on the crossing. I have spoken to WCC staff over the years and been told that the intersection really needs a roundabout 'but there's no room for one'. This is ridiculous as in the UK they just paint a solid white circle on the road and signpost it as a roundabout, so the buses could just drive over the circle if needed. There's way too much happening at this intersection already, and adding another bus stop means more pedestrians crossing it. There's also two kindergartens in the village and kids scootering downhill from Hataitai School. Can't it be made safer?

**Name:** Leah Maxwell  
**Address:** 24 Waipapa Road, Hataitai  
**Agree:** No

After many years using the No. 14 route it came as a total shock to discover that from 15 July it will no longer service the same route. As residents of Waipapa Road, with sons at Rongotai College, we will be left with no bus service in our area for our children to get to college. The No. 14 bus route is currently the only bus that stops outside Rongotai College in both directions. With these proposed changes, the boys will now need to have multiple transfers, taking more than double the journey time and in some instances triple the time, and even then they still won't be able to get off at the bus stops outside college. There is no Rongotai College 'school bus' service that services Waipapa Road, only the very opposite end of Hataitai. There are many other suburbs around Wellington that have a school bus service right through to the Rongotai College grounds, and it seems odd that a neighbouring suburb to the college doesn't have this option. Perhaps a solution to losing the No. 14 route to Rongotai could be that the current Karori & Kelburn No. 765 morning school bus service to St Pats and Rongotai College could be adjusted to now deviate up the new proposed 'Hataitai Loop', up Hataitai Road before turning right in to Arawa Road and into Waipapa Road. This would then still allow college pupils living in the Waipapa Road area to catch a direct bus to school. Currently the first available Hataitai stop on this 765 bus route is at the other end of Hataitai on Moxham Avenue. The proposed changes doesn't provide any option for users to catch a bus to this street in order to transfer to another bus either as the No. 14 will stop quite a distance from the Moxham Avenue bus stops. The same could be suggested for the afternoon school bus, the No. 754, if it could take advantage of the new loop, it could cater to the Waipapa Road residents before continuing on its journey to Wellington Station. It might add a few minutes to the original schedule, but it would cater to the pupils who are losing the No. 14 bus service and who will no longer have any other option that can deliver them right outside their own school. Rongotai College has school bus services from Newtown, Karori/Kelburn, Miramar/Seatoun, Vogeltown/Kingston/Kowhai and Wellington Station, yet no school bus service is available in Hataitai for residents living at the Arawa Road/Waipapa Road end of the suburb. One of the factors many parents took into consideration before enrolling their child at Rongotai College was the fact that they would be able to travel on one bus, from near-ish their home, directly to the bus stops right outside college. It is so very sad to see this excellent bus route ending. I hope a solution can be

## PROPOSED TRAFFIC RESOLUTION

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found to help us get our boys to school safely and with a relatively easy journey as the 12 minutes on the No. 14 is currently excellent. Thank you very much.

**Name:** Taiki Sligo  
**Address:** 156 Hataitai Road, Hataitai  
**Agree:** No

The reduction in parking (7 car spaces) will be a significant disruption to that part of Hataitai Rd. Most of the houses on hill side on lower Hataitai Road where the new bus stop is proposed do not have their car parking due to the steep landscape. And they are already struggling to find a space to park their cars during week, because currently, people from other suburbs drive to Hataitai and park on Hataitai Rd to access bus services. The reduction of 14 bus service along with reduction of parking spaces on Hataitai Rd will create huge distress to people on lower Hataitai Rd. Also creating the bus stop on Hataitai Rd so near to the intersection of Hataitai Rd and Waitoa Rd will make even more dangerous for people who cross the road at the intersection, as well as even worth traffic constipation. As the council already recognise the danger of the intersection and the number of car accidents, the creating the bus stop so close to it is just outrageous. If you consider the likely usage of the new 14 service, a bus stop in that part of Hataitai Rd is totally unnecessary. The existing 14 stop in Waitoa (in the Village) is all that would be needed to service the route - the addition of a stop on Hataitai Rd literally 30 seconds away from the Waitoa stop provides no gain.

**Name:** Maree Cooney  
**Address:** Not given  
**Agree:** No

I'm concerned that the loss of 3 centrally located carparks will increase illegal parking in the village, hampering safe driveway access for residents and safety for pedestrians. To mitigate the loss of 3 carparks, can the Hataitai Rd taxi stand be removed or moved? The taxi stand occupies the space of 2-3 car parks but is rarely used, and is never used by more than one taxi at a time. The extra carparks created in Waipapa Rd are too far from the village shops to offset the lost parking in Hataitai Rd, and will not help the worst village parking congestion which is in the evenings when takeaway customers compete for centrally located carparks with customers of the laundrette, grocery store, bars and restaurants.

**Name:** Living Streets  
**Address:** Not given  
**Agree:** No

We note that this stop is required because of the truncation of route 14 at Hataitai, which means that passengers currently travelling through Hataitai will have to change buses, but there is no mention of this issue. We submit that in this and all similar cases that the proposed walking route(s) between the relevant stop(s) are noted, and improved in terms of safety, shelter and convenience where appropriate.

We oppose the reduction in operating hours for stop 6535 on Waitoa Rd. This stop should continue to be served by route 14 as it is closer to many shops than the proposed new stop; the new stop requires one or two roads to be crossed to get to any of the shops; and the new truncated route 14 will continue to run past this stop.

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The proposed frequency for route 14 differs from that given in Variation 1 to the Regional Public Transport Plan (in which the route is identified as route O). Differences are in **bold italics**: which version is correct?

	TR 04-18	RPTP Variation 1
Weekday peak	<b>15 mins</b>	<b>10-15 mins</b>
Weekday daytime	30 mins	30 mins
Weekday evening	<b>60 mins</b>	<b>30 mins</b>
Saturday daytime	30 mins	30 mins
Saturday evening	<b>60 mins</b>	<b>30 mins</b>
Sunday daytime	<b>60 mins</b>	<b>30 mins</b>
Sunday evening	60 mins	60 mins

### Officer's Response

It's been more than 20 years since Wellington city's bus network was comprehensively reviewed. In that time, passenger numbers in the region have grown greatly – and will continue to do so. Journeys on buses, trains and ferries are expected to increase by 20 per cent between now and 2021 (from 35 million to 42 million trips a year).

To keep our city and region moving, we need a bus network that can carry more people to more places – every day of the week.

The new network is based on feedback from customers, research and the approaches adopted by other cities in New Zealand and overseas.

Why do we need to change?

#### Better spread of services

Some places are easy to get to by bus, but others are not. Some suburbs are well serviced; others are not. Some areas need more peak-hour services; others need more weekend or evening services. In other words, the city has grown, and the bus network needs to catch up with those changes.

#### More connections

We cannot hope to provide direct connections to every destination throughout the day and into the evening. So we are taking another tack. The new network will have a core of high-frequency routes to which services from outer areas will connect. The result will be more choice about when, and where, to travel.

#### Reduce inner-city congestion

At the moment, buses come into the city from about 40 suburbs, many travelling along similar routes through the city centre. The result is duplication of services as well as unnecessary congestion.

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The outcomes will include:

- more choice about when to travel better weekend and evening trip choices.
- services based on demand where population growth is or will take place and a more equitably delivered network across the regions.
- more destinations within easy reach with a new, simpler network of routes, buses timed to connect with other buses and short-wait transfers at new or upgraded bus hubs.

An updated plan is provided to clearly identify all bus stops referred to in the report. Two additional stops on the West side of Waipapa Road, not identified in the original report, will cease to be service stops and will revert to school bus stops consistent with the rest of the street. The primary purpose for reducing these stops to schools stops is that the a regular service bus will no longer travel up Waipapa Road and instead it will loop down Waipapa Road and return via Hataitai Road.

The existing stop on the South side of Waitoa Rd is to be limited to school bus use and the new stop on Hataitai Road provides for the Route 14 service to pick up and set down passengers or wait prior to commencing service northwards. The Hataitai Road stop is not designed to be a transfer stop but does need to cater for buses waiting to return to service. Consequently one stop in effect replaces the other and avoids buses laying over outside the more centrally located retail premises on Waitoa Road. While the Waitoa stop will be used for school services it will also provide useful short stay parking in the retail area during the business day and in the evening.

The matching stop on the North side of Waitoa Road will also revert to time limited parking consistent with the surrounding parking creating more short stay parking in the retail area creating a turnover of spaces to meet customer demand for more parking.

It is also expected that the changes in the bus service will make other locations more attractive for park and ride. Consequently the level of competition for park and ride parking close to the retail centre of Hataitai ease after the July service changes.

From July 2018 the route 782 school bus that travels through Roseneath and Hataitai to Scots College will also travel via Rongotai Road so that it may be used to access Rongotai College. Although in the past there have been dedicated buses to schools this will not continue and students can catch any school bus. In addition buses on Route 2 will provide a direct service departing every 10 minutes between Hataitai and Rongotai Road where the nearest bus stop is located just 5 minutes' walk from the school.

In the short term an extra school bus to Rongotai College is not planned because demand from growing rolls at a number of Wellington schools means there is no resource to provide extra services.

A map of the planned new public bus routes can be viewed online by visiting <https://www.metlink.org.nz/greater-transport-greater-wellington/2018-a-new-bus-network-for-wellington-city>. The Metlink website will be providing more information on new routes in the coming months in a lead up to new services starting on 15 July.

As stated in the report Council is currently investigating options for the improvements at the intersection of Waitoa Road and Hataitai Road. The current proposal to establish a new bus

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stop on Hataitai Road does not impact on the ability to find a solution for the safety issues identified at the intersection.

A suggestion to move or reduce the Taxi stand is not considered in this report but may be considered in the wider context of the intersection improvement and the flow on effects to parking in the area.

## PROPOSED TRAFFIC RESOLUTION

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**Reference Number:** TR 05-18

**Location:** Onepu Road - Lyall Bay

**Proposal:** To provide a new bus stop on Onepu Road together with removing an existing bus stop on Onepu Road and Lyall Parade, Lyall Bay as part of Wellington's new bus service network.

**Information: Background**

As part of the new Wellington bus network, which starts in July 2018, Lyall Bay will be served by a high frequency route 3, as well as the peak only, route 36. The route 3 will travel to Wellington, via Kilbirnie, Newtown and Massey University. At the Lyall Bay end of the route, the route will divide into two branches at Lyall Parade, with one branch turning left and continuing to Rongotai, and one branch turning right to southern Lyall Bay.

The route 3 will be served by high capacity double decker buses, including electric double decker buses.

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

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The planned frequency of the route 3 at the proposed Onepu Road bus stop is:

<b>Weekday Peak</b>	Bus every 10 minutes	First bus 6.13am
<b>Weekday Daytime</b>	Bus every 10 minutes	-
<b>Weekday Evening</b>	Bus every 30 minutes	Last bus 11.32pm
<b>Saturday</b>	Bus every 15 minutes day time and 30 minutes evening.	First bus 6.32am Last bus 11.32pm
<b>Sunday</b>	Bus every 15 minutes day time and 30 minutes evening.	First bus 7.02am Last bus 11.32pm

## PROPOSED TRAFFIC RESOLUTION

In addition, the route 36 will provide a peak only service between the eastern Lyall Bay branch and Wellington, via Hataitai to bypass peak time traffic congestion in Newtown.

The planned frequency of the route 36 at the proposed Onepu Road bus stop is:

<b>Weekday Peak</b>	Bus every 20 minutes	First bus 7.14am Last bus 8.14am
<b>Weekday Daytime</b>	No service	-
<b>Weekday Evening</b>	No service	-
<b>Saturday</b>	No service	-
<b>Sunday</b>	No service	-

Revised bus stop locations are required on Onepu Road and Lyall Parade to better serve the two Lyall Bay branches of route 3.

This means relocating the bus stop currently located on Lyall Parade West of Onepu Road to Onepu Road so that the bus stop can be served by both the eastern Lyall Bay and the Rongotai branch of route 3.

Without the bus stop changes at this location, the frequency of inbound services would be halved as passengers would only be able to use the eastern Lyall Bay branch of the route 3.

### Proposed changes

The existing bus stop on the North side of Lyall Parade just West of Onepu Road is proposed to be relocated to the bottom of Onepu Road, near 218-222. With this relocation, the distance between this and the next bus stop outside 194 Onepu Road is just 100m, therefore we are proposing to remove this bus stop as well. A plan of the proposed bus stop layout is provided in the attachment.

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

This proposal will result in a net parking gain of one parking space.

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.

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### Consultation

In February 2017, Greater Wellington undertook initial consultation with 48 surrounding properties, receiving feedback from one resident in favour of the bus stop, and two residents against the proposal. Those against the proposal cited issues around noise, reduction in parking and safety of the bus stop near a corner.

On balance the proposed relocation of the bus stop would provide passengers greater flexibility for catching a service, maximise the local catchment area by providing improved walking distances for properties east of Onepu Road and improve travel times overall along the route.

### 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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## PROPOSED TRAFFIC RESOLUTION

**Legal Description:**

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Onepu Road</b>	Bus Stop, at all times	Western side commencing 46m North of the prolonged Northern kerbline of Lyall Parade (X = 1,750,235.6, Y = 5,423,152.2) and extending in a Northerly direction following the Western kerbline for a distance of 15m.

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Onepu Road</b>	No Stopping, at all times	Western side commencing 37m North of the prolonged Northern kerbline of Lyall Parade (X = 1,750,235.6, Y = 5,423,152.2) and extending in a Northerly direction following the Western kerbline for a distance of 9m.
<b>Onepu Road</b>	No Stopping, at all times	Western side commencing 61m North of the prolonged Northern kerbline of Lyall Parade (X = 1,750,235.6, Y = 5,423,152.2) and extending in a Northerly direction following the Western kerbline for a distance of 9m.

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Lyall Parade</b>	Bus Stop, at all times	No current resolution exists. Bus stop is located: North side, commencing 20 metres west of its intersection with Onepu Road and extending in a Westerly direction following the Northern kerbline for 12 metres.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

***Onepu Road***

Bus Stop,  
at all times

West side, commencing 161.5 metres North of its intersection with Lyall Parade and extending in a Northerly direction following the Western kerbline for 12 metres.

Prepared By : **Stephen Harte**

(Implementation Manager Network Improvements)

Approved By : **Steve Spence**

(Chief Transport Advisor)

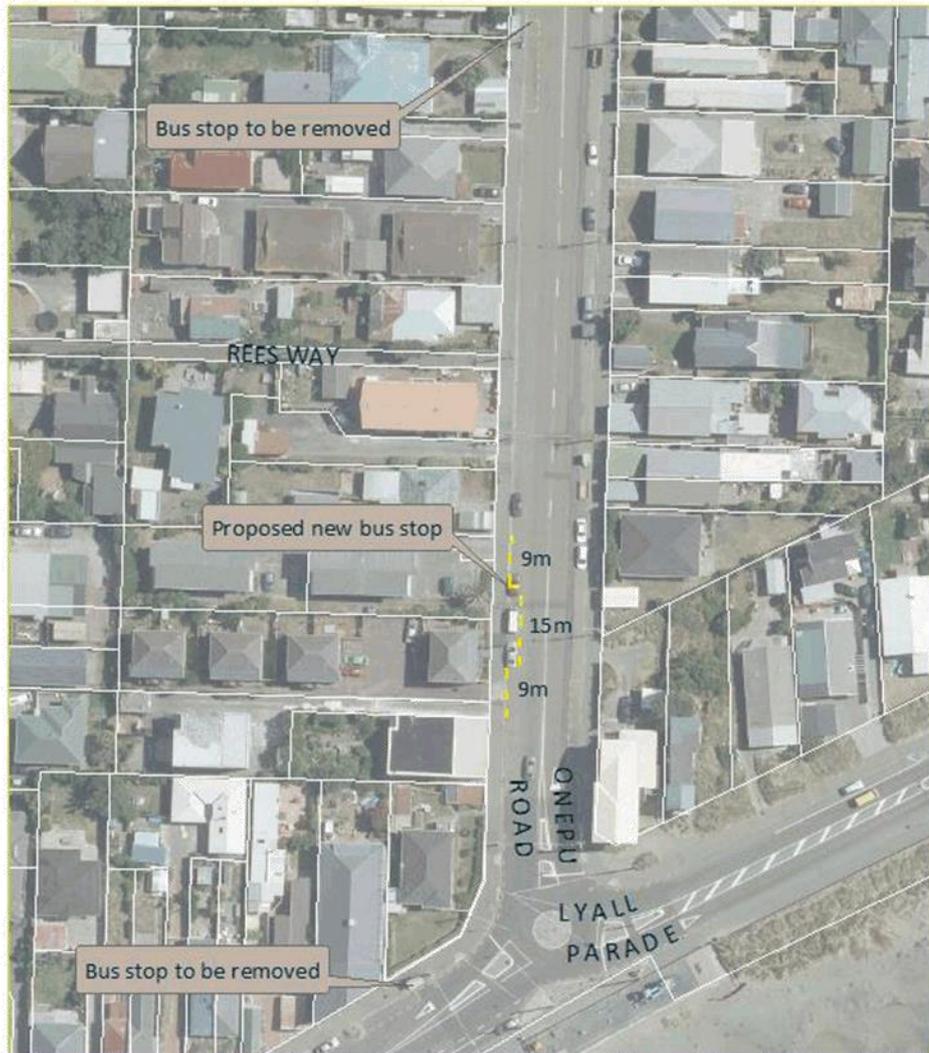
Date: **5 March 2018**

**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

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke



ONEPU ROAD  
PROPOSED BUS STOP LAYOUT

SCALE: 1:500  
DRAWN BY: SMCNEILL  
DATE DRAWN: 12/12/2017

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

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke

### Feedback received:

**Name:** Living Streets  
**Address:** Not given  
**Agree:**

No comment, except that pedestrian implications of moving the stop further away from the beach are not mentioned.

### Officer response

As outlined in the report, the proposed rationalisation of bus stops around the bottom of Onepu Road would give bus users greater access to more frequent services. The maximum additional walk for any users would be 200m.

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

# PROPOSED TRAFFIC RESOLUTION

**Reference Number:** TR 06-18

**Location:** Brandon Street, Central Wellington  
The Esplanade, Houghton Bay  
Adelaide Road, Newtown  
Hawker Street, Mount Victoria  
Aro Street, Aro Valley  
Cortina Avenue, Johnsonville  
Evans Bay Parade, Hataitai  
Britomart Street, Berhampore  
Happy Valley Road, Owhiro Bay

**Proposal:** To change a number of time restrictions on existing bus stops throughout Wellington City to meet the proposed operating times of Wellington’s new bus service network.

**Information: Background**

Many bus stops across the city are time restricted in order to reduce the loss of on-street parking. With the introduction of the new network a number of bus stops require time restrictions to be updated, either to extend the time restrictions or to remove time restrictions altogether to make them available at all times. Where possible time restrictions will be applied which enable bus stops to be used for on-street parking outside the bus operating hours.

These changes are required to ensure services run efficiently and that all users have access to them.

A map of the new network, showing routes and frequencies, is provided below in *Attachment 1*.

**Proposed changes**

It is proposed to revise the time restrictions on a number of bus stops as part of Wellington’s new bus network. This includes extending the time restriction on six bus stop, removing time restrictions from five bus stops, and applying time restrictions to eleven bus stops which are currently full time stops.

The following bus stops require time restrictions to be extended:

**Brandon Street, Wellington Central**

Bus Stop (6am – 10am, 3pm – 7pm, Monday to Friday)

- Metlink bus stop #5520 Brandon Street at Lambton Quay

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
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- New routes 13, 19e, 26, 33, 34 and 37 on Brandon
- Street will run later in the morning and afternoon peak periods, requiring the current bus stop time restrictions to be extended 1 hour earlier in the morning peak period and one hour later in the evening peak.
- A plan of the proposed bus stop layout is provided in *Attachment 2*.

### **The Esplanade, Houghton Bay**

Bus Stop (4pm – 7.30pm, Monday to Friday)

- #6160 The Esplanade (near 230)
- #6161 The Esplanade (near 184)
- #6162 The Esplanade (near 134)
- #6163 Houghton Bay – The Esplanade (near 86)
  - New route 32x will run later in the evenings, requiring the current bus stop time restrictions to be extended by 1.5 hours. A plan of the proposed bus stop layout is provided in *Attachment 3*.

### **Adelaide Road, Newtown**

Bus Stop (6.45am – 9.00am, Monday to Friday)

- #7424 Berhampore Shops – Adelaide Road
  - New route 32x services will run slightly earlier in the mornings, requiring the current bus stop time restriction to be extended by 15 minutes. A plan of the proposed bus stop layout is provided in *Attachment 4*.

The following bus stops require time restrictions to be removed (therefore becoming full time bus stops):

### **Hawker Street, Mount Victoria**

Bus Stop (At all times, Monday to Sunday)

- #7562 Hawker Street at Majoribanks Street
- #7563 Hawker Street at Doctors Common (near 38)
  - New route 20 services on Hawker Street will provide a full 7 day a week service, requiring the 7am to 7pm Monday to Friday bus stop time restrictions to be removed. A plan of the proposed bus stop layout is provided in *Attachment 5*.

### **Aro Street, Aro Valley**

Bus Stop (At all times, Monday to Sunday)

- #7784 Aro Street at Devon Street
  - New route 25 services on Aro Street will provide a full 7 day a week service, requiring the 6am to 7pm Monday

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
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Me Heke Ki Pōneke

to Friday bus stop time restrictions to be removed. A plan of the proposed bus stop layout is provided in *Attachment 6*.

### **Cortina Avenue, Johnsonville**

Bus Stop (At all times, Monday to Sunday)

- #3060 Cortina Avenue (near 21)
  - New route 1 services on Cortina Avenue will provide a full 7 day a week service, requiring the Monday to Saturday bus stop time restriction to be removed. A plan of the proposed bus stop layout is provided in *Attachment 7*.

### **Evans Bay Parade, Hataitai**

Bus Stop (At all times, Monday to Sunday)

- #6547 Evans Bay Parade (near 331)
  - New route 24 services on Evans Bay Parade will provide a full 7 day a week service, requiring the Monday to Friday bus stop time restriction to be removed. A plan of the proposed bus stop layout is provided in *Attachment 8*.

### **Adelaide Road, Newtown**

Bus Stop (At all times, Monday to Sunday)

- #6014 Adelaide Road at Basin Reserve (near 13)
  - This bus stop is currently operating on the street with no bus stop time restrictions, however formally has a 7-9am and 3.30-6pm time restriction. New routes 1, 23e and 29e, along with eight school bus routes and one night bus require the bus stop to operate full time therefore the time restrictions should be removed. A plan of the proposed bus stop layout is provided in *Attachment 9*.

The following bus stops require time restrictions to be applied (bus stops no longer required full time):

### **Britomart Street, Berhampore**

Bus Stop (7.30am – 8.00am, Monday to Friday, School Term Only)

- #6199 Britomart Street (near 135)
  - Public services will no longer serve Britomart Street as the new route 23 will use Balfour Street, McColl Street and Hutchison Road. One school bus route will continue to use the bus stop during the restricted time above. A plan of the proposed bus stop layout is provided in *Attachment 10*.

## PROPOSED TRAFFIC RESOLUTION

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Bus Stop (3.45pm – 4.30pm, Monday to Friday, School Term Only)

- #7199 Britomart Street (near 130)
  - Public services will no longer serve Britomart Street as the new route 23 will use Balfour Street, McColl Street and Hutchison Road. One school bus route will continue to use the bus stop during the restricted time above. A plan of the proposed bus stop layout is provided in *Attachment 10*.

### Happy Valley Road, Owhiro Bay

Bus Stop (7.45am – 8.30am, Monday to Friday, School Term Only)

- #7147 Happy Valley Road (near 163)
- #7148 Happy Valley Road (near 137)
- #7150 Happy Valley Road (near 85)
- #7151 Happy Valley Road (near 71)
- #7152 Happy Valley Road (near 31)
  - Public services will no longer serve a large portion of Happy Valley Road as the new routes 29 and 29e will use Robertson, Frobisher and Murchison Streets. Seven school bus routes will continue to use Happy Valley Road bus stops during the restricted time above. A plan of the proposed bus stop layout is provided in *Attachment 11*.

Bus Stop (3.15pm – 4.15pm, Monday to Friday, School Term Only)

- #6147 Happy Valley Road (opposite 165)
- #6150 Happy Valley Road (near 88)
- #6151 Happy Valley Road (near 70)
- #6152 Happy Valley Road (near 30)
  - Public services will no longer serve a large portion of Happy Valley Road as the new routes 29 and 29e will use Robertson, Frobisher and Murchison Streets. Seven school bus routes will continue to use Happy Valley Road bus stops during the restricted time above. A plan of the proposed bus stop layout is provided in *Attachment 11*.

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.

