

Name: Andrew
Suburb: Broadmeadows
Agree: No

Dated: Sunday 19 February 2023, 4:30pm

Present: George Kosmadakis, Eleni Kosmadakis (remote), Andrew Kosmadakis, Melissa Kosmadakis, Adrian Tree, Damian Chan, Tom Olorenshaw, Councillor Ray Chung (Onslow-Western Ward)

Key points against the proposed changes:

- 1) Several residents of John Sims Drive were approached by the person who raised the complaint about the bus stop, seeking support to ask WCC to add yellow lines and bus stop road markings. This was turned down by us residents due to the impact to our broader street, safety of residents and inconvenience to the properties impacted. The complainant was upset by the residents not wanting to meet her individual needs, which do not impact her and her property or their family.
- 2) This complainant does not represent the views of the residents of John Sims Drive.
- 3) In July 2018, the bus route changed for Broadmeadows, as part of the region's bus network changes:
 - In July 2018, John Sims Drive (the area in question with notice TR64-23) removed **seven (7)** existing car parks from the area along #21 to #23B
 - The changes proposed as part of TR-64023 will remove a further **two (2)** existing car parks on this section of the street, between #14 and #18
 - This is a total of **nine (9)** car parks being removed from this section of John Sims Drive: a section that already heavily utilises on-street parking by residents, people parking then taking the bus, and visitors to the properties.
- 4) TR64-23, refers to only **two (2)** parking spaces being removed, whereas, the true number is **three (3)** as two cars can park in one of the impacted parking spaces – this brings the total of removed parks to **ten (10)**, since July 2018.
- 5) The proposed changes that impact the area is not just limited to number 14, 16 and 18; out of 10 properties directly impacted (more are indirectly impacted), only 3 properties (4 dwellings) were advised of the proposed change on Thursday 16th February 2023, by mail.
- 6) A broader impact also applies to properties 9, 10, 11, 12, 15A, 15B, 17A, 17B, 19 and 21, who use existing on-street parking as part of their parking solution, let alone the rest of the street.
- 7) Image supplied in the notice for TR64-23 does not capture the volume of cars that park on the street daily - often used as a "park and ride" option for Wellington City commuters.
- 8) Residents from 14, 18, 21, and 23A use on-street parking for their vehicles:
 - 14 - 2 vehicles
 - 14A - 2 vehicles
 - 18 - 4 vehicles
 - 21 - 3 vehicles
 - 23A - 6 vehicles
 - 23B - 2 vehicles

NOTE: The properties at 15A, 15B, 17A, 17B and 19 have not been considered in the council's impact planning as these residents also park on John Sims Drive due to limited space in their shared driveway. Further reduction in on-street parking will affect these properties also.

- 9) Parking between #18 and #28 is heavily utilised - providing an existing visual (e.g. reversing) and merging challenge for residents exiting their driveways (rental properties are

- included in this block which means there is more than one vehicle space required if the rental property has flat mates (not just one resident)
- 10) Parking between #25 and #31 is heavily utilised - providing an existing visual and merging challenge for residents exiting their driveways.
 - 11) The heavy utilisation of the on-street parking between #18 and #31 already poses challenges for resident. The proposed changes will further impact and increase the risk to residents, as more vehicles take up positions along the street for parking, away from their properties.
 - 12) Residents impacted by the proposed changes - 14 & 14A, have small children and need easy access to be able to place children (under 1 and baby due in coming months) safely in vehicles - changes will mean that parent(s) will need to walk up or down the street with all the baby and toddler's gear (strollers, car seats, bags etc) in hand to get into their vehicles. The worst-case scenario is having to leave one child in the car, while getting the other child from the home - which introduces extreme risk to the children and parents' safety. There is no foot path on this side of the street compounding the danger.
 - 13) The proposed changes are for a single resident who has identified the need to push a wheelchair (from what we have been able to uncover) up to the bus stop (#3834), and safely onboard and offboard - no wheelchair resident exist in this part of the street - in 40 years of living on John Sims Drive, I have never seen a resident push a wheelchair up the hill or to get to the bus stop. If there is someone requiring wheelchair access, the best course of action is to take the wheelchair down the hill to the bus stop at the bottom of the street or down to Burma Road where there is a designated bus shelter - covered, with plenty of room to accommodate a wheelchair and has a seat for able bodied passengers.
 - 14) Elderly residents do not walk up the street to the bus stop, due to the steep incline; rather, they choose to use the bus stop at the bottom of the street instead, for ease of access.
 - 15) From the information provided by WCC TR64-23, the changes outlined for an average of **5.4** people a day to onboard at the bus stop - assuming a 30-day month
 - 16) From the information provided by WCC TR64-23, the changes outlined are to allow for an average of **0.23** people a day to offboard at the bus stop - assuming a 30-day month
 - 17) From the information provided by WCC TR64-23, **1640** vehicles travel this road on a daily basis (**49,200** vehicles a month, assuming a 30-day month) - the changes outlined will put the residents of John Sims Drive at greater risk of accidents, as the top part of the road (and corner) are denser with parked vehicles that would have spread the congestion across a broader area across the existing on-street parking (those subject to the proposed changes).
 - 18) The proposed changes are for a single resident who struggles to offboard the bus, at #16, not all residents on the street or the **other 4.4** people who offboard a day (assuming the person who complained catches the bus every single day of the month - 30 times a month).
 - 19) As per Metlink Accessibility Guide ([Accessibility guide » Metlink](#)) Buses have the ability to kneel or deploy ramps to allow passengers with mobility difficulties to onboard and offboard the bus safely, in challenging bus stops or where accessibility assistance is required - this feature is existing in busses and would be better suited for the 5.4 people boarding and 0.23 people offboarding a day.
 - Citing Accessibility Guide - Mobility Impairments: *"Most Metlink buses are accessible for wheelchairs and mobility aids"*
 - 20) The Number 24 bus route, to Johnsonville utilises a grass patch as the bus stop, as seen in the image supplied by the council GIS system - this does not allow for mobility impairment access to onboard or offboard at the bus stop - posing the exact same issues for the person who has raised the complaint (see **Image 1** below, red box)
 - 21) The Number 24 bus route to Johnsonville utilises a grass patch as the bus stop, as seen in Image 1 below - this does not allow for mobility impairment access to onboard or offboard at the bus stop. During the winter periods or during heavy rain, increases the health and safety risk to any passenger boarding and offboarding the bus, which in turn has meant