### 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.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### 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. |                  |

### Legal Description:

Amend Schedule A (Time Limited Parking) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Brandon Street</b>	Metered parking. P120 Maximum, Monday to Thursday 10:00am - 3:00pm, Friday 10:00am - 3:00pm, 7:00pm - 8:00pm, Fee \$4.50 per hour. Saturday and Sunday 8:00am - 6:00pm. No Fee.	Southwest side, following the kerbline 44.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748794.1 m, y= 5428246.0 m), and extending in a north-westerly direction for 47 metres. (8 parallel carparks)
<b>Brandon Street</b>	Metered parking. P120 Maximum, Monday to Thursday 10:00am - 3:00pm, Friday 10:00am - 3:00pm, 7:00pm - 8:00pm, Fee \$4.50 per hour. Saturday and Sunday 8:00am - 6:00pm. No Fee.	Southwest side, following the kerbline 9 metres northwest of its intersection with Featherstone Street (Grid coordinates x= 1748794.1 m, y= 5428246.0 m), and extending in a north-westerly direction following the south-western kerbline for 19.5 metres. (3 parallel carparks)

## PROPOSED TRAFFIC RESOLUTION

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Amend Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Brandon Street</b>	Bus stop 6am – 10am, 3pm – 7pm, Monday to Friday	Southwest side, following the kerbline 44.5 metres northwest of its intersection with Featherston Street (Grid Coordinates x= 1748794.1 m, y= 5428246.0 m) and extending in a north-westerly direction for 47 metres. (Metlink bus stop #5520)
<b>Brandon Street</b>	Bus stop 6am – 10am, 3pm – 7pm, Monday to Friday	Southwest side, following the kerbline 9 metres northwest of its intersection with Featherston Street (Grid Coordinates x= 1748794.1 m, y= 5428246.0 m) and extending in a north-westerly direction for 21.5 metres. (Metlink bus stop #5520)
<b>The Esplanade</b>	Bus stop 4pm – 7.30pm Monday to Friday	East side, commencing 95 metres south of its intersection with Brighton Street and extending in a northerly direction following the eastern kerbline for 12 metres. (Metlink bus stop #6160)
<b>The Esplanade</b>	Bus stop 4pm – 7.30pm Monday to Friday	North side, commencing 479 metres west of its intersection with Houghton Bay Road and extending in a westerly direction following Northern kerbline for 12 metres. (Metlink bus stop #6161)
<b>The Esplanade</b>	Bus stop 4pm – 7.30pm Monday to Friday	North side, commencing 732 metres east of its intersection with Brighton Street and extending in a easterly direction following the northern kerbline for 12 metres. (Metlink bus stop #6162)
<b>The Esplanade</b>	Bus stop 4pm – 7.30pm Monday to Friday	North side, commencing 50 metres west of its intersection with Houghton Bay Road and extending in a westerly direction following Northern kerbline for 12 metres. (Metlink bus stop #6163)
<b>Adelaide Road</b>	Bus stop 6.45am – 9.00am	West side, commencing 19.5 metres

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

	Monday to Friday	north of its intersection with Post Office Avenue and extending in a northerly direction following the western kerbline for 12 metres. (Metlink bus stop #7424)
<b>Hawker Street</b>	Bus stop, at all times	East side, commencing 242.5 metres south of its intersection with Moeller Street (grid coordinates x= 1749949.0 m, y= 5427270.2 m), and extending in a southerly direction following the eastern kerbline for 20 metres. (Metlink bus stop #7563)
<b>Hawker Street</b>	Bus stop, at all times	East side, commencing 407 metres south of its intersection with Moeller Street (grid coordinates x= 1749949.0 m, y= 5427270.2 m), and extending in a southerly direction following the eastern kerbline for 23 metres. (Metlink bus stop #7562)
<b>Aro Street</b>	Bus stop, at all times	North side, commencing 13.5 metres east of its intersection with Devon Street (Grid Coordinates x- 1747911.3 m, y= 5426957.9 m), and extending in an easterly direction following the northern kerbline for 16 metres. (Metlink bus stop #7784)
<b>Cortina Avenue</b>	Bus stop, at all times	West side, commencing 78.5 metres from its intersection with Neville Street and extending in a northerly direction following the kerbline for 12 metres. (Metlink bus stop #3060)
<b>Evans Bay Parade</b>	Bus stop, at all times	East side, following the eastern kerbline 1340.5 metres south from its intersection with the north eastern kerbline of Maida Vale Road (Grid Coordinates X = 2661036.839346, Y = 5988797.389227) and extending in a southerly direction for 12 metres. (Metlink bus stop #6547)
<b>Adelaide Road</b>	Bus stop, at all times	East side, commencing 6.5 metres north of its intersection with Alfred Street and extending in a northerly

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
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Me Heke Ki Pōneke

		direction following the eastern kerbline for 29.5 metres. (Metlink bus stop #6014)
<b><i>Britomart Street</i></b>	Bus stop 7.30am – 8am, Monday to Friday School Term Only	North side, commencing 48 metres west of its intersection with Stanley Street and extending in a westerly direction following the northern kerbline for 11 metres. (Metlink bus stop #7199)
<b><i>Britomart Street</i></b>	3.45pm – 4.30pm, Monday to Friday School Term Only	South side, commencing 53 metres west of its intersection with Stanley Street and extending in an easterly direction following the southern kerbline for 12 metres. (Metlink bus stop #6199)
<b><i>Happy Valley Road</i></b>	Bus stop 7.45am – 8.30am, Monday to Friday, School Term Only	West side, commencing 163.5 metres west of its intersection with Bata Place and extending in a northerly direction following the western kerbline for 12 metres. (Metlink bus stop #7150)
<b><i>Happy Valley Road</i></b>	Bus stop 7.45am – 8.30am, Monday to Friday, School Term Only	West side, commencing 181.5 metres west of its intersection with Owhiro Bay Parade and extending in a northerly direction following the western kerbline for 12 metres. (Metlink bus stop #7152)
<b><i>Happy Valley Road</i></b>	Bus stop 7.45am – 8.30am, Monday to Friday, School Term Only	West side, commencing 484 metres west of its intersection with Bata Place and extending in a northerly direction following the western kerbline for 12 metres. (Metlink bus stop #7148)
<b><i>Happy Valley Road</i></b>	Bus stop 7.45am – 8.30am, Monday to Friday, School Term Only	West side, commencing 686 metres west of its intersection with Bata Place and extending in a northerly direction following the western kerbline for 12 metres to its intersection with Landfill Road. (Metlink bus stop #7147)
<b><i>Happy Valley Road</i></b>	Bus stop 7.45am – 8.30am, Monday to Friday, School Term Only	West side, commencing 78.5 metres west of its intersection with Bata Place and extending in a northerly direction following the western kerbline for 12 metres. (Metlink bus stop #7151)

**PROPOSED TRAFFIC RESOLUTION**

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Me Heke Ki Pōneke

<b><i>Happy Valley Road</i></b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, commencing 290.5 metres east of its intersection with Robertson Street and extending in a northerly direction following the eastern kerbline for 12 metres. (Metlink bus stop #6151)
<b><i>Happy Valley Road</i></b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, commencing 402 metres east of its intersection with Robertson Street and extending in a northerly direction following the eastern kerbline for 12 metres. (Metlink bus stop #6150)
<b><i>Happy Valley Road</i></b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, commencing 72 metres east of its intersection with Robertson Street and extending in a northerly direction following the eastern kerbline for 12 metres. (Metlink bus stop #6152)
<b><i>Happy Valley Road</i></b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, following the kerbline 202.5 metres south from its intersection with Murchison Street (Grid Coordinates x= 1747055.166761 m, y= 5422690.029205 m), and extending in a southerly direction for 12 metres. (Metlink bus stop #6147)
<b><i>Happy Valley Road</i></b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, commencing 72 metres east of its intersection with Robertson Street and extending in a northerly direction following the eastern kerbline for 12 metres. (Metlink bus stop #6152)
<b><i>Happy Valley Road</i></b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, following the kerbline 202.5 metres south from its intersection with Murchison Street (Grid Coordinates x= 1747055.166761 m, y= 5422690.029205 m), and extending in a southerly direction for 12 metres. (Metlink bus stop #6147)
<b><i>Happy Valley Road</i></b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, commencing 72 metres east of its intersection with Robertson Street and extending in a northerly direction following the eastern kerbline for 12 metres. (Metlink bus stop #6152)

## PROPOSED TRAFFIC RESOLUTION

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**Wellington City Council**  
Me Heke Ki Pōneke

<b>Happy Valley Road</b>	Bus stop 3.15pm – 4.15pm, Monday to Friday, School Term Only	East side, following the kerbline 202.5 metres south from its intersection with Murchison Street (Grid Coordinates x= 1747055.166761 m, y= 5422690.029205 m), and extending in a southerly direction for 12 metres. (Metlink bus stop #6147)
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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>The Esplanade</b>	Bus stop 6.30am – 9am 4.30pm – 6pm Monday to Friday	North side, commencing 80 metres east of its intersection with Brighton Street and extending in a easterly direction following the northern kerbline for 12 metres
<b>The Esplanade</b>	Bus stop 6.30am – 9am 4.30pm – 6pm Monday to Friday	North side, commencing 1080 metres east of its intersection with Brighton Street and extending in a easterly direction following the northern kerbline for 12 metres
<b>The Esplanade</b>	Bus stop 6.30am – 9am 4.30pm – 6pm Monday to Friday	South side, commencing 330 metres west of its intersection with Houghton Bay Road and extending in a westerly direction following the southern kerbline for 12 metres.
<b>The Esplanade</b>	Bus stop 6.30am – 9am  4.30pm – 6pm Monday to Friday	South side, commencing 1110 metres west of its intersection with Houghton Bay Road and extending in a westerly direction following the northern kerbline for 12 metres.
<b>Adelaide Road</b>	Bus stop 9.45am – 11.30am Monday to Saturday	West side, commencing 19.5 metres north of its intersection with Post Office Avenue and extending in a northerly direction following the western kerbline for 12 metres.

## PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

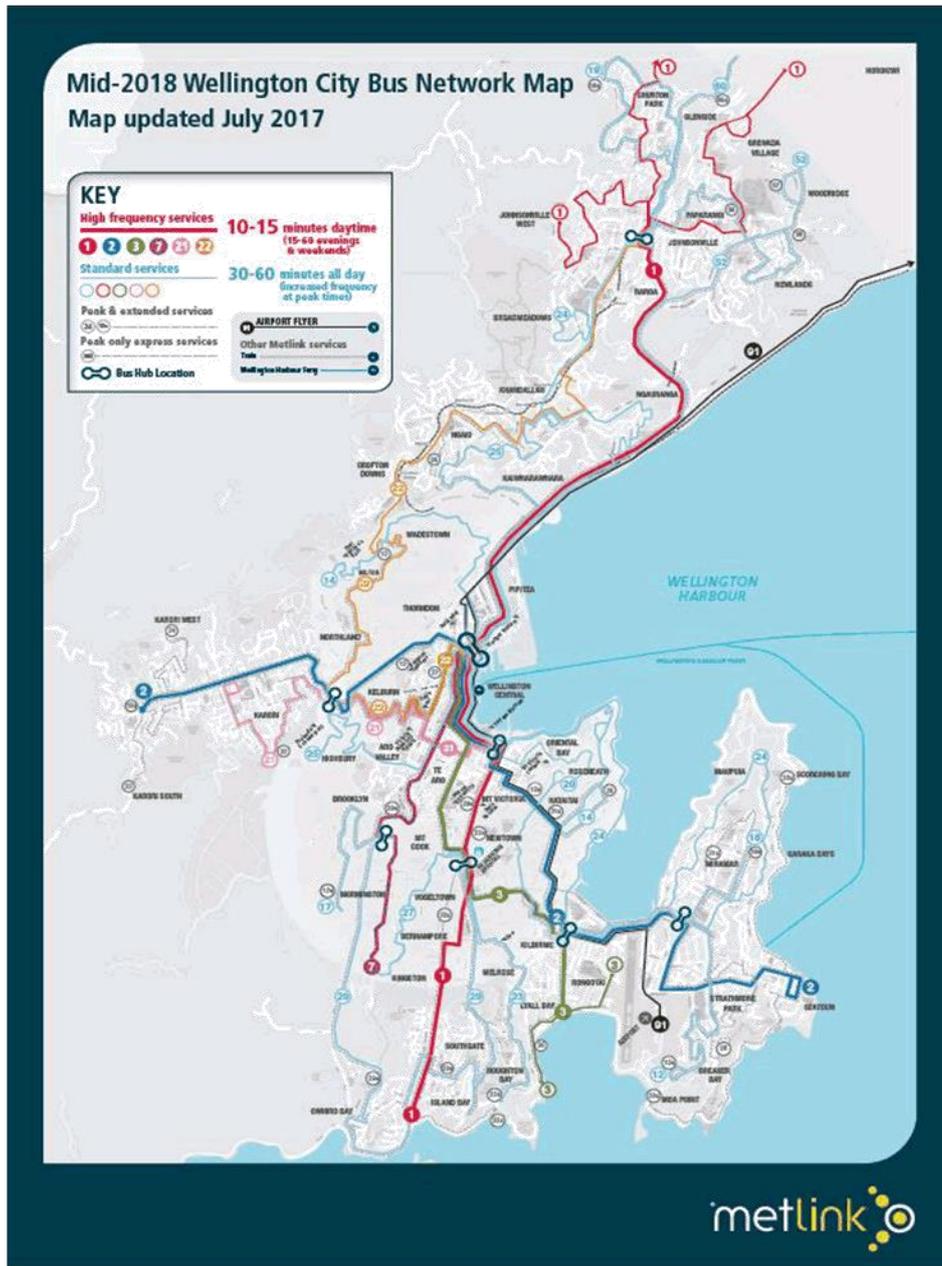
Prepared By : **Stephen Harte** (Traffic Engineer)  
Approved By : **Steve Spence** (Chief Transport Advisor)  
Date: **5 March 2018**

**WCC Contact:**

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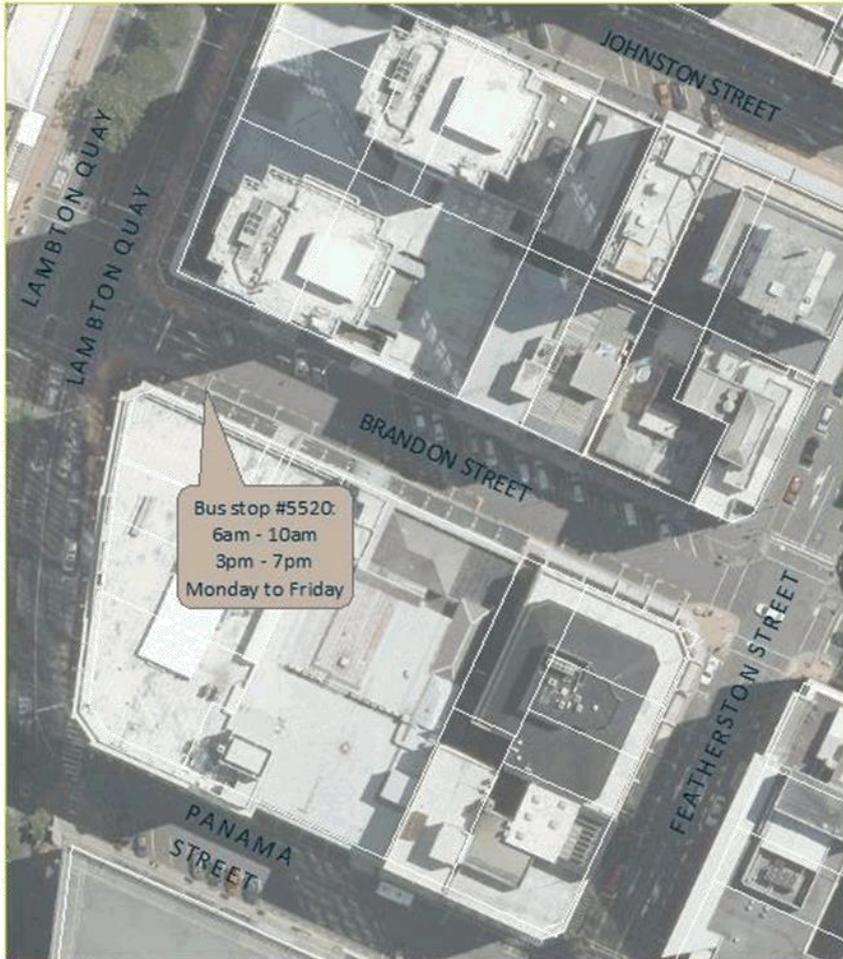
# PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke



**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke



**metlink** 

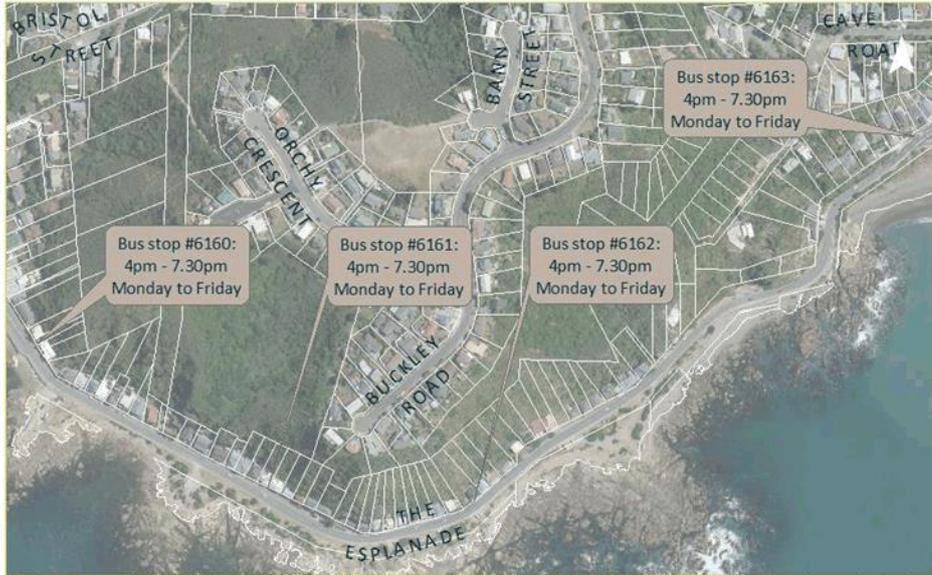
**#5520 BRANDON STREET  
BUS STOP TIME RESTRICTIONS**

SCALE: 1:700  
DRAWN BY: SMCNEILL  
DATE DRAWN: 7/12/2017

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

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke



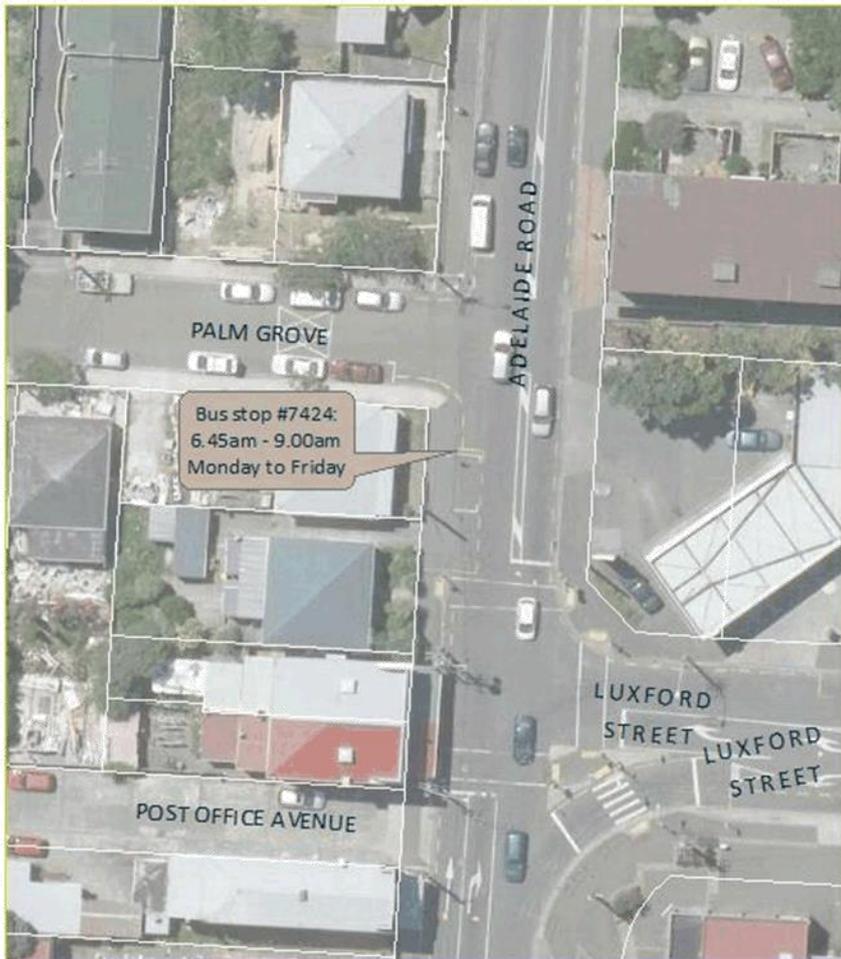
 **THE ESPLANADE  
BUS STOP TIME RESTRICTIONS**

SCALE: 1:3500  
DRAWN BY: SMCNEILL  
DATE DRAWN: 12/12/2017

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

# PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke



	<b>#7424 ADELAIDE ROAD AT BERHMAPORE SHOPS BUS STOP TIME RESTRICTIONS</b>	SCALE: 1:400 DRAWN BY: SMCNEILL DATE DRAWN: 7/12/2017
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**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke



 **#7562 and #7563 HAWKER STREET**  
**REMOVAL OF BUS STOP**  
**TIME RESTRICTIONS**

SCALE: 1:1000  
DRAWN BY: SMCNEILL  
DATE DRAWN: 7/12/2017

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**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke



**metlink**   
NEW ZEALAND'S PREMIER PUBLIC TRANSPORT

**#7784 ARO ST AT DEVON ST  
REMOVAL OF BUS STOP  
TIME RESTRICTIONS**

SCALE: 1:500  
DRAWN BY: SMCNEILL  
DATE DRAWN: 7/12/2017

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

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke



 #3060 CORTINA AVENUE  
REMOVAL OF BUS STOP  
TIME RESTRICTIONS

SCALE: 1:750  
DRAWN BY: SMCNEILL  
DATE DRAWN: 7/12/2017

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## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke



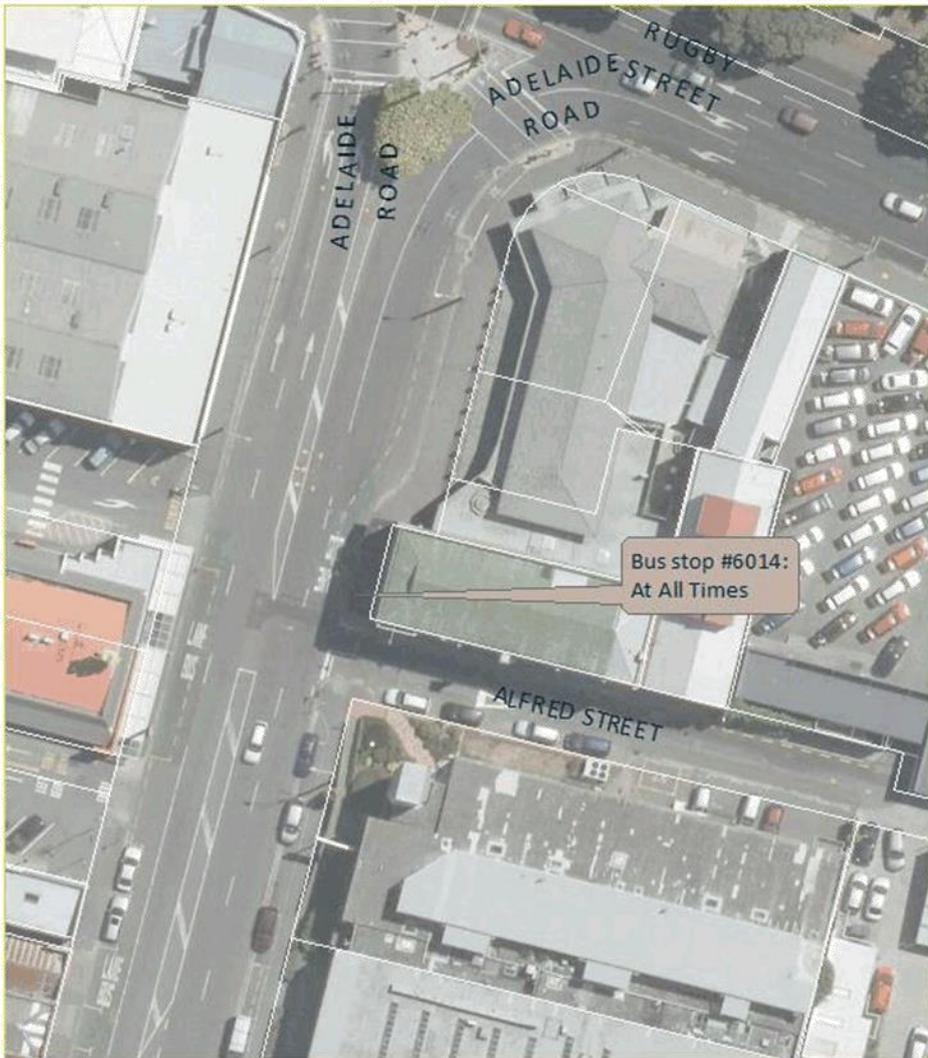
#6547 EVANS BAY PARADE  
REMOVAL OF BUS STOP  
TIME RESTRICTIONS

SCALE: 1:500  
DRAWN BY: SMCNEILL  
DATE DRAWN: 12/12/2017

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

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke



 #6014 ADELAIDE ROAD  
REMOVAL OF BUS STOP  
TIME RESTRICTIONS

SCALE: 1:500  
DRAWN BY: SMCNEILL  
DATE DRAWN: 12/12/2017

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**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke

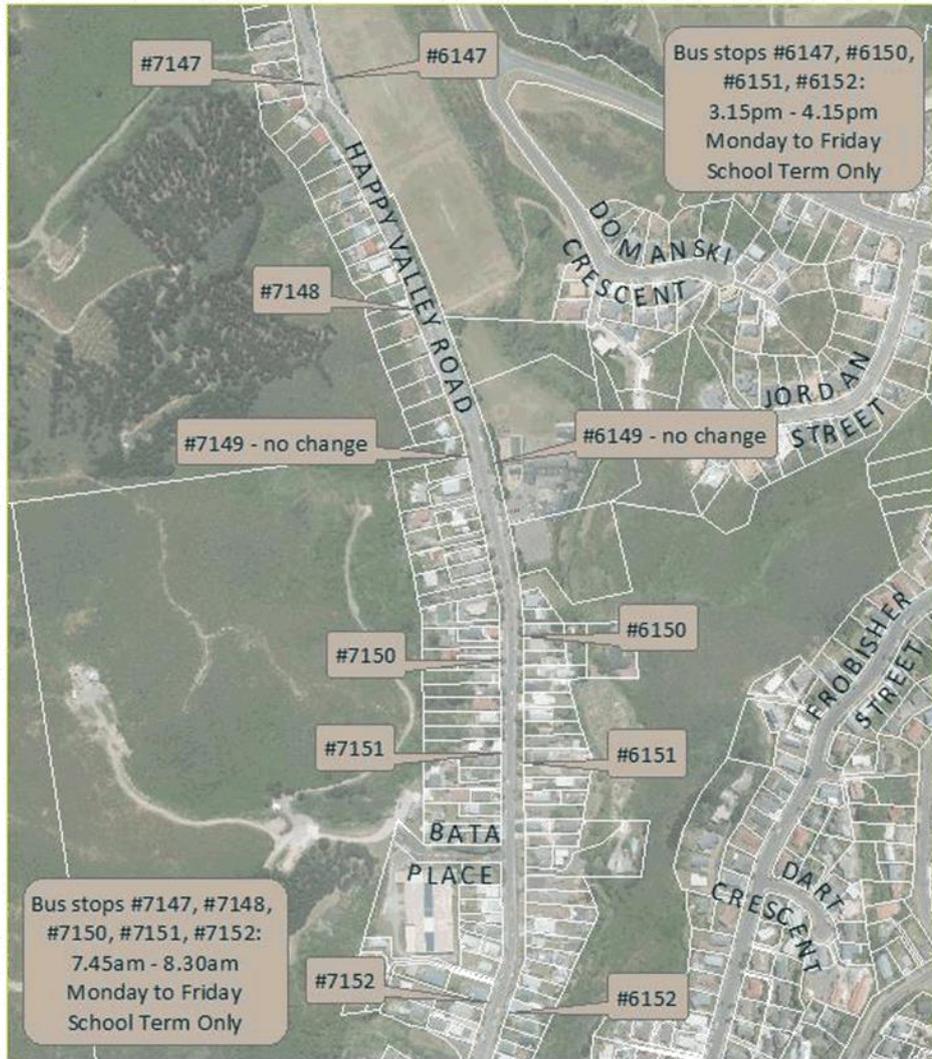


 **#6199 AND #7199 BRITOMART STREET  
BUS STOP TIME RESTRICTIONS** SCALE: 1:1000  
DRAWN BY: SMCNEILL  
DATE DRAWN: 7/12/2017

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**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke



metlink 

HAPPY VALLEY ROAD  
BUS STOP TIME RESTRICTIONS

SCALE: 1:4,300  
DRAWN BY: SMCNEILL  
DATE DRAWN: 12/12/2017

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

## PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

### Feedback received:

**Name:** Living Streets  
**Address:** Not given  
**Agree:** Yes

No comment on these proposals, except that this TR covers some, but not all, of the stops on current time-restricted routes 9, 20, 24, 29 and 53 that will be receiving a full seven-day service. We hope that these other stops have not been overlooked.

### Officer Response

All bus stops affected by changes to services on these streets are covered in the report.

**Absolutely Positively Wellington City Council**  
 Me Heke Ki Pōneke

## PROPOSED TRAFFIC RESOLUTION

**Reference Number:** TR 07-18

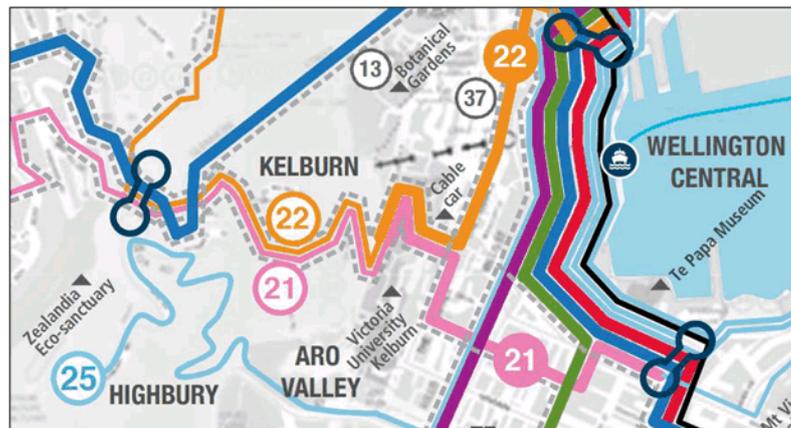
**Location:** Raroa Road - Aro Valley

**Proposal:** To provide one new bus stop on Raroa Road, Aro Valley as part of Wellington’s new bus service network.

**Information: Background**

In Aro Valley, bus services currently terminate at the end of Aro Street at the intersection with Holloway Road. This is a legacy from past tram and trolleybus routes which terminated before the climb up Raroa Road. In the new Wellington bus network, Raroa Road will be served by a new route 25 which links Highbury with Aro Valley, Wellington and Khandallah. The service will go from being a weekday service only, to a full 7 day a week service.

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



The planned frequency of route 25 at the proposed bus stop is:

<b>Weekday Peak</b>	Bus every 15-20 minutes	First bus 6.32am
<b>Weekday Daytime</b>	Bus every 30 minutes	-
<b>Weekday Evening</b>	Bus every 20 minutes	Last bus 10.04pm

**PROPOSED TRAFFIC RESOLUTION**

**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

<b>Saturday</b>	Bus every 30 minutes day time and 60 minutes evening.	First bus 7.04am Last bus 10.04pm
<b>Sunday</b>	Bus every 60 minutes	First bus 8.04am Last bus 9.04pm

As Raroa Road does not currently have a bus service, new bus stops are required. Traffic Resolutions for two new bus stops on Raroa Road, one new bus stop on Aro Street and an amendment to an existing bus stop on Aro Street were passed by Wellington City Council in June 2016. This proposal for a bus stop on Raroa Road is the last to complete the resolution of new bus stops in the area.

If this proposal for a bus stop is not approved then potential bus users would be faced with a walk of up to 1km (15 minutes' walk). It is also likely that potential bus users would continue to use Holloway Road as an informal 'Park'n'Ride' area.

**Proposed bus stops**

One new bus stop is proposed on Raroa Road near the intersection of Mount Pleasant Road. The bus stop has been located here to make use of an existing pull in bay, as well as provide access to residents on and near Mount Pleasant Road who currently do not have convenient access to public transport. Plans of the proposed bus stop layout are provided in the attachment.

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

This proposal will result in a net parking loss of three parking spaces (note: these parking spaces are not regularly used as there are no households within the immediate vicinity).

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.

**Consultation**

There has been no consultation by Greater Wellington Regional Council officers in advance of this proposal. However the layby in this area has been extended and a footpath installed to provide better bus waiting area and easier pedestrian access to the proposed bus stop.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### 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. |                  |

### 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>Raroa Road</b>	Bus Stop, at all times	Northern side commencing 272m South/West of the prolonged western kerb line of Entrance Street (X = 1,747,418.6, Y = 5,427,245.4), and extending in a Westerly direction following the Northern kerb line for a distance of 13.5m.

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>Raroa Road</b>	No Stopping, at all times	Northern side commencing 263m South/West of the prolonged Western kerb line of Entrance Street (X = 1,747,418.6, Y = 5,427,245.4), and extending in a Westerly direction following the Northern kerb line for a distance of 9m.
<b>Raroa Road</b>	No Stopping, at all times	Northern side commencing 285.5m South/West of the prolonged Western kerb line of Entrance Street (X = 1,747,418.6, Y = 5,427,245.4), and extends in a Westerly direction following the Northern kerb line for a distance of 9m.

## PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

Prepared By : **Stephen Harte**  
Approved By : **Steve Spence**  
Date: **5 March 2018**

(Implementation Manager Network  
Improvements)  
(Chief Transport Advisor)

**WCC Contact:**

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

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke



**metlink** 

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**RAROA ROAD OPPOSITE  
MOUNT PLEASANT ROAD  
PROPOSED BUS STOP LAYOUT**

SCALE: 1:350  
DRAWN BY: SMCNEILL  
DATE DRAWN: 10/11/2017

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information provided. Your use of the information made available through the Council Website is entirely at your own risk. Please read the full terms and conditions in the Disclaimer at: <http://www.wellington.govt.nz/corporate/infrastructure/infrastructure/pdfs/Disclaimer.pdf>

**PROPOSED TRAFFIC RESOLUTION**

**Absolutely Positively**  
**Wellington City Council**  
 Me Heke Ki Pōneke

**Item 3.1 Attachment 7**



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback received:

Name: Living Streets  
Address: Not given  
Agree: No

Adequate pedestrian crossing facilities need to be provided for this stop, as there is currently no reason for pedestrians to walk here.

Given the very limited time available for submissions we have not been able to check the locations of the two new bus stops in Raroa Rd authorised in June 2016, but we trust that there will be more than one new bus stop on lower Raroa Road. In particular we recommend a stop near the Harold St/Mertoun Tce pathways to make best use of the new route. To maximise walkability, spacing of stops on this hilly route should provide a downhill route to an inbound bus stop, and on the return a downhill route from an outbound stop further up – stop catchment areas will be dictated by topography.

The proposed frequency for route 25 differs from that given in Variation 1 to the Regional Public Transport Plan (in which the route is identified as route K). Differences are in **bold italics**: which version is correct?

	TR 07-18	RPTP Variation 1
Weekday peak	<b>15-20 mins</b>	<b>10-20 mins</b>
Weekday daytime	<b>30 mins</b>	<b>30-60 mins</b>
Weekday evening	<b>20 mins</b>	<b>60 mins</b>
Saturday daytime	<b>30 mins</b>	<b>30-60 mins</b>
Saturday evening	60 mins	60 mins
Sunday	60 mins	60 mins

### Officer response

The RPTP is a statutory strategic planning document required by legislation. It is not an operational focused document or an operational tool and as such the proposed frequencies of a new service will not always align with the RPTP aspirations at any point in time.

In fact the RPTP specified times and frequencies often offer a lower level of service than what is now proposed which is a higher frequency and services which provide cover for more of the day and weekends. The frequencies shown in the report are those currently proposed by GWRC.

This bus stop has been added to this new route to service the catchment around Mt Pleasant. A footpath has been constructed to provide access to the stop. The future installation of a crossing facility will be monitored and installed if warranted.

A downhill bus stop has been approved opposite the Harold St steps but there is no matching uphill stop at this point because there is no safe place to locate it. This situation will be monitored and other options for a stop to serve this area will be looked at as the need arises.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference Number:** TR 08-18

**Location:** Kanpur Road - Broadmeadows

**Proposal:** To provide a new bus stop location on Kanpur Road, Broadmeadows as part of Wellington's new bus service network.

**Information: Background**

In the new bus network, commencing in mid-2018, bus route 24 will provide a new all-day, 7 days a week service in Broadmeadows. The new route 24 replaces the current peak-only route 46 and weekday hourly daytime shopper service route 50.

New bus route 24 also provides direct connections to and from Johnsonville and Khandallah, making more destinations easily accessible by bus from Broadmeadows.

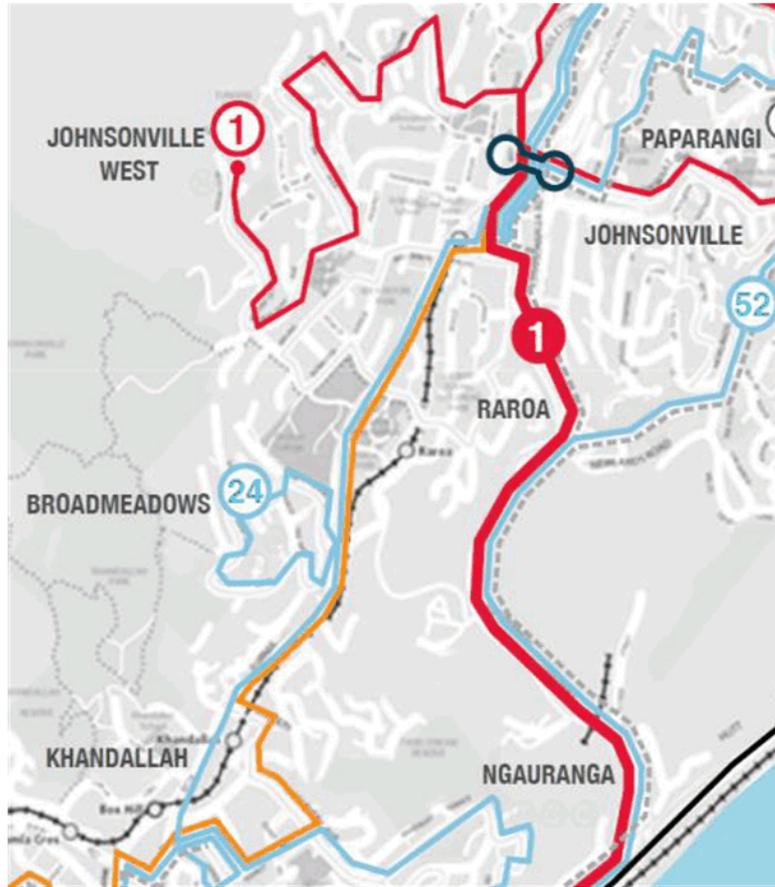
Currently the existing bus routes 46 and 50 only run at limited times, in a clockwise loop through Broadmeadows serving Jim Sims Drive, Kanpur Road, Nalanda Crescent and Rajkot Terrace.

The new 2018 bus network provides Broadmeadows with not only a more frequent service throughout the week but also a new two-way service making travel to and from the City and Johnsonville more legible.

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

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively Wellington City Council  
Me Heke Ki Pōneke



The table below shows mid-2018 bus frequencies (in minutes).

<b>Weekday Peak</b>	Bus every 15 minutes
<b>Weekday Daytime</b>	Bus every 60 minutes
<b>Weekday Evening</b>	Bus every 60 minutes
<b>Saturday</b>	Bus every 60 minutes.
<b>Sunday</b>	Bus every 60 minutes.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Providing a two way loop through Broadmeadows requires new stops for an anti-clockwise loop. The route will run every 15 minutes at peak times.

In 2016 a number of new bus stops were approved in Broadmeadows to facilitate the new anti-clockwise direction. However one proposed new bus stop was deferred on Kanpur Road pending local agreement on a revised location.

This has taken some time to resolve and the proposal contained in this paper concludes the bus stop changes required for the route 24 service in Broadmeadows.

### **Proposed bus stop**

One new bus stop is required on Kanpur Road, in the vicinity of the intersection of Kanpur Road and Jaunpur Crescent outside property number 88. A plan of the proposed bus stop layout as consulted on is provided in the attachment.

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

Although there are no marked parking spaces in this location outside the adjacent residential properties the bus stop and no stopping restrictions will prevent parking. However all properties in proximity of the proposed bus stop have off street parking.

A no stopping restriction will precede the bus stop to allow access to, and a bus to kerb at, the bus stop. The departure side will have an extended no stopping restriction to address limited site visibility due to a crest in the hill that peaks roughly adjacent to the intersection of Jaunpur Crescent

Having explored previous sites in the area it is concluded that the proposed site provides good, safe access for all users of the new service.

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.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Consultation

Greater Wellington has consulted on a number of proposals in the vicinity of the intersection of Kanpur Road and Jaunpur Crescent. Earlier proposals to site the bus stop outside 78 to 72 Kanpur were met with a number of objections and due mainly to visibility issues relating to the proximity of the Jaunpur intersection these options were rejected.

A new site at number 88 Kanpur Road has now been consulted on with affected residents and property owners.

There were three replies to consultation.

One from the residents at number 86 did not support the proposal citing a number of reasons (e.g. removal of on street parking and road safety).

Similarly the resident at number 88 does not support either the proposed bus stop or the associated no stopping restriction. Their objection covered a range of issues including property security and the loss of parking.

A third response was in support of the proposals and included a request to increase the length of the no stopping restriction on the departure side of the bus stop which would extend the restriction to in front of properties 84 and 84A. This extension would increase the original proposal for no stopping from 20m to 35m on the departure side of the stop.

A number of sites for a bus stop in this location have now been explored and on balance the current proposal is being put forward on the basis that it provides good, safe access for all users of the service. All site issues related to visibility can be addressed by providing no stopping restrictions around the bus stop. This includes the suggestion of extending the no stopping restriction in front of numbers 84 and 84A Kanpur Road.

It should be noted that the properties at 84, 86 and 88 have off-street parking provision that can cater for more than one vehicle.

### 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.

**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

## PROPOSED TRAFFIC RESOLUTION

**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>Kanpur Road</b>	Bus Stop, at all times	East side, commencing 479 metres North of the intersection with Nagpur Terrace (X=1750327.047, Y=5433316.246) and extending in a Northerly direction following the kerbline for 13 metres.

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

<b>Kanpur Road</b>	No Stopping, at all times	East side, commencing 444m North of the intersection with Nagpur Terrace (X=1750327.047, Y=5433316.246) and extending in a Northerly direction following the kerbline for 35 metres.
<b>Kanpur Road</b>	No Stopping, at all times	East side, commencing 492m North of the intersection with Nagpur Terrace (X=1750327.047, Y=5433316.246) and extending in a Northerly direction following the kerbline for 9 metres.

Prepared By : **Stephen Harte**  
Approved By : **Steve Spence**  
Date: **5 March 2018**

(Implementation Manager Network Improvements)  
(Chief Transport Advisor)

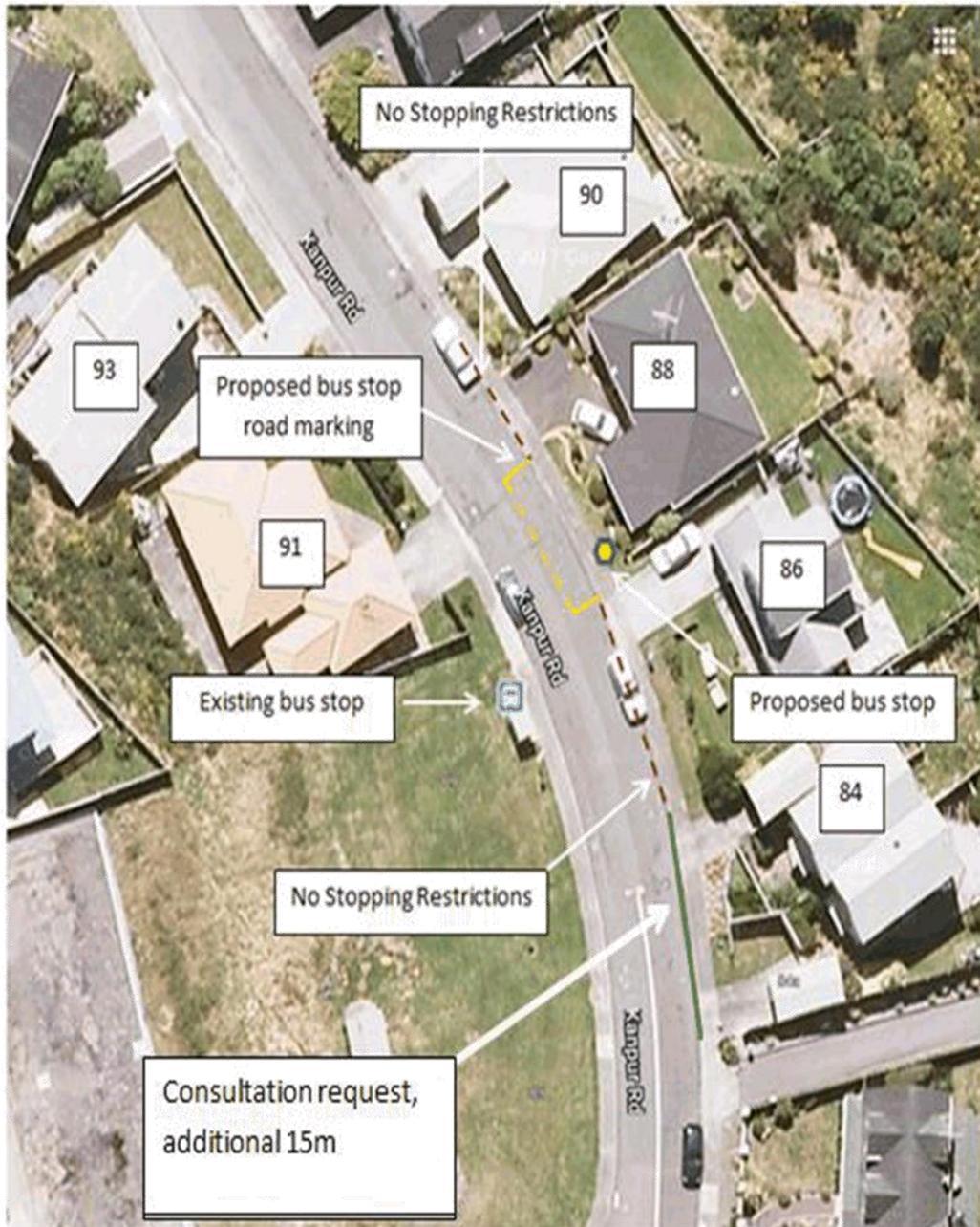
**WCC Contact:**

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

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

# PROPOSED TRAFFIC RESOLUTION

Attachment: Revised proposal Kanpur Road, Broadmeadows



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Elsie Lim  
**Address:** 88 Kanpur Road, Broadmeadows  
**Agree:** No

With reference to your letter dated 9 February 2018, please consider this document to be my submission. Please kindly note I had intended to provide these comments online via your website, but there did not appear to be sufficient space. I am therefore sending my submission to you by email.

1. I strongly object to the proposed bus stop that the Wellington City Council (Council) proposes to install outside my home at 88 Kanpur Road, Broadmeadows and the associated road markings, including the proposed no stopping restrictions.
2. Did the Council consider all the issues I outlined in my feedback to the Greater Wellington Regional Council (GWRC) during its consultation process? I presume you have a copy of my feedback.
3. The following issues were stressed by the submitter and form the basis of the letter to GWRC. Some issues have been summarised to protect the submitter's personal situation.
  - a. Concerned at security and extra public exposure a bus stop will bring to the property.
  - b. The bus stop and associated road markings, including the no stopping restrictions, will adversely affect the current very pleasant front appearance of my property, and also decrease the value of my property.
  - c. The very close proximity of my home to the footpath, and proposed bus stop, means the enjoyment of living in my home will be compromised - less privacy, noise.
  - d. Even now, visitors sometimes need to park on the road when there's not enough off-street parking. With the extent of the proposed no stopping restrictions, that means parking further away or across the road. To expand, this would not be convenient and I am particularly concerned for personal safety. Also, because my property is very close to the top of the hill, it is often windy and sometimes foggy so having to walk further/across the road would not be very pleasant and poses risks, especially when foggy. There is an existing bus stop almost immediately across the road from my home, so even less parking space close by.
4. I was therefore very disappointed to read that despite all my concerns, the Council plans to install a bus stop right outside my home at 88 Kanpur Road.
5. Also, I was very concerned to read the following statement in your enclosed report under "Consultation"

para 5:

*"Similarly the resident at number 88 does not support either the proposed bus stop or the associated no stopping restriction. Their objection covered a range of issues including property security and the loss of parking."*

- a. Thinks the statement could have been written differently.
- b. Interesting, the privacy of someone has been protected in para 6 where it says "A third response was in support of the proposals ...".

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

- Your letter dated 9 February 2018 was addressed as follows:

*"The Occupant, Kanpur Road, Broadmeadows, Wellington".*

- As the owner of 88 Kanpur Road, Broadmeadows, it would have been much nicer and more appropriate for me to receive a personalised letter from the Council rather than a generic letter. I don't understand why this didn't happen, especially since the GWRC had addressed their letter to me as *"Resident, 88 Kanpur Rd, Broadmeadows, Wellington 6035"* during the consultation process. Also, since I did provide feedback to the GWRC I believe a personalised letter from WCC advising me of the outcome would have been more appropriate.

**Name:** Living Streets  
**Address:** Not Given  
**Agree:** Not stated

The proposed frequency for route 24 differs from that given in both Variation 1 to the Regional Public Transport Plan (in which the route is identified as route P) and TR 08-18. Differences are in ***bold italics***: which version is correct?

	TR 08-18	RPTP Variation 1
<b>Weekday peak</b>	<b><i>15 mins</i></b>	<b><i>10-30 mins</i></b>
<b>Weekday daytime</b>	60 mins	60 mins
<b>Weekday evening</b>	<b><i>60 mins</i></b>	<b><i>60 mins</i></b>
<b>Saturday</b>	60 mins	60 mins
<b>Sunday</b>	60 mins	60 mins

### Officer Response

The submitter's comments to the GWRC were taken on board but in balancing competing submissions from earlier consultation a decision had to be made on the most desirable location for users and the safety of bus operations in the area. The WCC report sent out for feedback set out this context and explained that the proposal is seen as the best location for the service in this area.

Given the current feedback it is still recommended that the proposed location is best suited to provide for the needs of the Broadmeadow's service.

It should also be noted that the potential presence of more people in the vicinity of the proposed bus stop is likely to have a positive passive surveillance influence in the area given a greater and more regular public presence in the area. While parking will not be available on the frontage of this property they do have off street parking.

## **FEEDBACK RECEIVED**

**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

While not addressed in this report there may need to be more carparking removed from the street to allow the bus to operate on the increased service frequency that is planned but this will be monitored before any further action is recommended.

In future consultation where the property owner is known from a previous engagement we will, out of courtesy, address them appropriately. We apologise for this in this instance.

The RPTP is a statutory strategic planning document required by legislation. It is not an operational focused document or an operational tool and as such the proposed frequencies of a new service will not always align with the RPTP aspirations at any point in time.

In fact the RPTP specified times and frequencies often offer a lower level of service than what is now proposed which is a higher frequency and services which provide cover for more of the day and weekends. The frequencies shown in the report are those currently proposed by GWRC.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

**Reference Number:** TR 09-18

**Location:** Glenmore Street - Karori

**Proposal:** **Karori Tunnel Bus Hub**

To extend existing bus stops on Glenmore Street, Karori to provide a new bus hub location as part of Wellington's new bus service network.

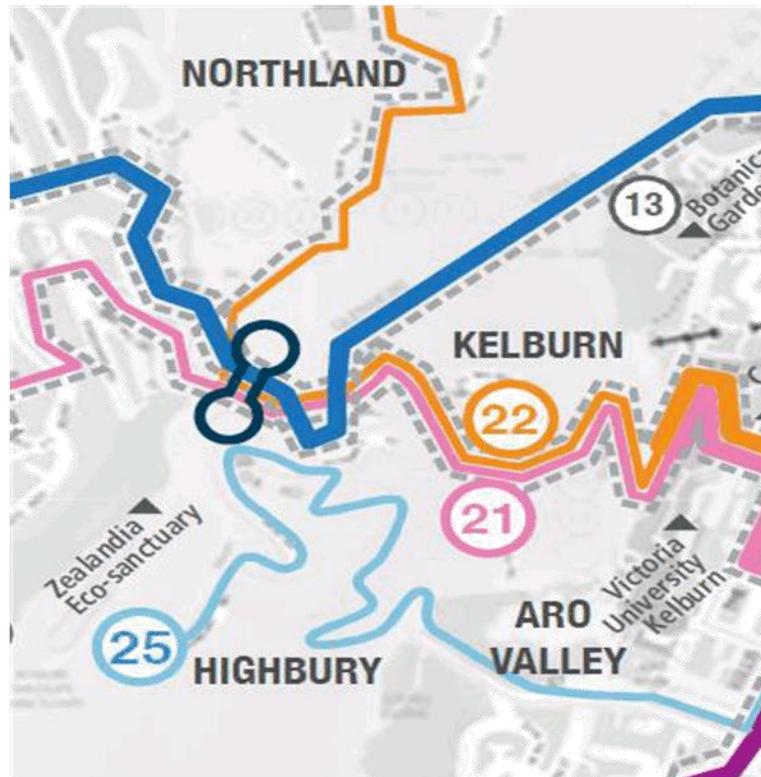
**Information: Background**

Currently buses operate to and from Karori using Glenmore Street. In the new Wellington bus network, which starts in July 2018, buses will continue to operate to and from Karori but will connect with local routes that pass the University. To provide for this connection point the bus stops on Glenmore Street by the Karori tunnel need to be extended to provide a hub for these operations. The hub needs to accommodate two buses, one from the main through route and another connecting bus from the local route. There are seven of these bus hubs across the city which 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 through the Karori hub is provided below.

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke



The planned frequency of core high frequency routes proposed to travel through the hub (dark blue route above) is:

<b>Weekday Peak</b>	Bus every 10 minutes
<b>Weekday Daytime</b>	Bus every 10 minutes
<b>Weekday Evening</b>	Bus every 15-30 minutes
<b>Saturday</b>	Bus every 15 minutes day time and 30 minutes evening.
<b>Sunday</b>	Bus every 15 minutes day time and 30 minutes evening.

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

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Proposed bus stop

Currently there are two existing bus stops on Glenmore Street on the South side of Karori Tunnel. These are in the locations indicated as stops A and B in the attachment.

Under the proposal Stops A and B would be extended by extending the head (front) of each bus stop forward.

At Bus Stop A the existing stop would be extended forward by removing two existing P15 car parking spaces outside Justin Smith and Associates at 190/192 Glenmore Street.

At bus stop B the additional length for the extended bus stop is achieved by moving the head of the stop closer to Karori tunnel.

Recognising the two P15 car parking spaces serve the commercial premises of Justin Smith and Associates at 190/192 Glenmore Street it is proposed to create two new P15 spaces nearby.

This would be achieved by creating one P15 space on the North side of Glenmore St in advance of the pedestrian crossing and Stop A. The displaced car park would be replaced by extending the current parking closer to Karori Tunnel. A second P15 space would be created on the opposite side of Glenmore Street by extending the existing P60 car park space in advance of Stop B. This would create two car parking spaces one for the existing P60 and a new space to the rear designated, P15.

Providing these two P15 spaces would result in no loss of on street parking.

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.

### Consultation

Greater Wellington Regional Council Officers have consulted with affected parties on Glenmore Street including Justin Smith and Associates.

Understandably there was concerned for the loss of the P15 spaces and the potential effect on business.

The proposal to create two new P15 spaces were discussed and it was agreed that this was something that could be supported.

While the provision of two P15 spaces addresses the immediate

## **PROPOSED TRAFFIC RESOLUTION**

**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

impact of the proposed bus stop changes it is accepted there may need to other changes to parking in the area to address issues in the future. These will be explored as the need arises.

**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.

Absolutely Positively  
**Wellington City Council**  
 Me Heke Ki Pōneke

## PROPOSED TRAFFIC RESOLUTION

**Legal Description:**

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Glenmore Street</b>	Bus Stop, at all times	South side, commencing 165.5 metres East of its intersection with Waiapu Road (X=1746938.045, Y=5427872.202) and extending in an Easterly direction following the Southern kerbline for 29 metres.
<b>Glenmore Street</b>	Bus Stop, at all times	North side, commencing 3 metres South of its intersection with Northland Road (X=1747127.149, Y=5427902.314) and extending in a Westerly direction following the Northern kerbline for 28 metres.
<b>Glenmore Street</b>	P60 parking, at all times	South side, commencing 205 metres East of its intersection with Waiapu Road (X=1746938.045, Y=5427872.202) and extending in an Easterly direction following the Southern kerbline for 6.5 metres. (one space).
<b>Glenmore Street</b>	P15 parking, at all times	South side, commencing 211.5 metres East of its intersection with Waiapu Road (X=1746938.045, Y=5427872.202) and extending in an Easterly direction following the Southern kerbline for 6.5 metres (one space).
<b>Glenmore Street</b>	P15 parking, at all times	North side, commencing 47 metres South of its intersection with Northland Road (X=1747127.149, Y=5427902.314) and extending in a Westerly direction following the Northern kerbline for 6.5 metres. (one space).

**PROPOSED TRAFFIC RESOLUTION**

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>Glenmore Street</b>	No Stopping, at all times	South side, commencing 218 metres East of its intersection with Waiapu Road (X=1746938.045, Y=5427872.202) and extending in an Easterly direction following the Southern kerbline for 98.5 metres
<b>Glenmore Street</b>	No Stopping, at all times	South side, commencing 140.5 metres East of its intersection with Waiapu Road (X=1746938.045, Y=5427872.202) and extending in an Easterly direction following the Southern kerbline for 25 metres

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>Glenmore Street</b>	Bus Stop, at all times	North side, commencing 12 South of its intersection with Northland Road and extending in a Westerly direction following the Northern kerbline for 21.5 metres.
<b>Glenmore Street</b>	Bus Stop, at all times	South side, commencing 169.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 9.5 metres.
<b>Glenmore Street</b>	P60 parking, at all times	South side, commencing 193.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 8 metres.
<b>Glenmore Street</b>	P15 parking, at all times	North side, commencing 4.5 metres South from its intersection with Northland Road and extending in a Southerly direction for 9.5 metres

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Glenmore Street</b>	No Stopping, at all times	South side, commencing 152.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 17 metres
<b>Glenmore Street</b>	No Stopping, at all times	South side, commencing 179.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 4.5 metres.
<b>Glenmore Street</b>	No Stopping, at all times	South side, commencing 186.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 7 metres.
<b>Glenmore Street</b>	No Stopping, at all times	South side, commencing 201.5 metres East of its intersection with Waiapu Road and extending in an Easterly direction following the Southern kerbline for 106.5 metres.

Prepared By : **Stephen Harte**

(Implementation Manager Network Improvements)

Approved By : **Steve Spence**

(Chief Transport Advisor)

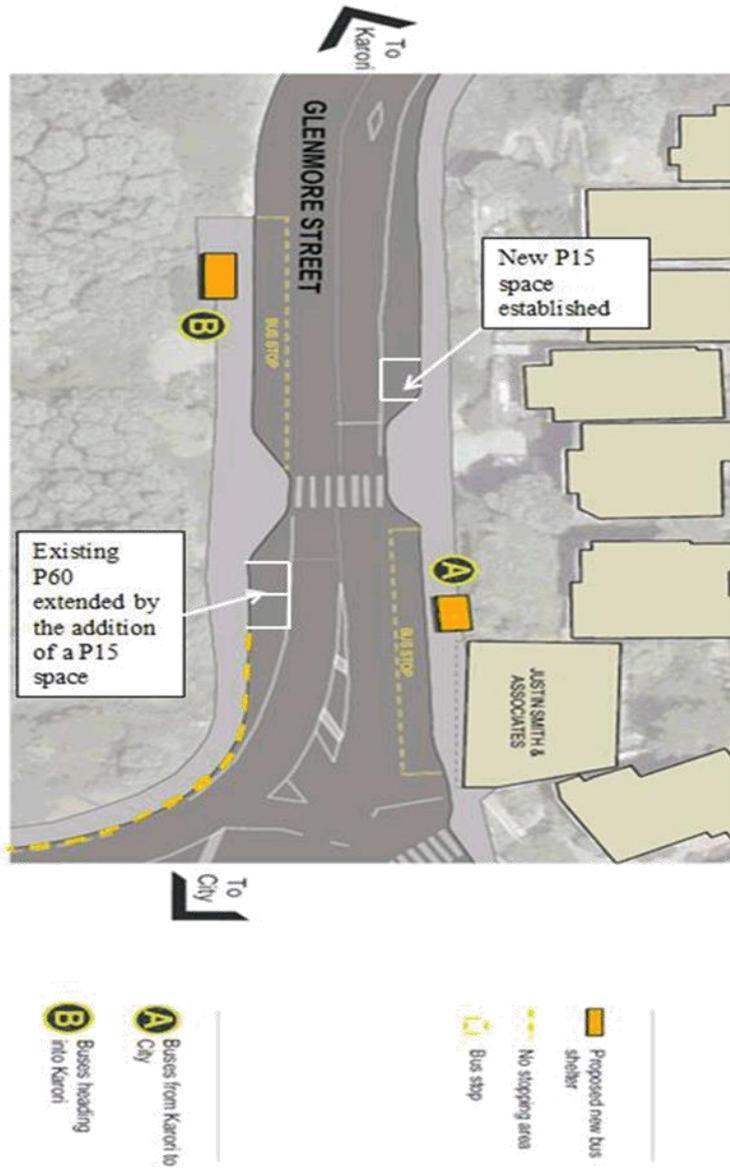
Date: **5 March 2018**

**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

Absolutely Positively  
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Me Heke Ki Pōneke

# PROPOSED TRAFFIC RESOLUTION



## FEEDBACK RECEIVED

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**Name:** Peter Grant  
**Address:** 3 Raroa Road, Kelburn  
**Agree:** No

While our address is Raroa Road, we have a shared driveway with two other households at 197A and 197B Glenmore Street. This driveway exits onto Glenmore Street across/through proposed bus stop B, immediately to the south (towards Karori) of the pedestrian crossing. I note that our driveway is not marked on the consultation map. We have 4 concerns relating to the proposal: 1). As a 'hub', we anticipate at times (fairly frequently based on the proposed timetable) there will be one or two buses parked at bus stop B, while waiting for a transfer or actually transferring passengers. This will cause considerable delay at times for us (and our fellow residents) to access the driveway. 2). If there are buses there when we are trying to enter the driveway, there is nowhere to go - we would be essentially be stopped in the middle of the main road waiting for a bus (or two) to move. There isn't anywhere to pull over to wait for the bus(es) to move on. Given the traffic volume on this road, this would create chaos. 3). We are very aware that traffic already 'hurtles' around the corners at each end of the area proposed for stop A and B. While waiting at the bustop (A) I have often seen near misses with pedestrians on the crossing from cars coming from both directions; and similarly near misses by vehicles coming out of the tunnel or around from the roundabout only to be met by a queue of cars stopped at the crossing, or stopped to let a bus pull out of bus-stop A. I believe that the added congestion of people and buses in this area will only exacerbate the existing risks. 4). We assume that, at times, there will be buses parked at either bus stop for a period of minutes while waiting for connections, or to transfer passengers. This creates ongoing noise and fumes, and while our house is a few metres away from the road, we often hear buses at the bus stop. This will only get worse. We recommend these options: a). Ideally move this 'hub' to the other side of the Karori tunnel at stops 5320: - This is where the existing routes 3, 21, and 22 come together already. - There is much more room around these stops. - There is a park-and-ride facility right there. - It is at the entrance to Zelandia. - It is at a zone-change point. - There are no driveways or houses in the immediate vicinity. - There's even enough room for a bus to turn around at Waiapu Road. Seems to be a no-brainer to all we have spoken to. b). Reduce the speed limit between the intersection of Glenmore Street and Upland Road (the Viaduct roundabout), and the Karori tunnel. This would reduce the likelihood of a pedestrian or car crash incident. It would also make it a little bit easier for our neighbours and us to exit and enter our driveway onto Glenmore Street. Even better, install traffic calming. c). Arrange bus stop B so at least our neighbours and we can enter or exit the driveway while the buses are waiting, and so that we still have a clear view of cars approaching from the roundabout. Thank you for considering our submission.

**Name:** Alexander Elzenaar  
**Address:** Apartment 7A, Floor 7, Piermont Apartments, 82 Cable Street, Te Aro  
**Agree:** Yes

I support these changes fully; I hope that adequate signage will be provided, and that buses will be timed so that local buses will be ready and waiting for connecting buses rather than passengers arriving on the frequent bus and then having to wait five minutes for the timed connection.

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**Name:** Margery Renwick  
**Address:** 197B Glenmore Street, Kelburn,  
**Agree:** No

The proposal to remove the two existing P15 parking slots outside Justin Smith and Associates and replace them with one new slot further up the street (closer to the tunnel) would result in the loss of a permanent parking slot. Nos 192 to 204 -Glenmore Street comprise commercial premises (Justin Smith) with a flat above it, two private residences, and four rental properties divided into seven flats. There is off street parking for only two vehicles. One way of easing the parking situation would be to limit the parking restrictions on the P15 and P60 slots to week days, ie Monday to Friday during peak hours. This would make create more off peak parking available at evenings and weekends. I think this proposal has merit. For your consideration.

**Name:** Rosemary Collins  
**Address:** 204 Glenmore Street, Karori  
**Agree:** No

I am writing to express my concern about the proposed Karori Tunnel Bus Hub. The drive to my house is immediately before the Karori Bus stop at the tunnel. The drive services three houses. My neighbours and I already experience difficulty getting in and out of our drive and I don't think sufficient consideration has been given to our accessway which crosses council road reserve land.

The road to Karori, as you will know, is one of the busiest in Wellington. It is already a complicated intersection with cars not only travelling through the tunnel but going up and down Northland Rd, down the Rigi, crossing the viaduct and coming and going on Glenmore St. Visibility at the bottom of our drive is already difficult and we have to take great care when a bus is at the bus stop on either side of the road. WCC buses are not the only ones using the route. There are regular tourist buses going to Zealandia, not to mention large vans and delivery vehicles en route to Karori. Added to the mix are cyclists, sometimes in groups, heading for the Makara cycle tracks. The thought that an extended bus stop on both sides of the road is planned so that four buses at any one time could be parked at this complex and busy intersection seem to me to be asking for trouble.

I hope that the plan to have a hub at this intersection will be re-considered.

**Name:** Adair Grant  
**Address:** 197 Glenmore Street  
**Agree:** No

Our address's vehicle access is shared with 197A and 198B Glenmore Street. Our driveway is in the middle of the current bus-stop on the eastern side of the road just prior to the Karori tunnel (when driving towards Karori). Our driveway does not appear on your maps - but it is the entrance for 3 properties.

This short part of the main road into Karori (between the Kelburn viaduct roundabout and the tunnel) is a busy, congested and complicated part of a high traffic-volume road as it is.

Drivers are often 'surprised' to have to stop suddenly for the pedestrian crossing, let alone for cars already stopped at the crossing, as they travel toward Karori and as they come around a tight corner. More passengers from buses swapping sides of the road at this point seems a dangerous proposal.

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Adding a P15 carpark on the blind corner also seems a dangerous thing to do - it would be an unsafe place to park, and I wouldn't want to be trying to pull out of it with cars coming around that tight corner unable to see a car pulling out into the lane until they are virtually crashing into it.

Tonight there have been sirens trying to get through the tunnel during rush hour. If there were 4 buses already parked and a line of nose-to-tail traffic they would have been held up a lot longer than they already were today. The road to Karori needs to be kept clear for emergencies and I believe having buses concentrated on this stretch of road will further hinder ambulances and firetrucks get through heavy, and in rush hour, very slow or stationary traffic. Have you consulted the emergency services about this proposal? Has this part of the road been observed during rush hour by planners?

At the moment we often have to wait for a bus (while they drop off passengers and then carry on their way), when we wish to exit or enter our driveway. If we wish to enter our driveway from the road then all traffic behind us stops until the bus continues on its way - but this is only for a short time. If there are going to be more buses across our driveway for longer lengths of time then this will narrow the road and will cause further congestion and slow the traffic down, as well as further inconvenience us and those in cars behind us. If buses are parked there for connections they are likely to be parked there for longer and unwilling to move on ahead of schedule when we are in the middle of the road tooting at them to try to get in the driveway and let the traffic behind us continue on their way. I can not see where two buses can be parked there while keeping the driveway clear. It is also important that we maintain clear visibility when we are pulling out from our driveway onto the road. It seems that our driveway has not been considered in this proposal at all, let alone the fact that it services 3 properties.

The council has considerable land available through the tunnel at the park - there is a park and ride/walk, the road is wider and could be widened easily for buses to easily pull off and park for however long they need to and where passengers could move between buses without crossing the very busy road to Karori. This space has no impact on any local residents as it is removed from houses, and the current park is rarely used as it is usually too muddy for anyone to play/picnic. A proper facility could be placed there that WCC could be proud of and which would be a pleasant and convenient user experience.

A new traffic hub should be an improvement for Wellington - I don't believe the current proposal to place the hub on both sides of a busy congested part of the main road into Karori can be considered to be an improvement - it won't improve traffic flow, nor does it seem to be a solution which looks toward planning for increased public transport numbers of buses, bicycles, cars and people on this route, and I can't see that it would be a long term 'facility' which the WCC could look at and be proud of instigating.

The council seems to have spent so much money on bicycle facilities but there are a far greater number of people using cars and buses - and the WCC should consider the safety and convenience for these people in proportion.

**Name:** Living Streets  
**Address:** Not given  
**Agree:** Yes

We support this proposal, which provides for the easiest possible interchange between buses. However, we note that the location is described as Karori: this is confusing as it is not

## FEEDBACK RECEIVED

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in that suburb. Perhaps GWRC should consider renaming these stops, say to Kelburn Viaduct?

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### Officer Response

The new Wellington Bus Network has been developed over an extended period of time from extensive consultation. The hub locations result from how the network is to be operated and as a result we are now at the point of establishing and formalising the detail of the specific stop locations.

The description used in the report for the location of the bus hub was made in reference to the Karori Tunnel as the closest relevant land mark as opposed to being a description of the location.

The location of bus stops across driveways is a common feature on Wellington roads as is the case with the present driveway at 197 Glenmore Street. In the current proposal the bus stop will be extended toward the tunnel which will ensure a bus stopping at the front of the stop will not block the driveway as it currently does. There is unlikely to be "considerable" delays at this stop. The bus stops have been proposed to accommodate two buses to make allowance for when two buses arrive at the same time as this will happen from time to time. However bus timetables will be scheduled in a manner that this generally shouldn't happen with individual buses stopping to pick up / drop off then moving off before the next vehicle arrives. Unlike other hub locations there is no plan to have buses waiting here for connecting services or laying over. With this in mind the need for buses to stop across the driveway will be minimised.

The proposed changes to parking can be safely accommodated in the existing carriageway with associated road marking. They will neither obstruct visibility nor restrict traffic movement in the area. The suggestion of restricting the time limited parking from 8am to 6pm, Monday to Friday has been reflected in the proposed recommended traffic restrictions to allow additional parking in the evenings and weekends for residents and visitors.

## PROPOSED TRAFFIC RESOLUTION

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**Reference Number:** TR 10-18

**Location:** Ghuznee Street/Willis Street - CBD

**Proposal:** To provide a new bus stop location on Ghuznee Street and Willis Street as part of Wellington's new bus service network. Remove a bus stop on Willis Street and replace with metered parking.

**Information: Background**

As part of the changes to the bus routes in Wellington, the bus services running on Ghuznee Street will be better integrated with those on Willis Street and Victoria Street. As a result more bus passengers are likely to transfer between these streets. This is particularly the case for the student community given the bus routes on Ghuznee Street and Willis Street connect University Campuses with areas of student accommodation.

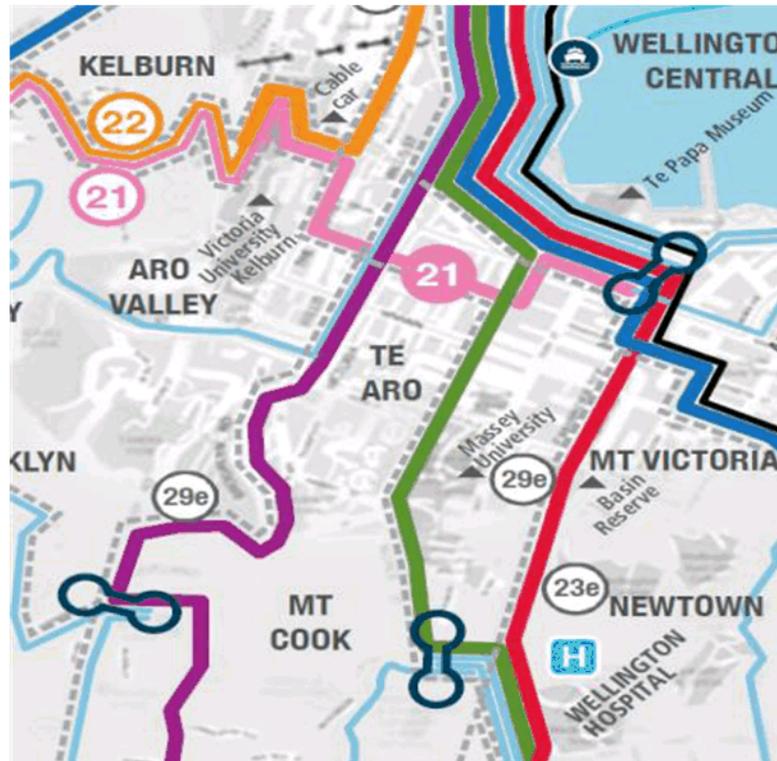
Consequently GWRC proposed to provide bus stops that are closer to each other on Ghuznee Street, Willis Street and Victoria St.

With the rationalisation of bus stops two new stops would be created, one each on Willis Street and Ghuznee Street. With this comes the opportunity to remove two bus stops and replace one of these with four pay and display car parking spaces.

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

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### Proposed bus stop

The proposal is to install a new bus stop on Ghuznee Street adjacent to St Peter's Anglican Church. This would include introducing 9 metres of no stopping restriction to provide the bus with a safe means of re-joining the traffic flow. This new bus stop and no stopping restriction will replace 4 existing on street pay and display car parking spaces near the current redevelopment taking place at 170 Ghuznee Street.

On Willis Street the proposal is broadly to switch the position of the current loading bay outside the office block 184 to 190 Willis Street with the bus stop currently outside 180 Willis Street with some minor amendments to the existing no stopping restrictions.

In providing the two bus stops detailed above an opportunity exists to remove the Ghuznee Street stop on the State Highway 1 overpass and the bus stop currently on Willis Street near Cumberland House (between Vivian and Ghuznee streets).

At the Ghuznee Street stop there are currently no stopping restrictions either side of the bus stop. It is proposed to replace the

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bus stop with a no stopping restrictions for consistency and to facilitate the flow of traffic in advance of the traffic signals.

On Willis Street, near Cumberland House, the current bus stop is adjacent to pay and display parking. It is proposed that when the bus stop is removed it is replaced with metered parking (four spaces).

This proposal will result in no loss of parking spaces and will best suit the new frequency of the service and likely use of the bus stops in this area.

Greater Wellington will manage the installation of infrastructure at the new locations in consultation with WCC ahead of the new bus network going live in July 2018.

### Consultation

Greater Wellington Regional Council has consulted on the proposal for bus stop changes.

Five responses were received, four from local businesses and one from St Peter's Church.

Of the five replies one supported the proposals and four were against them.

The main issues identified by responders in the proposals were:

- Loss of parking
- Removal of the loading zone
- Request to retain the bus stop on Willis Street near Cumberland House (offices of the Maritime Union) and
- Ghuznee Street Stop - could the bus stop be located at the traffic signals rather than in the initial part of the pay and display parking.

In reply to these observations

- Overall the proposal has a neutral effect on parking with no loss of car parks
- The loading bay isn't removed but re-sited some 30 metres (North) down the road
- The bus stop on Willis Street near Cumberland House could be retained but this would result in a net loss of car parking and operationally the stop would be too close to adjacent stops.
- The option to position the bus stop on Ghuznee Street closer

to the traffic signals is unsafe and more likely to cause congestion around the intersection. Even though a number of

## **PROPOSED TRAFFIC RESOLUTION**

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bus stop locations were explored, to achieve closer linkage between bus stops, the current proposal, on balance, is considered to provide the best public transport outcomes for the new network of bus services, is safe and has an overall neutral impact on car parking.

### **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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## PROPOSED TRAFFIC RESOLUTION

**Legal Description:**

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Willis Street</b>	Bus Stop, at all times	West side, commencing 82 metres North of its intersection with Ghuznee Street (Grid Coordinates x=1748445.56m, y=5427280.06 m) and extending in a Northerly direction following the kerbline for 15 metres.
<b>Willis Street</b>	Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 97 metres North of its intersection with Ghuznee Street (Grid Coordinates x=1748445.56m, y=5427280.06 m and extending in a Northerly direction following the kerbline for 12 metres.
<b>Ghuznee Street</b>	Bus Stop, at all times	North side, commencing 27.5 metres East of its intersection with Willis Street (Grid coordinates Grid coordinates x= 1748452.41 m, y= 5427273.75 m), and extending in an Easterly direction following the kerbline for 15 metres (Metlink bus stop #6908)

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Willis Street</b>	No Stopping, at all times	West side, commencing at the intersection with Ghuznee Street (Grid Coordinates x=1748445.56m, y=5427280.06 m) and extending in a Northerly direction following the kerbline for 82 metres.
<b>Ghuznee Street</b>	No Stopping, at all times	North side, commencing 123.5 metres East of its intersection with The Terrace (Grid Coordinates x=2658283.786216 m, y=5989072.272928 m) and extending in an Easterly direction following the kerbline for 13.5 metres.

**PROPOSED TRAFFIC RESOLUTION**

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<b>Ghuznee Street</b>	No Stopping, at all times	North side, commencing 42.5 metres East of its intersection with Willis Street (Grid coordinates Grid coordinates x= 1748452.41 m, y= 5427273.75 m), and extending in an Easterly direction following the kerbline for 9 metres.
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Add to Schedule F (Metered Parking) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Willis Street</b>	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 55.5 metres North of its intersection with the Northern kerbline of Wellington Urban Motorway. (Grid Coordinates x=1748367.65m, y=5427114.68m) and extending in a Northerly direction following the kerbline for 48.5 metres. (8 parallel carparks)
<b>Ghuznee Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, fee \$3.00/hr Saturday and Sunday 8:00 - 6:00pm, No Fee	North side, commencing 51.5 metres East of its intersection with Willis Street (Grid Coordinates x= 1748452.41 m, y= 5427273.75 m) and extending in a Easterly direction following the kerbline for 24.5 metres (4 parallel spaces)

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>Willis Street</b>	Bus Stop, at all times	West side, commencing 93 metres north of its intersection with Ghuznee Street (Grid Coordinates x=2658465.993177 m, y=5988993.527769 m) and extending in a northerly direction following the

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## PROPOSED TRAFFIC RESOLUTION

<b>Willis Street</b>	Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.	kerbline for 19 metres. (Metlink bus stop #7709) West side, commencing 63 metres north of its intersection with Ghuznee Street (Grid Coordinates x=2658465.993177 m, y=5988993.527769 m) and extending in a northerly direction following the kerbline for 12 metres.
<b>Willis Street</b>	Bus Stop, at all times	West side, commencing 55.5 metres north of its intersection with the north kerbline of Wellington Urban Motorway. (Grid Coordinates x=2658390.82852 m, y=5988993.527769 m) and extending in a northerly direction following the kerbline for 25 metres. (Metlink bus stop #7710)
<b>Ghuznee Street</b>	Bus Stop, at all times	North side, commencing 123.5 metres East of its intersection with The Terrace (Grid Coordinates x=2658283.786216 m, y=5989072.272928 m) and extending in an Easterly direction following the kerbline for 13.5 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Willis Street</b>	No Stopping, at all times	West side, commencing 75 metres North of its intersection with Ghuznee Street (Grid Coordinates x=2658465.993177 m, y=5988993.527769 m) and extending in a Northerly direction following the kerbline for 18 metres.
<b>Willis Street</b>	No Stopping, at all times	West side, commencing 7.5 metres north of its intersection with Ghuznee Street (Grid Coordinates x=2658465.993177 m, y=5988993.527769 m) and extending in a northerly direction following the kerbline for 55.5 metres.

## PROPOSED TRAFFIC RESOLUTION

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Remove from Schedule F (Metered Parking) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Ghuznee Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 27.5 metres East of its intersection with Willis Street (Grid coordinates x= 1748452.7 m, y= 5427274.6 m), and extending in a Easterly direction following the kerbline for 48.5 metres.
<b>Willis St</b>	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 80.5 metres north of its intersection with the north kerbline of Wellington Urban Motorway. (Grid Coordinates x=2658390.82852 m, y=5988993.527769 m) and extending in a northerly direction following the kerbline for 23.5 metres. (4 parallel carparks)

Prepared By : **Stephen Harte**

(Implementation Manager Network Improvements)

Approved By : **Steve Spence**

(Chief Transport Advisor)

Date: **5 March 2018**

**WCC Contact:**

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## PROPOSED TRAFFIC RESOLUTION

### Willis Street Proposal

Relocated bus stop (yellow). Relocated loading bay (Blue). Existing “no stopping” (yellow dashed line)



### Ghuznee Street Proposal

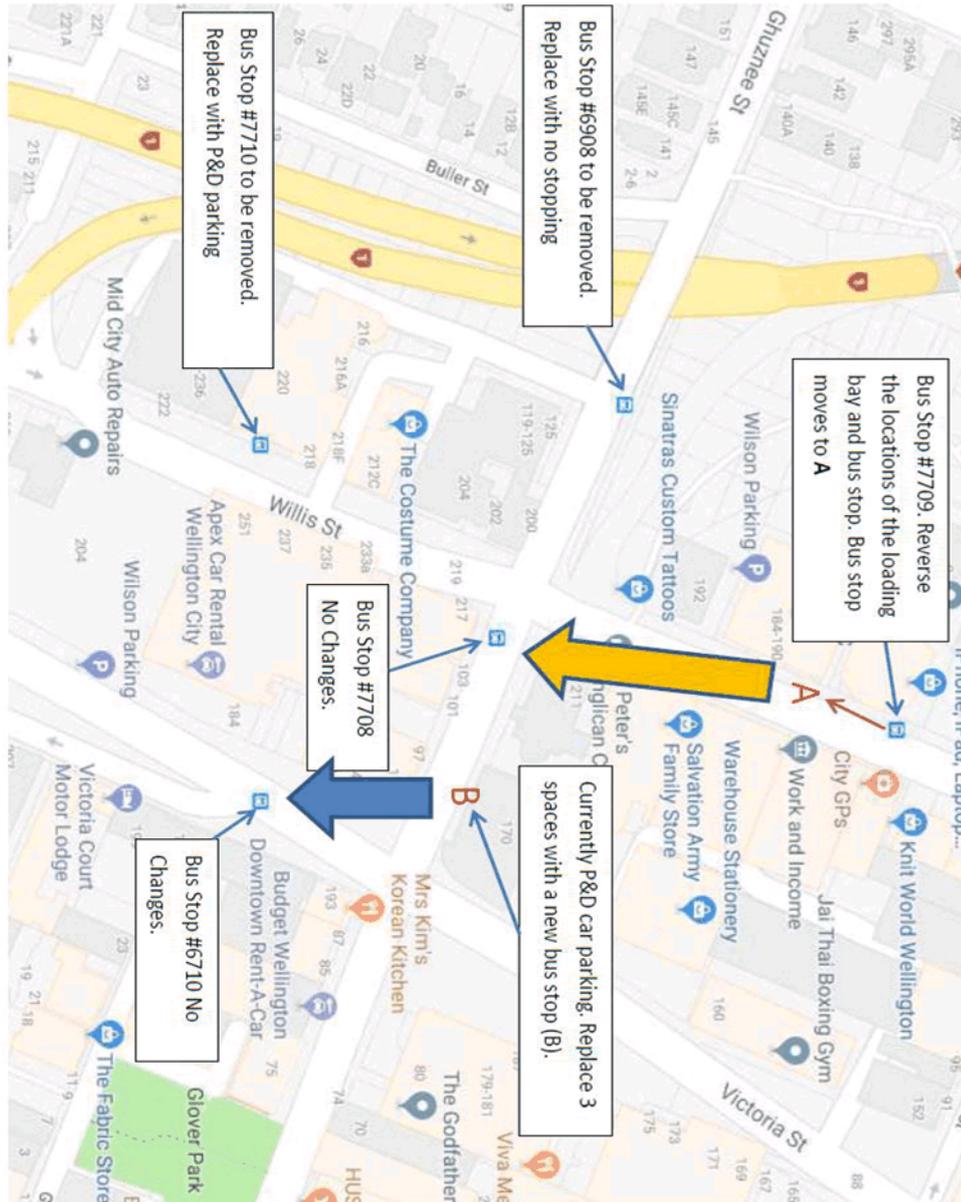
New bus stop (yellow). Retained on street parking (Blue). Existing or proposed “no stopping” (yellow dashed line)



# PROPOSED TRAFFIC RESOLUTION

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An updated plan is provided to identify all bus stops referred to in the report



## PROPOSED TRAFFIC RESOLUTION

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### Feedback received:

**Name:** Erica Mangin  
**Address:** Flat 14, 30 Hanson Street, Mount Cook  
**Agree:** Not stated

I'm not sure - the description was very hard to visualise if you don't know street addresses - showing the proposed new and removed bus stops on the map provided would have helped. I don't live in this area currently but will be moving to it later in the year so not currently familiar with bus stops. I feel the way the information is provided is helpful to only those who already have a good knowledge of where bus stops are already.

**Name:** Living Streets  
**Address:** Not given  
**Agree:** Not stated

While the principle of this proposal is good, the documentation is particularly deficient in identifying how the proposed interchange will work, and precisely what it will entail for passengers crossing busy roads. The relative locations of the proposed stops are not shown on the plans, and neither are the locations of the stops proposed for removal – these are significant omissions. Another deficiency is that, in contrast with the other TRs, neither the relevant bus route numbers nor their frequencies are mentioned.

It is also deficient in that it appears to address transfers from Willis St services to Ghuznee St but says nothing about the equally important transfer between the same services in the reverse direction, from Ghuznee St to Victoria St.

### Officer Response

An updated plan is provided to clearly identify all bus stops referred to in the report. The primary purpose of rationalising the bus stops in this area is to enable a transfer between buses that use Ghuznee Street and those that route through both Willis and Victoria Street. As outlined in the report there is expected to be a high use of these services by students and by bringing these stops closer together better synergy can be achieved between student campuses and their accommodation. Again to improve the connection and reduce the walking distance between the Willis St bus stop and those on Ghuznee Street the loading zone has been swapped with the bus stop. Locating a pair of bus stops on Ghuznee Street between Willis and Victoria Street provides an ideal connection point between Willis and Victoria streets.

## PROPOSED TRAFFIC RESOLUTION

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**Reference Number:** TR 11-18

**Location:** Riddiford Street - Newtown Wellington Regional Hospital

**Proposal:** To extend existing bus stops on either side of Riddiford Street, Newtown outside the Hospital to provide a new bus hub location as part of Wellington's new bus service network.

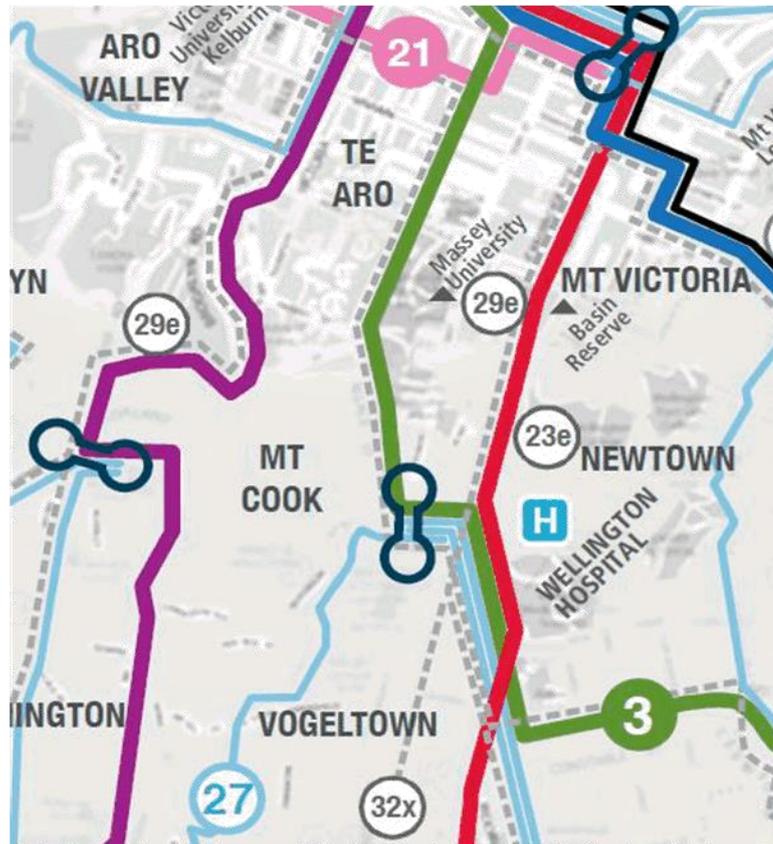
**Information: Background**

Currently buses operate past the Wellington Regional Hospital on Riddiford Street servicing the Southern and Eastern suburbs. In the new Wellington bus network, which starts in July 2018, buses will continue to operate along Riddiford Street but a number of new connections with local routes will be made on both sides of the road outside the hospital. To provide for these connection points the bus stops on either side of Riddiford Street outside the hospital will need to be extended to provide for the operation of the hub. The hub needs to accommodate buses, those from the main through routes (1 and 3) and other connecting buses from local routes. There are seven of these bus hubs across the city which 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 through the hub on Riddiford Street is provided below.

**PROPOSED TRAFFIC RESOLUTION**

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The planned frequency of core high frequency routes proposed to travel through the hub are:

<b>Weekday Peak</b>	Bus every 10 minutes
<b>Weekday Daytime</b>	Bus every 10 minutes
<b>Weekday Evening</b>	Bus every 15-30 minutes
<b>Saturday</b>	Bus every 15 minutes day time and 30 minutes evening.
<b>Sunday</b>	Bus every 15 minutes day time and 30 minutes evening.

## PROPOSED TRAFFIC RESOLUTION

### Proposed bus stop

Currently there are two existing bus stops on Riddiford Street outside the Wellington Regional Hospital. These are stops B and C shown on the attachment.

Under the proposal, Stop B would be extended South back through the three rear car parks between the mid-block crossing and the existing bus stop. A desire by Ronald McDonald House, supported by GWRC is also to have the head of the stop relocated 5m South towards the pedestrian crossing. In the interest of maintaining some limited parking in the area it is proposed to relocate two P15 carparks in front of the repositioned bus stop.

Stop C is currently a very long single bus stop effectively running from the mid-block pedestrian crossing back to the hospital main entrance. The back of the stop provides six, P30, off peak car parking spaces.

The proposal is to revise the current long stop into two individual bus stops (shown as stops A and C on the attachment). This would mean the six, P30m spaces are removed permanently.

The proposed configuration of stops will provide for the high frequency of services through this area and also ensure there is waiting space for local connecting services. No waiting space is required outside Ronald McDonald House as terminating buses will layover and turn at John Street/Hutchinson Road.

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.

### Consultation

Greater Wellington Regional Council has consulted with affected parties on Riddiford Street over the proposal for a bus hub.

This included the Salvation Army, Ronald McDonald House, representatives of the DHB (Wellington Regional Hospital) and local businesses.

They received a number of comments on the proposal. These were generally supportive but a number of issues create some tension in obtaining a balance between competing views. General observations and comments were as follows:

Ronald McDonald House

## PROPOSED TRAFFIC RESOLUTION

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While supportive they raised the following issues:

1. Homeless people sleeping on the current seating and near their entrance
2. Similarly people congregate in the area and smoke.
3. The area needs more CCTV coverage.
4. Requested the bus stop move slightly South to eliminate the congestion and conflict caused by people waiting at the stop and people wanting to use their entrance.

Some comments were also made around the Hub infrastructure which will be addressed as part of the implementation, such as installing glass screens for weather protection having regard to Ronald McDonald House windows.

DHB (Wellington Regional Hospital).

Comments received were supportive however they highlighted the following:

The time restrictions on the off peak, P30 spaces are not well understood and regularly cause frustration when people are caught out by enforcement.

A number of opportunities relating to hub infrastructure will be addressed as part of the implementation, such as providing pedestrian cover at the mid-block crossing and real time information screens in the Hospital.

### General Site Comments

GWRC would like to clear all parking between the mid-block pedestrian crossing and the Hospital main entrance on both sides of the street. This would create a space for the safe and efficient operation of buses. Against this needs to be balanced the wishes of local businesses wanting to maintain parking.

In recent years as part of the hospital redevelopment a number of on street parking spaces have been removed from Riddiford Street between John St and the mid-block crossing. This latest proposal removes a further seven spaces albeit local businesses were aware that the six spaces outside the Hospital would be removed as public transport needs warranted. Although spaces have been removed from the street an agreement was reached with Countdown to provide twenty public spaces in their development on the corner of John Street and Adelaide Road.

Having considered feedback from all parties to date it is recommended that the six, P30, off peak car parks be removed from outside the hospital and that one P15 space be removed from outside

## **PROPOSED TRAFFIC RESOLUTION**

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Ronald McDonald House with the bus stop being extended and the front of the bus stop moving South toward the pedestrian crossing and two P15 car parking spaces moved to the head of the stop.

**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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## PROPOSED TRAFFIC RESOLUTION

**Legal Description:**

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Riddiford Street</b>	P10 at all other times	West side, commencing 243 metres North of its intersection with Hall Street (Grid coordinates x= 1748908.013, y= 5425206.576) and extending in a Northerly direction following the kerblines for 11 metres (2 spaces)

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Riddiford Street</b>	Bus Stop, at all times	East side, commencing 13 metres South of its intersection with Hospital Main Entrance (Grid Coordinates x= 1748865.185, y= 5425500.553) and extending in a southerly direction following the kerblines for 30 metres.
<b>Riddiford Street</b>	Bus Stop, at all times	East side, commencing 53 metres South of its intersection with Hospital Main Entrance (Grid Coordinates x= 1748865.185, y= 5425500.553) and extending in a Southerly direction following the kerblines for 30 metres.
<b>Riddiford Street</b>	Bus Stop, at all times	West side, commencing 207 metres North of its intersection with Hall Street (Grid coordinates x= 1748908.013, y= 5425206.576) and extending in a Northerly direction following the kerblines for 30 metres (Metlink bus stop #7017)

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Riddiford Street</b>	No Stopping, at all times	West side, commencing 237 metres North of its intersection with Hall Street (Grid coordinates x= 1748908.013, y= 5425206.576), and

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<b>Riddiford Street</b>	No Stopping, at all times	extending in a Northerly direction following the kerbline for 6 metres. East side, commencing 43 metres South of the intersection of its intersection with Hospital Main Entrance (Grid Coordinates x= 1748865.185, y= 5425500.553) and extending in a Southerly direction following the kerbline for 10 metres.
<b>Riddiford Street</b>	Clearway 7 – 9am 4 – 6pm Monday to Friday	West side, commencing 243 metres North of its intersection with Hall Street (Grid coordinates x= 1748908.013, y= 5425206.576) and extending in a Northerly direction following the kerbline for 11 metres.
Remove from Schedule A (Time Limited Parking) of the Traffic Resolution Schedule		

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Riddiford Street</b>	P30 at all other times	East side, commencing 13 metres south of its intersection with the Southern kerbline of Wellington Hospital main vehicle entrance (Grid coordinates x= 1748864.6, y= 5425502.6) and extending in a southerly direction following the eastern kerbline for 35.5 metres. (6 spaces)
<b>Riddiford Street</b>	P15 at all other times	West side, commencing 205 metres North of its intersection with Hall Street (Grid coordinates x= 1748907.4, y= 5425208.3) and extending in a northerly direction following the Western kerbline for 17 metres

## PROPOSED TRAFFIC RESOLUTION

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Riddiford Street</b>	Bus Stop, at all times	East side, commencing 48.5 metres south of its intersection with the Southern kerbline of Wellington Hospital main vehicle entrance (Grid coordinates x= 1748864.6, y= 5425502.6) and extending in a southerly direction following the eastern kerbline for 36.5 metres.
<b>Riddiford Street</b>	Bus stop 7 – 9 am, 4 – 6 pm Monday to Friday	East side, commencing 13 metres south of its intersection with the Southern kerbline of Wellington Hospital main vehicle entrance (Grid coordinates x= 1748864.6, y= 5425502.6) and extending in a southerly direction following the eastern kerbline for 35.5 metres.
<b>Riddiford Street</b>	Bus Stop, at all times	West side, commencing 222 metres North of its intersection with Hall Street (Grid coordinates x= 1748907.4, y= 5425208.3) and extending in a northerly direction following the kerbline for 28 metres.

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Riddiford Street</b>	Clearway 7 – 9am 4 – 6pm Monday to Friday	West side, commencing 205 metres North of its intersection with Hall Street (Grid coordinates x= 1748907.4, y= 5425208.3) and extending in a Northerly direction following the Western kerbline for 17 metres.
<b>Riddiford Street</b>	Clearway 7 – 9am 4 – 6pm Monday to Friday	East side, commencing 13 metres south of its intersection with Hospital Road and extending in a southerly direction following the kerbline for 35.5 metres.

## PROPOSED TRAFFIC RESOLUTION

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Prepared By : **Stephen Harte**  
Approved By : **Steve Spence**  
Date: **5 March 2018**

(Implementation Manager Network  
Improvements)  
(Chief Transport Advisor)

**WCC Contact:**

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# PROPOSED TRAFFIC RESOLUTION



**NEWTOWN HOSPITAL**  
Wellington Regional Hospital

- Proposed new bus shelter
  - Proposed bus shelter under veranda
  - No stopping area
  - Bus stop
  - To Newtown
  - To the City
  - Buses from city heading to Island Bay, Lyall Bay
  - Buses heading into the City
  - Buses headed to Zoo, Southgate, and Houghton Bay
- For bus shelter designs and details, read in conjunction with images and other design report.
- SCALE 1:750 @ A4  
DATE 16/08/2017

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
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Updated plan to show position of car parks



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
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### Feedback Received:

**Name:** Laura Newcombe  
**Address:** Four Seasons Florist, Adelaide Road, Newtown  
**Agree:** No

I do not support the proposal amending the existing new bus stops and I do not support the proposal for the changes to the parking.

At this commercial precinct, we require more car parks, not less. Every car park is necessary for the running of my business. Just yesterday the Mainfreight truck had to park on the western side of Riddiford Street where the three 15 minute car parks are located to unload my double door chiller and wheel it up to my shop. It was an ordeal and any further they said they wouldn't have done the delivery.

More importantly, my customers rely heavily on these car parks for access to pick up arrangements from my shop. These arrangements are often large casket sprays, wedding arrangements and table arrangements that need to be handled with extra care, and require easy access to my shop for collection, particularly when the weather is bad. A lot of my customers are also elderly and they depend on these car parks, just as my regular clientele do.

I am incredibly concerned that even the loss of just one of these 15 minute car parks could have a detrimental impact on my business considering my customers routinely utilize these car parks. The thought of losing the infrastructure that I pay commercial rates for is incomprehensible to me and makes me incredibly anxious.

In the past, Stephen Harte has helped with putting car parks at the back of my property on Adelaide Road, which is much appreciated for personal use. However, I recently had a bad experience with an unknown man who was loitering at the back of shop who appeared intoxicated and was aggressive when I asked him what he was doing there. He eventually moved on, but I felt very unsafe and vulnerable. I would be most uncomfortable with having to open the back of shop for public access, as my work room is located on the bottom level floor and on the left hand side of my shop, closest to the Riddiford Street entrance where I can observe customers coming through the door.

I have owned Four Seasons Florist for nearly 25 years and have owned this shop and been located in this building on Riddiford Street since 2006 and I have seen many car park changes. As it stands, I have a court order to earthquake strengthen this heritage building by the WCC. Therefore, the car parks are instrumental to continue to encourage customers to take their business to me so I can fund the strengthening project and support myself. My recommendation for the proposed bus hub is to move it further south or further north where it will not have a catastrophic impact on my livelihood. Furthermore, with your proposal of getting rid of the six car parks on the eastern side of Riddiford Street, what mitigation have you considered for the loss of them?

## PROPOSED TRAFFIC RESOLUTION

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**Name:** Phil Clayton  
**Address:** 20 Avon Street, Island Bay  
**Agree:** Yes

I have no strong opinion regarding the locations of the bus stops. However, I recommend that the opportunity provided by these modifications also includes improvements to the shelter structures. Currently, the southernmost shelter on the hospital side of the road does not allow for users to be able to see approaching buses. This causes users to miss buses (as the real-time display is not always accurate, or shows 'SCHED'). For example, on the afternoon of Sunday 11 February 2018, the #1 bus to Island Bay drove straight past the stop, failing to pick up an elderly gentleman who would have been unable to see the approaching bus. I observed, from my position inside the bus (near the rear) as we hurtled past, his attempts to get to his feet and (unsuccessfully) attract the driver's attention. The problem appears to be the advertising-wall on the southern side of the northern shelter, blocking the view of users in the southern shelter. Such walls should, instead of displaying offensive messages and images, be able to be seen through. The shelters on Courtenay Place (at Blair Street) provide an example of how such sight-lines can be preserved when there is more than one shelter at a location.

**Name:** Erica Mangin  
**Address:** Flat 14, 30 Hanson Street, Mount Cook  
**Agree:** Yes

I'm not sure - the description was very hard to visualise if you don't know street addresses - showing the proposed new and removed bus stops on the map provided would have helped. I don't live in this area currently but will be moving to it later in the year so not currently familiar with bus stops. I feel the way the information is provided is helpful to only those who already have a good knowledge of where bus stops are already.

**Name:** Rhona Carson  
**Address:** Newtown Residents' Association, PO Box 7316, Newtown  
**Agree:** Yes

This was discussed at the Newtown Residents' Association meeting on Monday the 19th February. We support an effective, easy to use public transport system and with this in mind we agreed to endorse the planned changes to the bus stops outside the Hospital. However we are very regretful that this means losing parking, as parking is under so much pressure and will only get worse with the construction of Wellington Children's Hospital. We hope a solution to the parking problems in Newtown as a whole is given priority attention by Wellington City Council, and also by Capital and Coast Health as pressure from hospital related parking is a big issue.

**Name:** Living Streets  
**Address:** Not given  
**Agree:** Not stated

We support the changes to stop B (northbound), but we do not support splitting the existing southbound stop into two. As the TR notes this will be an import interchange (though strangely not marked as such on the GWRC map), and splitting the stop will make interchange more difficult than now, with passengers having to walk from stop to stop

## PROPOSED TRAFFIC RESOLUTION

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without the benefit of any shelter. We submit that the existing southbound bus stop be kept as is, to be used in a similar way to the proposed Karori Tunnel stops.

---

### Officer's Response

The bus stops outside the Hospital will have high use by both passengers and buses. By splitting the stop it will enable a separation of core high frequency services which run through the stop, setting down and picking up passengers from local services which connect and sometimes need to wait at the stop. This will reduce potential passenger confusion and is consistent with best practice bus operation

The new bus hub will have better shelters installed which will include new real time information sign, seats, CCTV, better lighting and weather protection. Additional weather protection will also be installed to improve waiting conditions at the mid-block pedestrian crossing.

Concern for the loss of parking in the area was considered in preparing the proposal. While there is some provision for off street public parking in Countdown it is recognised that there is still a demand for short duration parking on street. It is therefore proposed, as a result of further discussions with submitters, that the remaining two P15 spaces on the West side of Riddiford Street be restricted to P10 to assist in quicker turnover to improve occupancy.

## PROPOSED TRAFFIC RESOLUTION

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**Reference Number:** TR 12-18

**Location:** Hutchison 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.

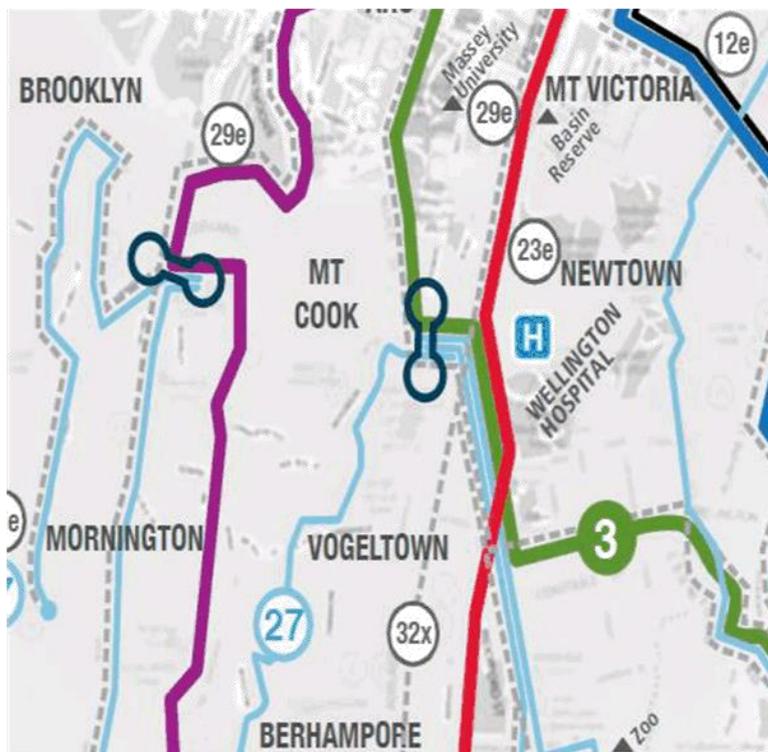
**Information: Background**

Currently buses operate in the vicinity of Hutchison 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 Hutchison 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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## PROPOSED TRAFFIC RESOLUTION



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:

<b>Weekday Peak</b>	Bus every 10 minutes
<b>Weekday Daytime</b>	Bus every 10 minutes
<b>Weekday Evening</b>	Bus every 15-30 minutes
<b>Saturday</b>	Bus every 15 minutes day time and 30 minutes evening.
<b>Sunday</b>	Bus every 15 minutes day time and 30 minutes evening.

## PROPOSED TRAFFIC RESOLUTION

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

On the opposite side of John Street it is proposed remove the five parking spaces near the intersection with Hutchison 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.

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## PROPOSED TRAFFIC RESOLUTION

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 Hutchison 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.



### 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

## PROPOSED TRAFFIC RESOLUTION

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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.
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

## PROPOSED TRAFFIC RESOLUTION

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.

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:

- |   |                  |
|---|------------------|
| 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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**PROPOSED TRAFFIC RESOLUTION**

**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>Hutchison Road</b>	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 kerblines for 30 metres.
<b>Hutchison Road</b>	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 kerblines of the bus stop layby access and Toi Whakaari (NZ Drama School) exit road for 15 metres.
<b>John Street</b>	Bus Stop, at all times	North side, commencing 15 metres west of its intersection with Tasman Street (grid reference x= 1748688.527, y= 5425621.410) and extending in a westerly direction following the northern kerblines for a distance of 15 metres.
<b>John Street</b>	Bus Stop, Layover stop at all times	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 kerblines for 26.0 metres.
<b>Wallace Street</b>	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 kerblines for 79.5 metres.

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## PROPOSED TRAFFIC RESOLUTION

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>John Street</b>	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.
<b>John Street</b>	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.
<b>Hutchison Road (Toi Whakaari NZ Drama School) exit road)</b>	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.

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>Wallace Street</b>	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.
<b>Wallace Street</b>	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.
<b>Hutchison Road</b>	Bus Stop, at all times	South side, commencing 11.5 metres south of its intersection with Wallace

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## PROPOSED TRAFFIC RESOLUTION

<b>Hutchison Road</b>	Bus Stop, at all times	Street and extending in a westerly direction following the southern kerbline for 53.5 metres. 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.
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Remove from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>John Street</b>	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.

Prepared By :	<b>Stephen Harte</b>	(Implementation Manager Network Improvements)
Approved By :	<b>Steve Spence</b>	(Chief Transport Advisor)
Date:	<b>5 March 2018</b>	

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Implementation Manager Network Improvements  
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Phone: +64 4 803 8084

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**Wellington City Council**  
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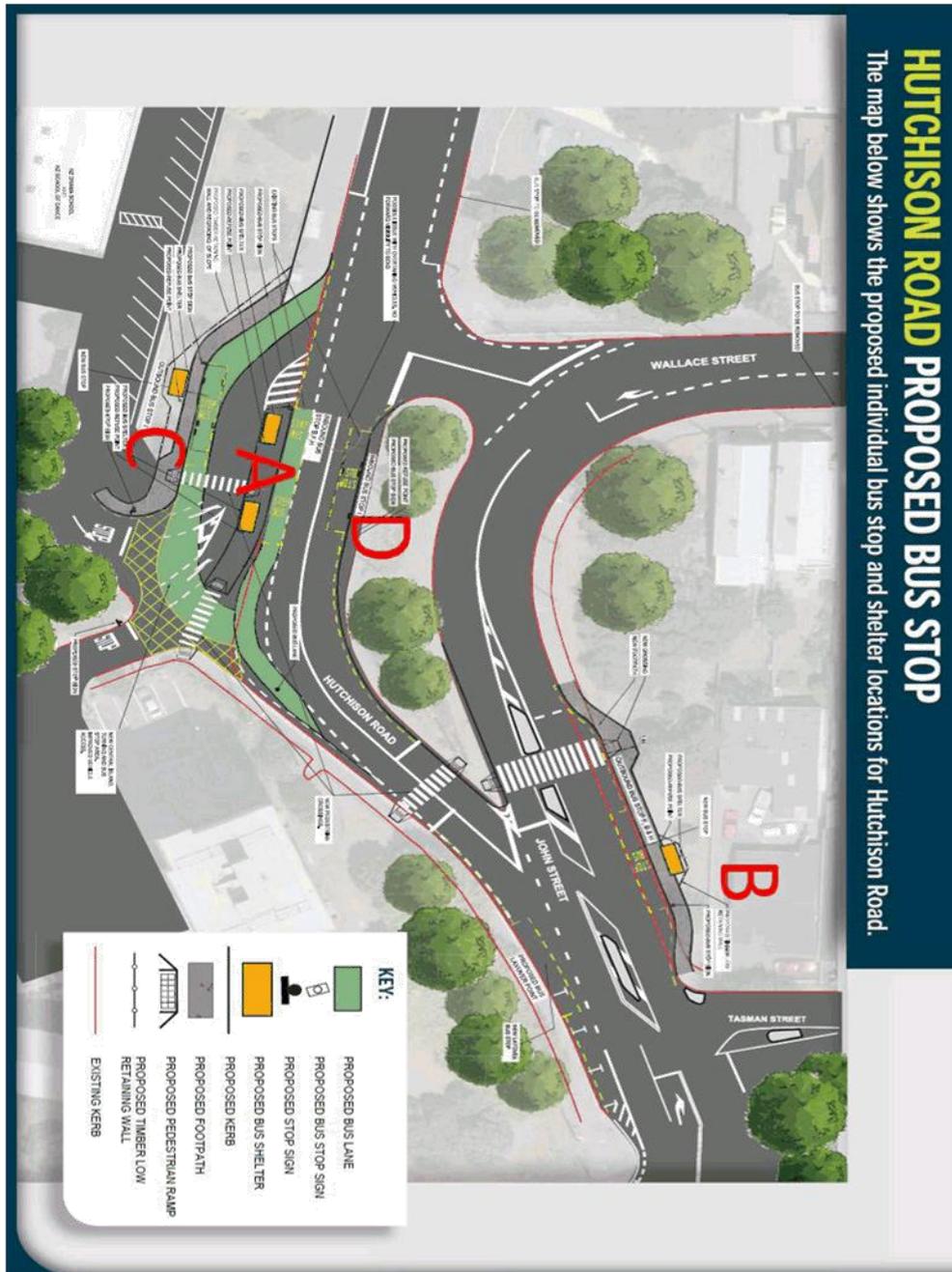
## PROPOSED TRAFFIC RESOLUTION



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**Wellington City Council**  
Me Heke Ki Pōneke

# PROPOSED TRAFFIC RESOLUTION

Updated Plan to show all changes indicated in the report



## PROPOSED TRAFFIC RESOLUTION

### Feedback Received:

**Name:** Alexander Elzenaar  
**Address:** Apartment 7A, Floor 7, Piermont Apartments, 82 Cable Street, Te Aro  
**Agree:** Yes

I fully support this part of the proposal, but am unsure whether the location of the southbound No.3 bus stop on the opposite side of John Street (which can get quite busy at times) is advantageous for encouraging transfers to local buses. Traffic calming around the pedestrian crossing should be considered.

**Name:** Dianne Paine  
**Address:** Not given  
**Agree:** No

I am concerned about the effects of this Bus Exchange on traffic movement in the area. The potential for traffic accidents seems to me to be greatly increased. This area is already difficult to negotiate with traffic from Hanson St, Tasman St and Hutchison Rd all turning on and off Johns Road in a series of intersections that are very close together. Tasman Street has become increasingly busy as people try to avoid the traffic on Wallace Street. John Street itself is very busy and frequently clogged up with traffic.

I am concerned about parked buses potentially reducing some visibility for drivers turning onto John Street from these side streets, in particular right turning from Tasman Street and from Hutchison Road.

Turning right from Hutchison Road onto John Street at busy times already involves getting into the marked space in the middle of the road and waiting for someone to let you through. The proposed new bus stop on John Street means there could be a bus stopped on the side of the road opposite this intersection, restricting the already narrow space available for this manoeuvre.

I am not sure from the diagrams supplied last year how much of the grass verge is going to be used for the bus stop on the north side of John Street. Using the grass verge to get the bus right out of the flow of traffic would go some way to ameliorating these issues so I would hope that can be done.

It is also unclear what provision has been made for vehicles coming in and out of the council flats alongside the new bus exchange. There is no mention of them in the original letter from Greater Wellington District Council and I can't see any special provision made for them in the diagram. Have the Council tenants been consulted on this? A lot of them have cars. I have no objection to a bus exchange on Hutchison Road. I think getting more people to use public transport is the way forward. However I would like to see more consideration given to the traffic problems that currently exist in the area and to ensure the bus exchange does not make the situation worse.

## PROPOSED TRAFFIC RESOLUTION

**Name:** Phillip Bolton  
**Address:** 29 McCull Street, Vogeltown, Wellington  
**Agree:** No

The Resolution has errors in it.

In the narrative it says a layby outside 92 Tasman Street - 92 Tasman is probably 600 metres away. It says "removing the Wallace Street stop will gain another 4 car parking spaces. The current bus stop is over entranceways so no car spaces will be gained.

The existing bus stop opposite the new layby should be removed as it is not necessary. The proposed new stop on John Street at the intersection of Hutchinson to provide layover space will remove 5 carparks and create a hazard for road users coming out of Hutchison as it will block views down John Street.

The statement that more parking spaces will be provided is wrong especially as there is currently parking available off street in the layover area which will all be removed. The proposal does not explain how the bus from the hospital is going to turn around and go back down John Street. The only two options are to turn from the Wallace Street intersection or cross John Street at the Hutchison Road intersection where a new bus stop is proposed. Without traffic lights buses will have to force their way in.

The current slip road at the Wallace Street/John Street intersection has been removed in the plan - is this deliberate.

The proposal will mean that a person on the number 27 bus going to the hospital will have to alight at the new interchange and cross John Street to catch another bus. The hub is supposed to be the hospital so why is the bus not going there. Overall it is a poor design with new bus stops on John Street where multiple roads meet and a supermarket is located.

The proposal should be reconsidered. One possibility would be to realign the roads to separate the buses and other vehicles.

**Name:** Living Streets  
**Address:** Not Given  
**Agree:** Not Stated

While the principle looks good and we appreciate the attention given to pedestrian movements, including the proposed new crossings, the proposal is complex and not well explained. It is hard to work out which bus will go where, complicated by the text using new route numbers and the plan old route letters (B = 23, F = 3, I = 27, H = 29), by route 27 being misdescribed as going to Brooklyn (it will actually go to Kingston via Vogeltown - it is route 29 that ultimately serves Brooklyn), and by the separate stops not being identified in any simple way.

As we see it, the key issues are how passengers will change between terminating route 27 and high-frequency route 3 (passengers on terminating routes 23 and 29 will do better to

## PROPOSED TRAFFIC RESOLUTION

change at Wellington Hospital), and where terminating buses will lay over. The first issue is barely mentioned, the second only in passing.

Passengers between Vogeltown and the CBD currently have a through service, but in future they will have to change here (or at Kingston – see TR 13-18). Outbound that will be from the Outbound stop F,B,H on the north side of John St to Outbound stop I immediately adjacent to Te Whaea: this will require crossing both John St and Hutchison Rd (both with pedestrian crossings) and then either the two crossings to Inbound stop B,F,H and then to Outbound stop I, or crossing the two driveways at the bottom of the plan. That is a total of four roads to cross (one of them very busy) with no shelter of any description. Inbound the crossing is shorter, from Inbound stop I on the north side of Hutchison Rd to Inbound stop B,F,H directly opposite, but with no crossings and across a piece of road that will be busy with buses pulling in and out of stops and with general traffic.

Clearly both interchange routes are suboptimal, with significant safety and convenience issues, and we suggest that the proposal needs to be rethought with passengers in mind.

Re buses laying over, it is hard to see how the proposed location will work. Buses on route 27 coming down Hutchison St will not be able to get to it from their terminating stop (Inbound stop I); buses on routes 23 and 29 coming up John St will pass it before they reach their terminating stop (Inbound stop B,F,H) and will not be able to get back to it. This needs either a better explanation or a rethink.

---

### Officer Response

To better explain how new services will use the new Hutchinson Road terminus each of the bus stops have been labelled on the updated attached plan.

#### Route 23:

The Route 23 from Kingston would use Stop D and travels on to Houghton Bay. On the return journey it uses Stop C. Connections can be made at Stop A to the City via Route 3 within the terminus.

Anyone coming from the city via Route 3 wanting to connect onto the Route 23 to Kingston would have to cross from Stop B to Stop C otherwise they can transfer at stop B to travel onto Houghton Bay or connect to Route 29 going to Island Bay without the need to cross any roads.

#### Route 29:

The route 29 between Brooklyn and the Hutchinson Road Terminus coming through Island Bay will terminate at Stop C and restart its return journey from Stop B. Anyone coming from the city via Route 3 wanting to connect onto the Route 29 to Island Bay or onto Brooklyn can transfer at stop B. This requires no passengers to cross the road.

In the earlier report the Brooklyn Route 27 was to terminate at Hutchinson Road but as a result of contract negotiation this service has been combined into a better connected Route 23 as described above. Therefore there is no longer a Route 27. Consequently this service revision of the Route 27 and 23 shown on the network map has not yet been updated but the description of the routes and references in the report are correct.

## PROPOSED TRAFFIC RESOLUTION

The bus stop locations and their designs take account of visibility needs for traffic manoeuvres in the area but are primarily designed to ensure convenient passenger connections on the same side of the road where possible to minimise the need for passengers to cross the road. The design however acknowledges that some passengers will need to cross the road and pedestrian crossings have been included to facilitate their safe movement.

In this regard the consideration of positioning the John Street layby on John St rather than in the terminus caters for the greater number of transfers that will occur at Stop B connecting with the high frequency route 3 and local services rather than the relatively infrequent transfer of passengers from the Route 3 service to the Kingston service. To route the Route 3 bus through the terminal area would also be problematic because buses would have to make two crossings of John Street and would have difficulty making the turn from John Street into Hutchinson Road to Stop D. This also reflects concerns from submitters who want to see turning traffic in this area minimised. Stop D would also be positioned in a layby to minimise disruption to through traffic in the area.

Access to / from the council flats will be maintained via the access off Hansen Street and the access road on to Hutchinson Road. This access will be no harder to navigate under this proposal. The layover stop to the East on John Street is located in space currently occupied by general parking so the proposal does not restrict any additional space and maintains current visibility of turning vehicles. As a layover stop there will be more occasions where the bus stop is not occupied than if parking were present which will afford greater visibility at times.

There was an error in the earlier report circulated for feedback in that 92 Tasman Street should have read 192 Tasman Street but this does not alter the overall plan for the area. This stop location (D) replaces the present stop at 143 Wallace Street and links better into the overall functioning of the terminus area for the convenience of passengers and the operation of buses in the area.

An assertion that parking numbers will be less in the area is not correct as the design economically uses the space available while rationalising bus stops creates space for an overall gain in car parking.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**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.

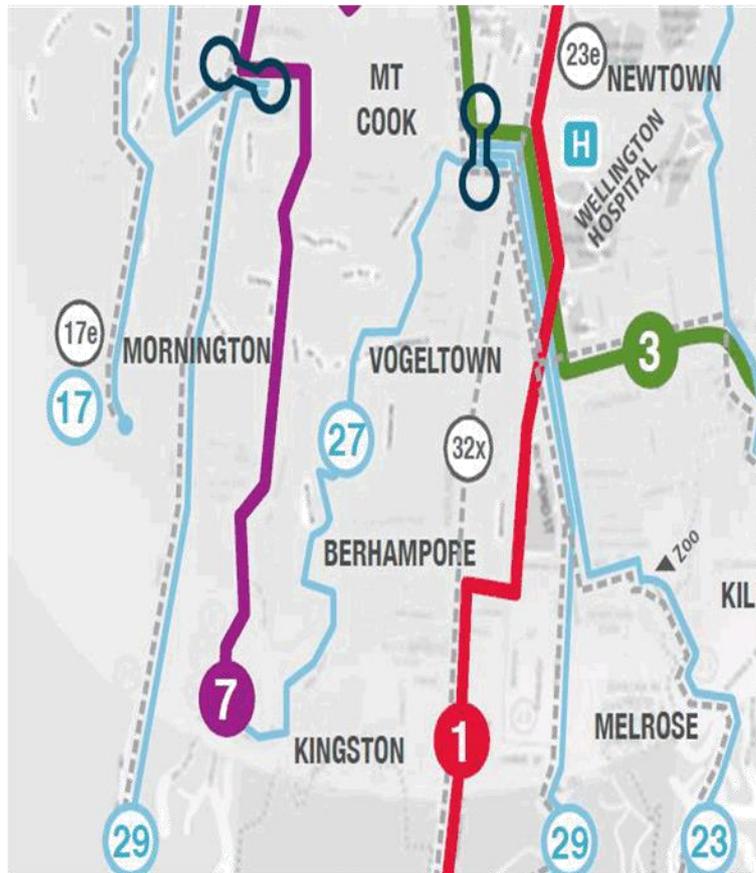
A map of the new network, showing routes and frequencies, is provided below.

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 East 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

## FEEDBACK RECEIVED

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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. |                  |

**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

**PROPOSED TRAFFIC RESOLUTION**

**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 kerblines 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 kerblines for 12 metres.

Prepared By : **Stephen Harte**

(Implementation Manager Network Improvements)

Approved By : **Steve Spence**

(Chief Transport Advisor)

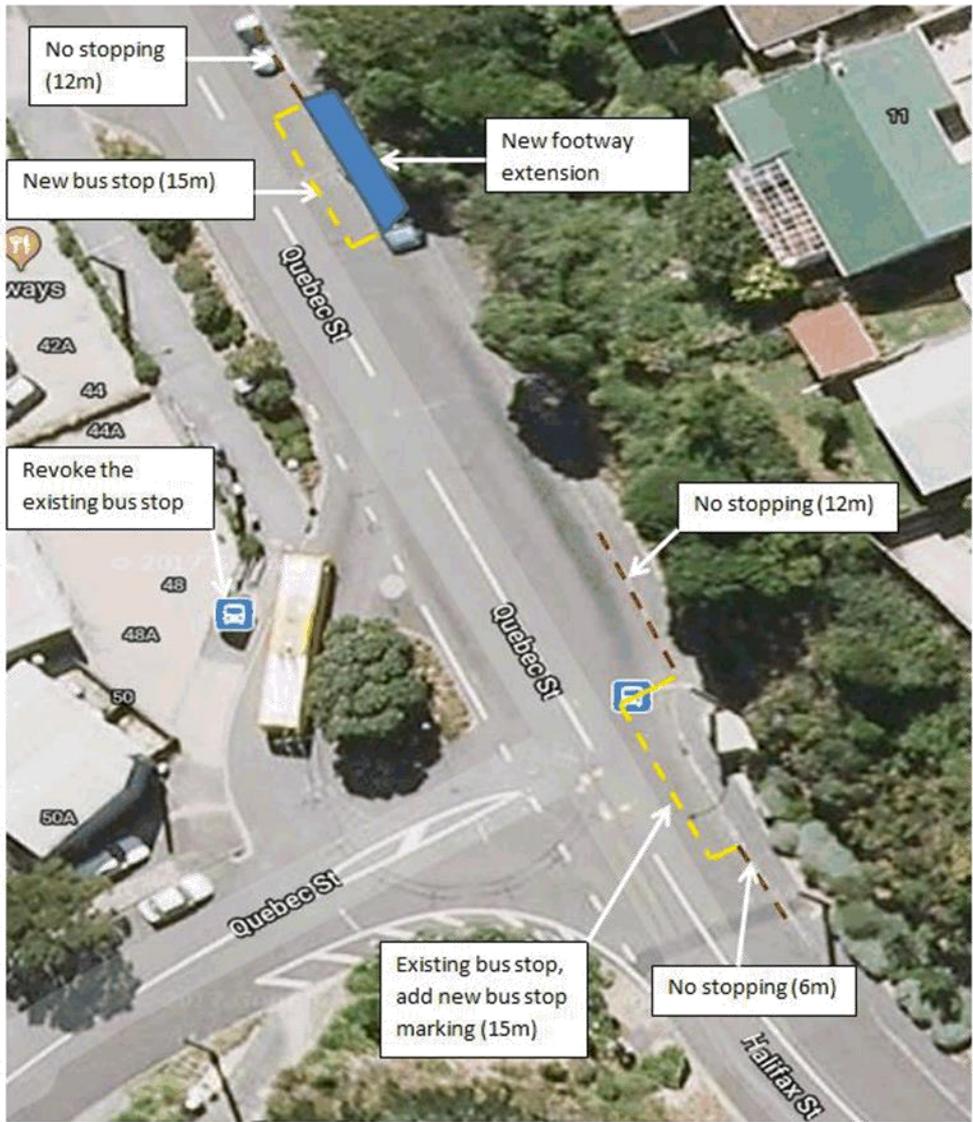
Date: **5 March 2018**

**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

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

# PROPOSED TRAFFIC RESOLUTION



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Philippa Boardman  
**Address:** Not given  
**Agree:** No

I am a resident of Kingston and use the buses every day, in order to go to Newtown, Island Bay and the City. The reasons are for pleasure, shopping, events and P/T work etc. I have used Wellington public transport for approx. 40 years and like the present system very much the way, it is. In fact, in Kingston we have an excellent bus service, which transports one to Karori, Island Bay direct as well as Newtown and the City.

I attended the Brooklyn meeting about the new changes last year and was quite dismayed to learn that there will be no public transport serving Farnham St. from July. Residents, some of whom are elderly, will have to walk to catch connections, from memory, the main street around the corner leading from Britomart St. or the Ridgway from the North end. I only hope that has now been addressed and changes will be brought about in order to rectify that problem as the street is currently served by the No. 21 route.

I also think that with the Brooklyn hub and other consequent hubs, which are to be used in the new layout, the changes are all going to be very difficult for elderly citizens, young Mums and also commuters in general, where they will have to swap over buses, especially in adverse conditions, the windy Wellington climate and mid winter.

I really cannot see that this new regime will encourage more public transport users, like Wellington city aims to do in the future. The preparation in road works to make the hubs are going to be extremely costly and disruptive to the present transport system. I am quoting this fact, as the Spark cable layers have been working in my street and causing major disruption and nuisance at present.

I realise the main reason for these dramatic changes is the congested City traffic etc. and that the buses may hopefully run to a better timetable and there will be more of them to serve the suburbs, but not going directly into the City as such. However, is it going to be successful and sustainable for both public transport users and/or the bus drivers themselves?

It seems quite an odd proposal of change to the present system and all I can hope for is that the Kingston buses, leaving as they do now, from Quebec Street, turnaround will not be too badly affected?

I feel there are some users e.g., Kowhai Park, who will be disadvantaged by the fact, that they will have to change buses at the Brooklyn hub, where as now, they can travel direct to the City. It is really hard for some one of older years to be lugging heavy groceries on and off buses.

I feel this whole transport idea change must have been designed by people, who have definitely not tested out some of those pitfalls I have outlined. Is it to be a change to improve transport for the City workers only?

I would like to hear a reply to my concerns outlined in my email. I know that there will be some benefits of more regular services and at nights from July, but I'm not so sure, if these pros will outweigh the cons, in the long run?

## FEEDBACK RECEIVED

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Me Heke Ki Pōneke

**Name:** Phillip Bolton  
**Address:** 29 McCull Street, Vogeltown  
**Agree:** No

The narrative talks about the No.23 bus which does not go to Kingston and bus stops on the west side of the road when they mean east.

The removal of the existing bus stop will mean that everyone who lives on the west side (probably 90% of bus users) will have to cross the road at the top of a hill and there is no pedestrian crossing - a recipe for disaster.

The only bus stop on the west side in this proposal is an existing stop at Baffin Grove which is about 500 metres up a hill,

This resolution needs to be rewritten and there needs to be provision made for a bus stop on the west side near the Kingston Shops.

**Name:** Living Streets  
**Address:** Not given  
**Agree:** No

We do not support this change, requiring as it will require an unsheltered walk along Quebec St, and requiring all passengers to cross the road to get to the shops. Given the Hutchison Rd proposal, passengers on route 27 will have unattractive, exposed and inconvenient interchanges at both ends.

The existing stop has neither of these disadvantages.

We imagine that the title of this TR is intended to be "Kingston Terminus" rather than "Kingston Terrace" (though for consistency it should be "Quebec St"); and according to the route map all references in the text to route 23 should be to route 27.

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### Officer Response

It has been more than 20 years since Wellington city's bus network was comprehensively reviewed. In that time, passenger numbers in the region have grown greatly – and will continue to do so. Journeys on buses, trains and ferries are expected to increase by 20 per cent between now and 2021 (from 35 million to 42 million trips a year).

To keep our city and region moving, we need a bus network that can carry more people to more places – every day of the week.

The new network is based on feedback from customers, research and the approaches adopted by other cities in New Zealand and overseas.

Why do we need to change?

Better spread of services

Some places are easy to get to by bus, but others are not. Some suburbs are well serviced; others are not. Some areas need more peak-hour services; others need more weekend or

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

evening services. In other words, the city has grown, and the bus network needs to catch up with those changes.

### More connections

We can't hope to provide direct connections to every destination throughout the day and into the evening. So we're taking another tack. The new network will have a core of high-frequency routes to which services from outer areas will connect. The result will be more choice about when, and where, to travel.

### Reduce inner-city congestion

At the moment, buses come into the city from about 40 suburbs, many travelling along similar routes through the city centre. The result is duplication of services as well as unnecessary congestion.

The outcomes will include

- more choice about when to travel better weekend and evening trip choices.
- services based on demand where population growth is or will take place and a more equitably delivered network across the regions.
- more destinations within easy reach with a new, simpler network of routes, buses timed to connect with other buses and short-wait transfers at new or upgraded bus hubs

The bus services here are currently being refreshed by GWRC following recent consultation feedback and contract letting which allows two previously proposed services to be amalgamated. Consequently this service revision of the Route 27 and 23 shown on the network map has not yet been updated but the description of the routes and references to Route 23 in the report are correct. Additionally any reference to the Kingston Terminus or turnaround is on the west side of Quebec Street, Kingston while the proposed stop locations would be on the East side of Quebec Street opposite the shops.

The Route 23 will in the new network go to Newtown via Vogeltown from Kingston. This is the "27" shown on the current maps. In the revised service it will carry on to Houghton Bay shown as Route 23 on the map.

The new service 23 will come up the hill from Newtown to meet Route 7 buses. It will turn in the current bus turning area and then draw up at the existing bus stop on the East side.

Route 7 will draw up and stop at the new stop proposed on the west side behind the existing stop.

Passengers can transfer between buses without crossing the road.

Buses on Route 7 or 23 cannot wait at the current turnaround bus stop (west side of Quebec St) given it will prevent other buses manoeuvring to complete their journey or to restart their trip.

Any passengers moving between the west side of the road and the bus stops will have to cross the road. Visibility is good in this location and traffic volumes relatively low. The future need for a pedestrian crossing will be monitored and installed if there is sufficient need to do so.

## Appendix 1

### Submission from Living Streets Aotearoa - General points re the bus stop TRs

1. Despite bus stops and interchanges being key items of pedestrian infrastructure, the walking routes to, from and between stops get barely a mention in any of these TRs – but that is a primary purpose of these facilities. Pedestrians are at the top of the transport hierarchy in the Urban Design Strategy, and in previous TR submissions we have repeatedly drawn your attention your failure to identify, let alone address, pedestrian issues. We would like this comment to be treated as a formal complaint about the non-compliant and otherwise deficient way that WCC continues to undertake the TR process.

#### Officer Response

It is agreed that bus stops and interchanges are key items in a public transport network. The purpose of this series of Traffic Resolution reports is to establish the position of each bus stop or any changes to existing stops as a result of the new bus services network. They also cover any resultant changes to parking. No proposals would be put forward without first considering how users will access these stops. Fortunately a majority of the pedestrian and bus network in Wellington has been long established and these links are readily embedded. While the walking environment is not explicitly covered in the reports the proposal are supported by good pedestrian connections. It is accepted improvements to the pedestrian environment will be made as the need arises and the Council has an ongoing programme of maintenance and improvements of the pedestrian network.

2. We note that in many of these TRs GWRC is said to have consulted affected parties, but there does not appear to have been any consultation with affected passengers, the people for whom these facilities are intended. This is a serious deficiency.

#### Officer Response

The primary focus of consultation by the GWRC has been to engage with directly affected parties on the effects of positioning a bus stop or hub infrastructure outside their property. This is on the premise that wider consultation with the public was held on service frequencies and route selection some time ago. While the proposed locations and detailed layouts of bus stops are reflective of the views received it is acknowledged there are still ongoing discussions on services and scope for changes as required going forward. However there also needs to be decisions made on bus stop locations based on these earlier decisions to ensure the network changes can be implemented for services starting on 15 July.

3. In some cases the information on the new bus routes differs from that given on the GWRC website. (This is difficult to check because all detailed information, except the Regional Public Transport Plan – which has not been updated to show the new route numbers - and service diagrams, has been removed from the GWRC website.) We have noted where there are significant differences: these need to be resolved. Several of the

TRs also use incorrect bus route numbers, with routes 23, 27 and 29 in particular getting confused in TRs 06-18 (with reference to Britomart St), 12-18 and 13-18.

#### Officer Response

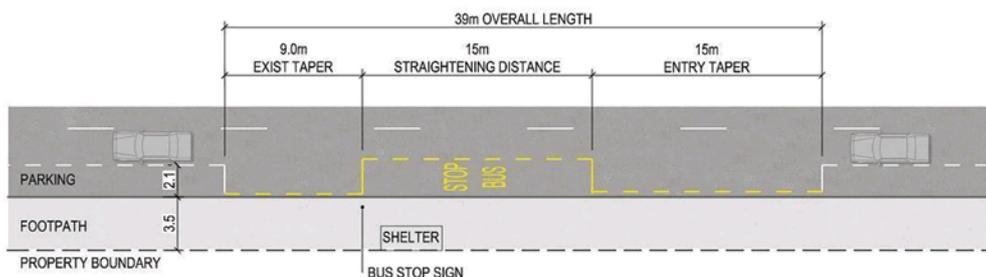
The purpose of the reports is to establish the location of proposed bus stops and the related road layouts. The contextual information referred to by Living Streets reflects the live nature of services and the available information at the time the report was written. In some cases the map network is not as up to date as the narrative in the report although the route network is accurate even if the route numbers on maps need updating.

The RPTP is a statutory strategic planning document required by legislation. It is not an operational focused document or an operational tool and as such the proposed frequencies of a new service will not always align with the RPTP aspirations at any point in time.

In fact the RPTP specified times and frequencies often offer a lower level of service than what is now proposed which is a higher frequency and services which provide cover for more of the day and weekends. The frequencies shown in the report are the most up to date information and those currently proposed by GWRC.

A map of the planned new public bus routes can be viewed online by visiting <https://www.metlink.org.nz/greater-transport-greater-wellington/2018-a-new-bus-network-for-wellington-city>. The Metlink website will be providing more information on new routes in the coming months in a lead up to new services starting on 15 July.

4. We note that not all proposed single bus stop configurations conform with the generally accepted best practice of a 15m box with 15m entry and 9m exit tapers, as below (from <http://nzta.govt.nz/assets/consultation/guidelines-for-public-transport-infrastructure/docs/guidelines-pt-infrastructure-draft.pdf>).



We submit that any departures from such best practice should be identified and explained.

#### Officer Response

In the supporting text to this illustration it provides some important context to its application. The text says;

*'The interpretation and application of bus stop layouts will vary significantly according to the opportunities and constraints of each bus stop site. However, as presented above, there are key geometries which need to be considered relating to lengths for approach, bus stop area, bus box, and departure taper, to achieve the above objectives.*

*Longer bus ranks may be required for busy bus stops with multiple routes. Consideration should be given to allowing sufficient space for these buses pull in, wait and pull out of the bus stop. A small amount of space should be provided between bus bays to allow for manoeuvring. Consideration should also be given to the length of buses in the local fleet.'*

Best practice is to apply this guidance pragmatically, recognising that no two stops are the same, and no two locations are the same.

The proposals presented represent a pragmatic approach to each situation balancing a number of competing factors such as safety, parking, operational requirements and the unique characteristics of the site.

5. We have concerns about the location of bus shelters at bus stops. These often interfere with pedestrian movement and make it difficult for waiting passengers to see approaching buses easily. A standard approach to developing bus shelters and a design guide should be developed before any more are built. The design/s could then be applied throughout Wellington. There is an opportunity to include unique neighbourhood or city features into the design.

#### **Officer Response**

Similar to the above guide we do apply minimum standards to footpath clearance past bus shelters. While footpaths vary considerably across the City a minimum of 1.2m is provided past a shelter to maintain access for wheel chairs, push chairs and pedestrians. Again judgement is applied to the particular location to balance any conflict between pedestrian thoroughfare and waiting passenger numbers.

While there are a variety of bus shelter types throughout the city the latest designs provide for the maximum protection of waiting passengers. The shelters are largely glazed to improve passive surveillance and to maximise the visibility of oncoming services for waiting passengers.

The design of the new hubs has gone through extensive design development and these flagship waiting environments will provide superior weather protection, will include enhanced passenger information and will have improved lighting, seating and be covered by CCTV for added passenger safety.

6. We are concerned about the very short time given for submissions, just 14 days. This is much shorter than the norm, and we do not understand why such a short timeframe has been given. GWRC finalised its new network several years ago, and it has already called for tenders for shelters and other physical works at locations including Karori Tunnel and Wellington Hospital.

#### **Officer Response**

The development of the new Wellington bus services network has been progressing over a considerable length of time. The public and affected communities have been engaged to varying degrees during the course of its development. This series of reports are a continuation of that process so there was a sense that a longer period for feedback was not required. This was particularly prevalent on the back of more recent consultation of affected parties and local resident groups by GWRC.

7. We have copied the bus-related parts of this submission to GWRC.

**Officer Response**

Noted

## TRAFFIC RESOLUTION - TR 14-18 - HOLLAND STREET

### Purpose

1. To seek Committee approval to parking changes in Holland Street to support planned streetscape improvements.

### Summary

2. The proposal is being recommended for approval as advertised.
3. Engagement has been carried out with stakeholders on the planned street improvements for Holland Street between 2016-18. To enable these changes to be carried out and to support the future activities of the street a number of parking changes are required.
4. The proposed resolution was advertised on 9 February 2018, giving stakeholders and the public 14 days to provide feedback.
5. 16 submissions were received during the consultation period. All submissions have been included in the attachments of this report and, where appropriate, officers' responses have been included.

### Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

*(Unshaded sections of the table indicate a deletion to the Traffic Restrictions and the shaded sections indicate an addition to the Traffic Restrictions)*

a.	<b>Holland Street – Aro Valley - (14-18) Loading Zone and Parking Restrictions</b>		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	<b>Holland Street</b>	No Stopping, At All Times	Northeast side, commencing from its intersection with Tory Street (Grid Coordinates X=2659108.530751 m, Y=5988751.825084 m) and extending in a north-westerly direction following the kerbline for 6 metres.
	<b>Holland Street</b>	No Stopping, At All Times	Northeast side, commencing 79.5 metres northwest of its intersection with Tory Street (Grid Coordinates X=2659108.530751 m, Y=5988751.825084 m) and

			extending in a north-westerly direction following the kerbline for 10 metres.
Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	<b>Holland Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, commencing 6 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749086.5 m, y= 5427039.7 m), and extending in a north-westerly direction following the kerbline for 27 metres. (5 parallel carparks).
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	<b>Holland Street</b>	Loading Zone, P10 Maximum, Monday to Sunday 8:00am – 6:00pm.	Northeast side, commencing 41m from its intersection with Tory Street (Grid coordinates X=1749086.84 m, Y=5427040.08 m) and extending in a north-westerly direction following the kerbline for 9 metres.
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	<b>Holland Street</b>	No Stopping, At All Times	Northeast side, commencing 50m from its intersection with Tory Street (Grid coordinates X=1749086.84 m, Y=5427040.08 m) and extending in a north-westerly direction following the kerbline for 40 metres.

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## Background

6. Street improvements are planned as part of an upgrade of Holland Street. Attached is a report setting out the changes to parking to support these improvements (**Attachment 1**).
7. The Holland Street upgrade project will create a pedestrian friendly environment with enhanced, safer linkages to surrounding streets.  
Aims of the project:
  - Upgrade Holland Street to a pedestrian friendly street, improve connectivity, enhance the wayfinding and encourage different activities;
  - Enhance lighting to improve safety and resolve Crime Prevention through Environmental Design (CPTED) issues such as poor sightlines, antisocial behaviour and vandalism;
  - Create flexible space for both permanent and temporary uses; and
  - Create a safer, more inviting streetscape to encourage use throughout the day.
8. Between December 2016 and February 2018 five stakeholder workshops and various site meetings were undertaken at which designs for the upgrade were discussed and refined. Throughout the consultation parking and loading provision, pedestrian safety and vehicle use of Holland Street has been discussed in detail.
9. Historically parking within Holland Street has only been partially resolved. Areas outside the 7 existing legal Pay and Display parks being a confusing mix of free-for-all parking or informally painted loading areas. Response to complaints about parking behaviour, property damage and difficulties manoeuvring is challenging for our enforcement team as a result.
10. The proposed traffic resolution was publicly advertised in The Dominion Post on Friday 9 February 2018. Copies were mailed to all properties in the affected area and electronic copies were sent to local Ward Councillors, and stakeholders including residents and businesses. Electronic copies were also available via the Wellington City Council project website.
11. Stakeholder feedback throughout development of the upgrade project has highlighted support for its aims of improving pedestrian safety, connectivity to surrounding areas, enhancing character and supporting flexible use. However, a number of key concerns remain around ongoing road use including management of traffic volumes and movements and the need to accommodate a wide variety of commercial and residential

use. It is anticipated that formal resolution of the proposed road layout will address challenges relating to pedestrian safety, confusion regarding parking allocation and enforcement.

## Next Actions

12. Subject to the outcome of Committee, officers will undertake a number of key actions over the next couple of months before an anticipated construction start date in April 2018.

These key activities include:

- Completing detailed design and preparing construction drawings;
- Developing and rolling out a communications plan;
- Coordinating the likely work schedule with concurrent projects in the neighbourhood;
- Engaging a contractor to undertake the works.

## Attachments

Attachment 1. [TR 04-18 Holland Street - Wellington Central](#) [↓](#)

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Authors	Emily Alleway, Senior Urban Designer Lindsey Hill, Project Coordinator
Authoriser	Anna Harley, Manager City Design & Place Planning David Chick, Chief City Planner

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Extensive engagement has been carried out with stakeholders on the planned street improvements for Holland Street. To enable these changes to be carried and to support the future activities of the street a number of parking changes are required.

Between December 2016 and February 2018 five stakeholder workshops and various site meetings were undertaken with local property owners, businesses and residents at which designs for the upgrade were discussed and refined.

In addition consultation has been undertaken with Emergency Services, utilities providers, NZ Police, Wellington Venues and WCC internal teams including Transport, Parks, Sport and Recreation, Events, Arts, Property and Community Services.

### **Treaty of Waitangi considerations**

There were no specific considerations as part of this paper.

### **Financial implications**

The project is to be paid for out of the \$4.5m allocated towards Central City Framework projects in the CBD as part of the wider Laneways program in Wellington City.

There are no unforeseen costs associated with this work.

### **Policy and legislative implications**

This project is consistent with the aims of Wellington Towards 2040: Smart Capital and the Urban Growth Plan

Wellington Towards 2040: Smart Capital sets a vision for Wellington which puts people at the centre and emphasises the importance of improving the city's public pedestrian and cycling infrastructure; placing active travel modes at the top of the Transport hierarchy. The Wellington Urban Growth Plan builds on this and seeks to deliver a compact, liveable, resilient city set in nature.

### **Risks / legal**

Risks will be managed through the project steering group and with the input of the Legal & Risk and Assurance teams as necessary.

### **Climate Change impact and considerations**

Encouraging and providing for active transport modes such as walking and cycling has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

### **Communications Plan**

A communications plan has been developed for this project to get it to this stage. An updated plan will make people aware of the decisions of this committee and cover the communication requirements through construction and delivery.

### **Health and Safety Impact considered**

We will work closely with the Health Safety & Wellbeing team in development of contract and construction package preparation and during the delivery phase of this project.

All consultants and contractors on site have approved health and safety plans in place.

WCC will monitor the operation of Holland Street if changes to the layout are implemented.

## PROPOSED TRAFFIC RESOLUTION

**Reference Number:** TR14-18

**Location:** Holland Street - Te Aro

**Proposal:** Installation of one Loading Zone and removal of two metered parking spaces and No Stopping restriction. Revision of current associated signage and road markings in place after public consultation workshops in 2017.

**Information:** Background  
The Holland Street upgrade will transform the street into a pedestrian friendly environment with enhanced, safer linkages to York Street, St James Theatre laneway and the surrounding main streets of Tory Street, Taranaki Street and Courtenay Place. It will also create a more active, flexible space to facilitate temporary events and support surrounding businesses.

Aims of the project:

- Upgrade Holland Street to a pedestrian friendly street, improve connectivity, enhance the wayfinding and encourage different activities;
- Enhance lighting to improve safety and resolve Crime Prevention through Environmental Design (CPTED) issues such as poor sightlines, antisocial behaviour and vandalism;
- Create flexible space for both permanent and temporary uses; and
- Create a safer, more inviting streetscape to encourage use throughout the day.

Proposals include repairs to footpath surfaces, additional lighting, art features, planters and street furniture.

### Location

Holland Street is located one block south of Courtenay Place and abuts Tory Street. It is a dead-end road edged by a mixture of residential, commercial and hospitality businesses. It is a key pedestrian connection between Tory and Taranaki Streets and Courtenay Place. The street is currently heavily used by delivery vehicles.

### Existing situation

Holland Street currently contains seven metered parking spaces. Five at its eastern end, near the junction with Tory Street and two at

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its western end.

A narrow pedestrian path runs the length of the northern side of the street. On the southern side of the street there is no footpath and ground floor tenancies open directly onto the roadway.

### Proposed situation

It is proposed that one 9m long Loading Zone (P10 Maximum, Monday to Sunday 8:00am – 6:00pm) is created and three metered parking spaces are retained at its eastern end, near the junction with Tory Street. The two existing metered parking spaces at the western end will remain unchanged.

A 1.5m protective/accessibility zone will be created on the southern side of Holland Street through installation of planters and seating. This provides a narrow protective zone to prevent visitors walking directly into traffic, while also creating amenity for the street. The plan shows an indicative layout of the proposals.

Existing no stopping at all times restriction (broken yellow lines) will remain along the frontage of the building façade.

Broken yellow lines, demarcating no stopping areas, will run the length of the street on the northern side outside of the allocated proposed metered parking spaces and the proposed loading zone.

The minimum usable road width is 4m. Visually narrowing the roadway will encourage vehicles to travel more slowly and be alert to pedestrians and other vehicles.

A planter will be placed on the corner of 14 Holland Street to deflect traffic travelling south from the St James laneway. This creates a 1.5m protective zone for pedestrians on this blind corner, to prevent them from walking into turning traffic.

### Consultation

Local property owners, residents, businesses and tenants were invited to an initial consultation workshop on 12 December 2016. Further workshops have been undertaken on 13 December 2016, 21 February 2017, 11 April 2017 and 18 December 2017.

Consultation has also been undertaken with the WCC Property and Positively Wellington Venues team regarding vehicle movements in relation to the St. James Theatre.

Loss of parking: 2 spaces  
Replaced with: 1 loading zone

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Attachments:

UD86-HL-501 Rev A - Holland Street - Traffic Resolution Plan

- |   |             |
|---|-------------|
| 1) Advertisement in the Dominion Post Newspaper                             | 09 Feb 2018 |
| 2) Feedback period closes.  | 23 Feb 2018 |
| 3) Report to City Strategy Committee for approval.                          | 15 Mar 2018 |
| 4) Feedback may result in further consultation or amendment as appropriate. |             |

**Legal Description:**

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*parallel carparks)*

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

<b>Holland Street</b>	Loading Zone, P10 Maximum, Monday to Sunday 8:00am – 6:00pm.	Northeast side, commencing 41m from its intersection with Tory Street (Grid coordinates X=1749086.84 m, Y=5427040.08 m) and extending in a north- westerly direction following the kerbline for 9 metres.
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**Prepared By:** Emily Alleway (Design and Delivery Manager, Urban Design)

**Approved By:** Steve Spence (Chief Transport Advisor)

**Date:** 6 March 2018

**WCC Contact:**

Emily Alleway  
**Design and Delivery Manager, Urban Design**  
Wellington City Council  
101 Wakefield Street / PO Box 2199, Wellington  
Phone: +64 4 803 8085  
Email: UD.Holland@wcc.govt.nz



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### FEEDBACK RECEIVED:

Please note: Some submitters provided detailed comments and common themes emerged from this feedback. These themes have been used to group and categorise responses to feedback by cross referencing to letters A-J as referenced within the submitted feedback.

**Name:** Troy Kelly, The Armoury & STL Audio Limited  
**Address:** PO Box 27208, Marion Square  
**Agree:** No

I own the building at 8 Holland Street. I run a commercial recording studio (established 2005) at 8 Holland that has been operating at the address since 2016, the premises are also used for an import business. Both of these businesses use our permitted driveway for loading inwards goods. The proposed changes have 2 major issues for me. Number 1. The addition of the only Loading Zone to the street directly outside my property/business that extends to block my driveway, and in turn blocks my loading entrance and accessibility. Our entrance is still a permitted driveway (E/C). That means during the hours of use for the Loading Zone we will not be able to use our driveway, and after hours it will be blocked by people using it for overnight parking. This is obviously completely unacceptable and one can only hope a mistake. The implications from this are catastrophic in many ways such as building functionality, building value, privacy and of course future lease ability just to name just a few. The last thing that I ever thought would happen when I purchased the building is that I would lose access to my business drive way. I expect a reply to this immediately as this is not a feedback issue but a major design mistake. Number 2 - The noise generated from upwards of 20 deliveries a day from 5am from trucks, vans, refrigeration units and many more which in the design will all have to use this single loading zone WILL cause 'enjoyment of use' issues for myself, my tenants as well business interruptions to my recording studio. I have already shown Danbi & Stephanie the studio so they are aware of my location and business type. There are many suitable places for a loading zone in the street and adding one in the location of the design is both completely unsuitable and does not adhere to the guidelines as set out the Background Section of the Holland Street Report where I quote from the 'Aim of the Project' section to 'Create flexible space for both permanent and temporary uses'. There should be two loading zones for the amount of deliveries and services the street requires, from not only deliveries but loading uses such as contractors and street residents. A single Loading Zone is not sufficient for the number of deliveries, businesses and street residents (C). This is an issue that was communicated at all stakeholder meetings but has never been resolved. One should be at the west end possibly outside Raglan Roast servicing the businesses at the end of the street. This will also help the Mon Vie apartment complex which every Jan/Feb Nov/Dec has about 2 weeks of tenants moving in/out for University. The proposed design with the single Loading Zone means that trucks will park outside Mon Vie and block the entire street and/or park in the proposed zone and have to carry furniture 50m or so. The second Loading Zone should be where you have carparks 5249 & 5463 servicing the businesses at the East end Wildfire, Lone Star, Wine Imports and my businesses. The rest of the street parking should be left as is. I am available to talk at any point about the above

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**Name:** Francesca Mackenzie, Sonder Films Ltd  
**Address:** Floor 1, 9 Holland Street, Te Aro, Wellington  
**Agree:** No

I agree with most of the proposal, particularly with the No Stopping zone, however I am not at all happy with the proposal of removing two metered parking spaces (C). It is already a busy street that is difficult to find parks in and this would add to the problem. There are already few enough parks in Wellington!

**Name:** Marie Jephson, SOUP Fashion Recovery  
**Address:** 23 Holland Street, Te Aro, Wellington  
**Agree:** No

I strongly oppose the removal of the 2 metered car parks (C) and I can't see the point of the no stopping restriction (D). The loading zone is a good idea and of course I support anything to encourage more pedestrians to the street.

A 5km limit would be great but in all reality who will police it?

**Name:** Patrick Rogers, InCiteLife Properties Ltd  
**Address:** PO Box 25144, Featherston Street, Wellington  
**Agree:** No

I am supportive of the changes for the reasons outlined, presented and discussed with the council and other building owners.

However, a no stopping restriction outside the driveway / roller door of the building I own at no. 10 removes an existing facility (D) and presents an issue for me as my ground floor tenants require easy access to receive and make deliveries.

**I request a loading zone be retained outside No.10 aligned with the existing roller door on the west side of the building. (C)**

The current ground floor tenant, a boxing gym, is vacating the premises this year. I am in discussions with prospective tenants some of which would complement the pedestrian street as a destination eatery that could also benefit from outdoor furniture and features on the North side. I would appreciate being able to discuss what the possibilities might be.

Please acknowledge my request and advise what I must do to have my objection / request heard.

**Name:** Hillary Fiennes  
**Address:** 75 Taranaki Street, Wellington  
**Agree:** No

Firstly - I haven't had a response to my previous email (attached) on this proposal- which was sent to Stephanie in December. As I said way back in December 2016, when we last met, we are basically very unhappy with the scheme as set out.

Secondly - and as you note in your "Information" section - Holland Street is "heavily used by delivery vehicles", and as I have noted in previous correspondence, we have a number of social workers based in our offices at the end of Holland Street who are frequently in and out of the office visiting vulnerable older clients.

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We are deeply concerned that the proposals will adversely impact our social workers' ability to get in and out of the parking spaces outside Epworth House onto Holland Street. It is already difficult when one is leaving and another arriving, and the introduction of obstacles such as planters and street furniture on the south side of the street will just make this more difficult (G/F).

While philosophically supportive of the aspirations for pedestrian linkways, Holland Street is a narrow two way street which requires space for vehicles to pass each other safely without added complications of additional obstructions (G/F).

It is also a rare and vibrant example of semi-industrial central Wellington. Businesses which, as you acknowledge, require considerable volumes of deliveries, will quite likely be unable to operate and thus be pushed out by these proposals

I would very much appreciate;

1. The opportunity to meet with you and discuss the foregoing
2. Information as to how we formally submit our views on, and if necessary, objections to, this proposal.

**Note: A site meeting was held on 16/02/2018 - Submitter was informed of the minimum road width of 4m which is retained in proposed design. Submitter was comfortable with the proposed design following the meeting.**

**Name:** David Dowsett  
**Address:** Not given  
**Agree:** No

We note with some dismay that the proposed yellow lines are being put in front of our driveway. We use this area for temporary parking for our staff and customers that frequently need to pick up tools and materials (E). These materials some times consist of complete lifts. We are a 24/7 operation and parking down the road is not an option. We ask that the lines are not put outside our driveway (D).

**Name:** Martin Lim  
**Address:** Not given  
**Agree:** No

I'm the current manager for Raglan Roast and I oversee the whole branch of the Raglan Roast branches in Wellington.

I'm emailing you as I'm concerned about the current design proposal for Holland St because of the amount of parking and loading zones on the current design which I believe to be; 1 loading zone at 10 min and 3 metered parks.

As you or may not know we currently have a food production kitchen at our store on 10 Holland St and having a unofficial loading zone outside our store has been crucial to our operation to deliver food to our 5 stores around Wellington.

I'd like to push forward for another loading zone to be placed outside our store location for these purposes (C) as we will continue to produce food there and deliver to our other stores from there for the foreseeable future. It would be highly dysfunctional to not put another one there as there is also the Tiger Cuisine restaurant on the other side to consider and having a

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single loading zone park for the whole street would result in conflict between multiple businesses.

If you are really serious in commercialising the street for more business / retailers then it would be smart to add another loading zone, maybe two? Considering that hospitality is one of Wellington's biggest trades, it is crucial for its businesses to have access to loading zones as wholesale amounts of ingredients are delivered on a regular daily basis and even considering that you have courier services for retailers and residents on top of that in an ever growing online shopping clientele. If it would be better to talk in person or a formal submission for another loading zone is needed please let me know.

**A site meeting was held on 22/02/2018 – Proposed design for Holland Street upgrade discussed in detail.**

**Name:** Louis Hudson  
**Address:** Flat 4, 3 Holland Street, Te Aro, Wellington  
**Agree:** No

The proposed solution of installing seats on the south side of the street will increase the noise from the street, to the detriment of residents and businesses. In particular, many guests staying at the Wild Zebra Backpackers hostel already loiter outside their premises, who may well move on to the seats to loiter if they are installed (H). Further, there is already a problem with homeless individuals using Holland Street with, for example, some sleeping in doorways. The installation of seats will likely exacerbate this problem. I strongly oppose the removal of two parking spaces. The spaces are useful, for example when I am moving heavy items to/from my car to the flat. I do not believe the spaces which are proposed to be removed pose any risk to pedestrians. (A/C)

**Name:** Lynda Bennison  
**Address:** 15 Holland Street, Wellington  
**Agree:** Yes

I am a resident in Holland Street. I agree with the points noted in your proposal for the improvements to Holland Street. As you rightly point out traffic is a hazard for pedestrians and it is usually very congested with people pulling up on yellow lines, cruising around looking for available parking spaces or entering and exiting the St James laneway.

The St James laneway has never been particularly safe for pedestrians anytime of the day or night. Traffic enters and exits the laneway from Courtney Place and enters and exits from Holland Street. Traffic has increased considerably since the Bunnings carpark was opened up to exit into the laneway. To help reduce the danger to pedestrians I ask that consideration is given to building speed bumps along the length of the laneway. (F)

**Name:** Lynne Robertson  
**Address:** 15 Holland Street, Te Aro, Wellington  
**Agree:** Yes

Yes, great! At present Holland Street does not have enough lighting at night and is generally run down. Many people use it to access Taranaki Street and Courtney Place so improvements would be welcome. Recently Egmont Street was upgraded and it provides a fantastic experience for pedestrians. I would love to see a similar thing carried out in Holland Street.

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Name: Kaye Su  
Address: 8 Holland Street, Te Aro, Wellington  
Agree: No

1) This design states 'The Holland Street upgrade will transform the street into a pedestrian friendly environment with enhanced, safer linkages to York Street, St James Theatre laneway and the surrounding main streets of Tory Street, Taranaki Street and Courtenay Place' The 3 'safer linkages' to Holland Street via Taranaki and Courtney Place are as follows: Option One is via a grotty under-lit alley passing through the back of the strip club Mermaids. Is this getting an upgrade first to make it safer and attractive? Option Two is a church carpark. The gates are locked every night from 1030pm - 6am. Option Three is via York Street. This has major construction work happening from 0 to the back of 89 Courtney Place through until at least July 22 with scaffolding taking up half the road, parking restrictions, and the pedestrian footpath closed on one side. St James Theatre will also start earthquake strengthening work in March and continue for at least 18 months. The carpark will be used as a work site and has the potential to be closed off for the duration. How will pedestrians safely access Holland Street via Taranaki Street then? It is irresponsible to encourage more pedestrians to walk in front of these major constructions which have numerous health and safety hazards (G/H). 2) Even after consultation with stakeholders, this design chooses to ignore the amount of traffic using the street as described below. Due to increased traffic flow directly from Bunnings carpark, more cars and trucks are now using Holland Street to exit Bunnings 7 days a week. This has caused issues with damage to buildings (windows cracked at Tiger restaurant from a trucks navigating the tight turn). Holland Street is a service road not a laneway, and the volume of traffic will remain the same as long as Bunnings continues to trade. The numerous businesses have multiple daily deliveries so narrowing the street is not an option when two cars cannot even pass due to the proposed planters and seating (F). 3) Trucks and larger vehicles need all the turning space they can get to exit from Bunnings into Holland street and to pass each other. The easement is also used as a turning bay for all traffic entering Holland Street via Tory Street. The design does not account for this with a planter box right where you will hit it as you reverse (F). 4) No planters, seating or any obstructions be put onto the street thereby narrowing it further. If the proposed planters and bike parks are installed at the top of Holland Street, traffic turning into Holland Street via Tory Street cannot easily turn into the street while a vehicle is exiting especially if this is a wider service vehicle (2.5m). This will exacerbate vehicle queuing on Tory Street during peak traffic demands (F). 5) Currently pedestrians can walk safely past traffic on the southern side of Holland Street and on the designated footpath on the northern side. If obstructions like planters or seats are placed here, this forces pedestrians into the direct carriageway of traffic, raising the likelihood of an accident (F). 6) Painting the street and footpath in the same pattern causes confusion because there is no visual differentiation between road and walkway. Using pedestrians to slow traffic is not a safe option with the volume of vehicular traffic using Holland Street. Holland Street is a service road, and gets a constant stream of daily couriers, stock deliveries, Uber Eats, rubbish and recycling trucks and traffic exiting Bunnings. In order to slow traffic down for pedestrians, 2 x speed bumps need to be implemented on the street. One at the entrance/exit to Tory Street and one mid way (H/G). 7) 4 x Bins, rubbish and recycling are left out on a daily basis outside Wildfire restaurant. If these were removed during the daytime, or, put onto Tory Street, pedestrians would be able to access the actual footpath and not have to use the road just like every other busy street in Wellington. These rubbish bins also negatively impact on the appearance of the building and street (H). 8) The Mon Vie apartments have a high volume of residents moving in and out. It is not uncommon to have two removal trucks on one day parked for 30mins - 1 hour.

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With the proposed design where will these removal trucks safely park without blocking essential access points for emergency vehicles? (F)10) Documents within the archives show residents have always raised concerns with the narrowness of the street with the volume of traffic and business requirements. Due to this, the southern side has yellow lines to prevent any vehicles stopping on this side of the street. 11) The proposed catenary lighting plan sits just below the first floor windows of numerous residents, and directly above the ground floor at 9 Holland Street which is zoned residential, with the required poles to accommodate them right up against residents buildings. Due to the brightness, research shows these are successful in public spaces predominately occupied by businesses as they would cast too much light for comfortable residential enjoyment of space. We all agree we need more lighting in the street to discourage anti-social behaviour, however individual pole lighting is the better solution (H). 12) In a fire emergency we would require aerial appliances to attend due to the multi-level buildings. These need to be able to put out stabilisers and require a (6m) width.

This means the fire crew would need to physically move any large planter boxes or seats out of their way and cut live wires from overhead catenary lights adding critical delays in a life or death emergency. Why would you knowingly put obstructions into the way of emergency services? (F) 13) Parking is already scarce in the central city. With the temporary development happening in Tory Street, more car parks will be removed within the same area. All parking and unofficial loading zones in Holland Street are used and needed on a daily basis by shoppers, residents, business owners, delivery vehicles, and for visitors to the restaurants and surrounds at night. Removing any parking from the street is not an option (A/B/C). 14) Remedial work has been going on at the Wildlife Backpackers since November 2017 with scaffolding enveloping the facade and has no current end date. Remedial works will also need to be undertaken at #8 and #14 between April - August. In the past year we have had cranes and hiabs in the street for heavy lifting, where is the allocation of space for bins, machinery and service vehicles in the proposed design for planned works on buildings in Holland Street? Numerous concerns have been raised about the proposed design during the consultation process. To date, no discussion or resolution has been offered to the multiple issues raised. No data has been taken to count the amount of vehicles travelling through Holland Street on a daily basis. Examples were given talking about Egmont and Eva Street. These are completely different circumstances and should not be applied because that's those are laneways. Subsequently due to URM works, the lighting criss-crossing the entrance of Egmont Street will need to be taken down so scaffolding can be put up. We believe this proposed design has major issues. We have documented these as a concerned group of residents, business owners and pedestrians to the Urban Design Team, and our local council representative Nicola Young. We request to discuss this further in order to come up with a solution that addresses these concerns. (I)

**Name:** Angelique Bollen  
**Address:** Floor 1, 8 Holland Street, Te Aro, Wellington  
**Agree:** No

There are multiple businesses on this street that use the loading bays and only having one is going to cause problems (C). Also, we have enough issues with drunk pedestrians hanging around at night keeping residents awake, having seating on the street outside resident's houses is just going to increase this problem (H).

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Name: Catherine Reaburn  
Address: Bunnings Central Wellington  
Agree: No

We write on behalf of our client, Bunnings Ltd, who operates a store at 46 - 56 Tory Street, Wellington CBD. We have reviewed the information you provided to Joseph Beeson, Development Manager at Bunnings, via email on 13 February 2018.

Please see attached the following appendices:

- Appendix 1: Approved resource consent plans
- Appendix 2: Truck tracking curves [Overview](#)

Holland Street currently functions as a service access road to the carpark at the rear of the St James Theatre. Bunnings Ltd relies on Holland Street for heavy vehicle movements associated with their Tory Street store. This site is constrained in terms of potential alternatives for loading and service access. Currently, delivery and service vehicles enter via the carpark to the north of the store via Tory Street, and exit anti-clockwise via Holland Street. There is insufficient room for onsite manoeuvring of large vehicles(F). It is therefore essential that Holland Street continue to be available for heavy vehicle use at all times, and that any upgrades do not conflict with the primary utilitarian/service function of this street for Bunnings and surrounding businesses and activities. Restriction of heavy vehicle access on Holland Street would compromise the ongoing operation of Bunnings at this site(F).

It is further noted that Bunnings has recently obtained resource consent from Wellington City Council to establish a landscape and yard area, and extend the existing customer car park at Bunnings Tory Street (refer Appendix 1). The resource consent application clarified that in the same way that servicing activities at the site are accommodated now, delivery trucks will continue to enter from Tory Street, and unload in the area adjacent the loading bay at the western end of the site, then exit to Holland Street, so that all vehicles can enter and exit the site in a forward direction.

### Proposed changes

We understand that the proposed changes to Holland Street involve the following:

- New street furniture elements on the corner of the St James Laneway and Holland Street, and on the southern side of Holland Street
- Installation of 1 Loading zone
- Installation of No stopping restrictions on the North side of Holland Street
- Removal of 2 metered parking spaces. [Bunnings vehicles currently utilizing Holland Street](#)

Current delivery/service operations associated with the Bunnings Central store are as follows:

- Approximately 20-30 delivery/service trucks per week (standard 8m long medium rigid truck)
- Average of 10 courier vans per week
- Deliveries commence at 7am, with the last delivery/pickup at 4pm Monday – Friday
- General refuse is collected Monday, Wednesday and Friday by 6.30am
- Cardboard is collected every day by 6.30am. [Key concerns](#)

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The key concerns regarding the concept design for the Holland Street upgrades relate to the potentially significant implications on the feasibility of delivery/service trucks exiting the Bunnings site via the St James laneway and Holland Street.

As shown on the plan provided at Appendix 2, the street furniture on the corner of St James laneway and Holland Street, and immediately south, would obstruct the tracking curves of a compliant 8m rigid truck turning left from St James laneway onto Holland Street (F). Further, the distance between street furniture and the loading zone would be very tight and depending on the truck parked in the loading zone could prevent trucks from passing down the Holland Street carriageway. (F)

The street furniture would also encourage pedestrian use of the carriageway, by obstructing pedestrian movement along the edges of the street. This would conflict with heavy vehicle use (F).

We understand Council has concerns regarding the speed of trucks exiting along St James Laneway. These matters have been addressed by the speed humps and yellow stop lines along the laneway agreed to by Bunnings in June 2017. Additional measures are therefore not required to address this safety concern.

### Summary

Bunnings opposes the proposed Holland Street upgrade in principle as well as the details in the currently proposed concept plan. Any upgrade to Holland Street should not detract from its primary function, and should not restrict heavy vehicle access. Any restriction on heavy vehicle access, including by street furniture, would likely compromise the ongoing operation of Bunnings at their Tory Street store.

**Name:** Vanessa Robson  
**Address:** Not given  
**Agree:** No

I disagree with the proposed changes.

At present there is space for ~13 vehicles to park on Holland street (see photos below). Of those spaces, 7 are metered. The unmetered spaces are there because of historical situations - a section of street had once been allocated to a car maintenance business that no longer exists, and some spaces are in front of once existing car bays that are now closed in. Their roller doors are now for security only, not for vehicles. There is only one functioning car bay on the north side of the street, the Cremer Lifts one at the west end, no 14.

The proposed changes reduce the availability of parking from 13 vehicles to 5 metered spaces and a 10 min loading zone. I believe that's inappropriate considering the nature of the use of the street (explained below) and the number of people in the street who'd be negatively affected (A/B).

I think that functionality, which parking is part of, should have priority over the temporary nature of decoration (potted plants unlikely to thrive, seats unlikely to be used much since the street is affected by dangerous level winds, and painted street surfaces becoming tatty over time).

During consultation about the laneway project, despite asking to see the changed drawings, we were shown only the early concept drawings which we were told were no longer relevant

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and I still haven't received the relevant drawings although I've emailed a request for them. However regarding parking, the people at the latest meeting seemed to all agree that there was insufficient parking in the proposal, and that if there were to be a section of short term parking it should be for approximately an hour, long enough for a short meeting as suggested by the attending councillor.

I don't think any change to the parking situation is necessary, but if it's thought that more clarity around parking is needed, suggest that the 10 minute loading zone be changed to 2x 1hr unmetered parking spaces, that all the metered parks including the 2 at the entry to Holland St be retained and that 4 spaces west of the proposed loading zone, presently used as unrestricted parking, become metered spaces (C).

### Explanation

People in Holland St have bought buildings, improved them, and set up businesses with availability of parking as one of their considerations. To drastically reduce the amount of available parking would have a big impact on those people, the businesses and the residents.

In our building we have a film and stage set workshop which needs spaces for builders' vehicles with their equipment and materials to park nearby. A 10 minute loading zone may suit deliveries but would not suit them. There is also Eurovintage, a wine distribution business that needs parking close by for its vehicles. The middle floor has ~ 8 small businesses including Gecko Books and has people arriving for meetings through the day, also requiring parking. We also have 2 apartments with associated parking needs. Elsewhere in the street there are a sound recording business and a lift maintenance business, both requiring parking for substantial vehicles with equipment. There's also a boxing gym requiring parking for its clients, about 50 or 60 apartments and some hospitality businesses. (C)

Considering the number of people requiring parking, the present amount of space allowing parking for 13 vehicles, is minimal.

At a consultation meeting we were told that monitoring of carparks had been done, but that the monitoring had not allowed for the 6 unmetered spaces. Because of that, the results of the survey are not applicable to the actual situation. The more industrial nature of the use of 3 of the buildings in the street is a characteristic that makes this laneway different from other laneway projects. These grittier activities counteract the oversupply of bars and restaurants in the general area. However that use does include the need to be able to park vehicles with heavy equipment and materials nearby. At present that can happen and no reason has been given (I've attended 3 consultation meetings) for reducing it.

The amount of parking does not affect any of the aims of the project. The street has been uncomfortably windy since the tall building to the south of Holland St went up. That building is above the height limit and swirls wind down into the street. That wind speed, from wind tunnel tests obtained from WCC, is at times at a level considered dangerous (people can be blown over). Because of that, potted plants are unlikely to thrive and it's unlikely to be inviting for use as a public space for events (see photos below of dead potted plants in other less windy laneway projects) (H).

Most of the negative behaviour in the street is the result of people drinking too much alcohol because adjacent areas are inundated with bars. It'd be good to retain the grunter activities in the street by keeping the existing amount of parking, otherwise without it, yet more bars

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and restaurants with bars are likely to take their place, thereby increasing, rather than solving the problem (H).

While the idea of decorating a street to make it more attractive for pedestrians initially sounds good, you can see from the photos below that a laneway may look inviting when first installed, but because potted plants and painted road surfaces are high maintenance items, it soon deteriorates and looks worse than if it were not done at all. As for putting plants in pots and seats along the south edge of the street to provide a safety zone for people exiting the buildings, I think those items would be at risk of becoming obstacles to the functioning of the street (F), would make the street difficult to sweep & would gather rubbish (H). We've lived and/or worked in our building for about 20 years and have not felt unsafe when exiting the building.

(I do, however think that planting trees in the ground & irrigating them at the St James end of the street would be more likely to succeed & would help to screen the carpark.) Funding, rather than being spent on temporary decoration in exchange for functional parking, would be better spent contributing to more urgent projects like the enhancement of Taranaki St. The existing amount of parking space for 13 vehicles should be retained. It enables a wide range of uses in the street, benefiting not only the people who live and work in the street, but the wider area as well.

I've concentrated on the parking, but see that seating and potted plants are mentioned in a minor way in the proposal.

Although I've asked to be sent the latest set of drawings for the Holland St laneway, they haven't arrived, so without that information I've been unable to comment much on seating and planting. (H)

**Name:** D I Marsden  
**Address:** Not given  
**Agree:** No

I am opposed to the proposed changes. I have lived and worked at 9 Holland St. for many years. Parking has always been a problem. At present there are seven metered parks, but also about 40 metres of unofficial zones. Reducing the total amount of parking would be horrible. (A/C)

Many people, (residents, tenants, visitors, delivery people) come and go all through the day and quite often there are no parks to be had.

Vehicles are essential to the workings of my business in Holland St. Any reduction in parking would be a real pain.

With regards to the street graphics, I can't help but feel it will look OK on day one, but over time, with the ongoing diggings (Chorus etc) and general wear and tear, it will become spotted, faded and drab (H).

**Name:** Patricia Herzog  
**Address:** Not given  
**Agree:** Yes

As an apartment owner in Galleria on Tory, I fully endorse the proposed changes to Holland Street. Better lighting, areas to relax enhance a city's ambience.

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### SUMMARY OF SUBMISSIONS

#### Introduction

In total 16 submissions were made on the Holland Street Traffic Resolution. Of these submissions 3 were supportive responses, 10 objections and 3 were a mixture of support with objections to specific issues.

Some submitters provided detailed comments and common themes emerged from this feedback. These themes have been used to group and categorise responses below by cross referencing to letters A-J as referenced within the submitted feedback.

The proposed roadway layout aims to achieve a balance between pedestrian safety, provision of quality public amenity space, the need for vehicle servicing to local businesses and parking provision. The project particularly aims to reduce risk for pedestrians in the roadway space where ground floor tenancies open directly onto the carriageway and sightlines at the junction with St. James's laneway are limited. The placement of street furniture items (tree planter, low planter and seat) aim to delineate the 1.5m accessibility zone along the southern street edge.

#### (A) Existing parking provision

There are currently 7 metered car parking spaces within Holland Street. Parking has been arranged to correspond with demand at the eastern and western ends of Holland Street and to allow for safe vehicle turning movements in the middle of the street.

#### (B) Existing vehicle loading provision

There are currently no legal loading zones located within the street. Historically, some areas have been painted by private individuals to appear as loading zones, however these have no legal force. Numerous complaints have been made about these areas as they are often utilised for private use and affect vehicle movements within the street.

#### (C) Proposed vehicle loading and parking provision

The replacement of 2 existing metered car parking spaces within Holland Street with a loading zone (9m long) was proposed in response to stakeholder requests for more flexible parking options. It is envisaged that this will accommodate the loading requirements of multiple operations within Holland Street in the vicinity of the proposed loading zone.

Provision of a second suggested loading zone at the junction of St. James lane is likely to cause conflict with traffic movements and vehicle tracking for traffic exiting the laneway onto Holland Street.

The placement of furniture items delineates the 1.5m wide accessibility zone on the Southern side of Holland Street and at the junction of the St. James laneway and Holland Street. This zone is proposed to increase safety for pedestrians where sightlines are poor or where ground floor tenancies open directly onto the carriageway.

#### (D) No stopping areas

'No stopping' areas are proposed to resolve stakeholder concerns regarding high levels of vehicle use of the street. Current parking along the northern edge, along with vehicles

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stopping on the Southern side, presents an issue in terms of safety for pedestrian traffic, particularly at ground floor tenancies, or when vehicles obstruct the building access points or the footpath. It also causes conflict with traffic movements and turning circles for traffic exiting the St James laneway onto Holland Street; therefore requires a clear carriageway for which 'no stopping' is proposed.

The 'no stopping' area proposed for Holland Street allows creation of a 1.5m accessibility zone on the southern side of the street to improve pedestrian safety. On the northern side of the road it facilitates safe vehicle turning and pedestrian sightlines for traffic exiting the St James laneway onto Holland Street.

### **(E) Kerb crossings (vehicle access over footpaths)**

Rule 6.9 (1) (2) of the Land Transport Road User Rule 2004 prohibits parking in front of or within one metre of a driveway (kerb crossing) regardless of whether the driver is the owner of the property in question.

### **(F) Vehicle Movements and Traffic calming**

Traffic calming measures will be implemented within the St James laneway via a separate process. This is due to the laneway being on private land and is therefore not included in TR14-18.

A minimum road width of 4m is retained in the proposed road layout. At the intersection of Holland and Tory streets, 5.1m clearway is available between the furniture items and footpath. This is sufficient for cars and wider vehicles to pass each other. Moreover, the first furniture item is set back 5.6m from the Tory Street entrance at an angle to facilitate the movement of turning cars.

There is no intention to restrict heavy vehicle use on the Street. However in response to concerns regarding heavy vehicle use of the road and traffic speed, the carriageway has been effectively narrowed in places. Location of furniture items in reference to location of proposed metered parking and loading zone (9m) aims to stagger traffic and slow traffic speeds.

Details of vehicle tracking were used to design the proposed layout; including modelling based on the accommodation of an 8.2m truck and fire appliance.

Trucks exiting the St. James laneway will have more space to manoeuvre and turn. The southern-most bollard has been shifted to the west to accommodate the additional planter on the corner of the St James laneway and Holland Street. Therefore no loss to the width of this vehicle egress is proposed.

### **(G) Monitoring**

WCC will monitor the operation of Holland Street if changes to the layout are implemented. If there is any conflict between vehicle traffic and/or pedestrians we will consider lowering the speed limit or installing further traffic calming interventions to minimise risk.

### **(H) Other**

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Many of the comments received relate to design matters not directly effecting the road and parking layout (design aesthetic, waste management, anti-social behaviour, lighting arrangement, planting and maintenance). Responses to these items will be provided separate to the Traffic Resolution process by the design team. However, the proposed traffic resolutions have been developed as part of a CPTED (Crime Prevention through Environmental Design) led approach to address these wider issues at Holland Street.

### (l) Other

Delivery of the Holland Street project will consider other concurrent construction works and projects in the area.