that several busses, stop away from the grass berm to allow passengers to step onto the road.



Image 1

- 22) Bus stop utilisation on daily basis:
- Monday to Friday, buses run approximately every twenty (20) minutes to the bus stop (#3834). Not all busses that travel the route stop at #16, evident by the statistics supplied in TR64-23 and the points above.
 - Saturday and Sunday, busses run approximately every hour (60 minutes) to the bus stop (#3834). Not all busses traveling the route stop bus stop (#3834), evident by the statistics supplied in TR64-23.
 - Residents impacted by the changes, in the area are a mix of "Hybrid work" (home and office premises in the city), work/study from home, families that are home during the day, and retired members of the community that are home during the day.
- 23) Residents who use the bus stop and/or entry/exit tapers, are subject to infringement notices, as outlines in the WCC *"Bus Stop and Bus Tickets"* online documentation:
- [Parking - Bus lane and bus stop tickets - Wellington City Council](#)
 - *"Parking officers monitor our bus stops using a range of different enforcement methods, including on street patrols and static camera. Any vehicle that is parked on a bus stop may be issued a Bus Stop Infringement."*
 - Residence from #14, #14A, #16 and #18 are directly impacted by this bus stop and the infringement policy, if we attempt to safely merge with traffic that travels John Sims Drive.
- 24) New Zealand legislation - Land Transport (Road User) Rule 2004 ([Land Transport \(Road User\) Rule 2004 \(SR 2004/427\) \(as at 19 May 2022\) 6.4 Parking contrary to notice, traffic sign, or marking – New Zealand Legislation](#)) - *Clause 6.4(4)* outlines the following:

- "A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway where the road controlling authority has marked a broken yellow line parallel to, and at a distance of not more than 1 m from, the edge of the roadway."
 - Residence from #14, #14A #16 and #18 will be directly placed into a position, **by WCC**, each time their vehicles exit their properties, that is **against** the New Zealand legislation and Road User laws cited above
- 25) NZTA does not allow for vehicles to be stationary on Broken Yellow lines ([Where not to park | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](http://www.nzta.govt.nz))
- "There are places where you can't park. You can be fined and/or have your vehicle towed away if you park in these places. You must not park or stop your vehicle: on no stopping lines – broken yellow lines marked near the edge of the road".
 - Also citing the road code "Where not to park - on a marked bus stop or taxi stand".
 - Also citing the road code "Where not to park - where a sign says that part of the road is reserved for specified kinds of vehicles (for example, bus, taxi, or goods service vehicles) - in many cases, this restriction is marked by broken yellow lines".
- 26) Risk to Insurance Claims - in the event that the residents of #14, #14A #16 and #18, exit their driveways and use the taper area and/or bus stop to merge with traffic, should an accident occur, the residents will be "**at fault**" in the event of an accident, with Insurance providers citing the Road User legislation, to decline any claims against their policies.
- 27) Broadmeadows is a single Entry and Exit suburb (refer to Image 2 - red circle), again from the WCC GIS system) - a bi-directional bus service is not required for the suburb as residents can read and understand which bus is going to Johnsonville and which bus is going to Miramar (or the City) without the need for a bi-directional model to be in place.
- Number 24 - Miramar Heights - goes via the City
 - Number 24 - Johnsonville - goes to Johnsonville.



Image 2

- 28) Leveraging the existing investment in the bus stop at #23 and moving to a single-directional route model would reduce the costs, support and maintenance efforts on WCC and

Wellington Greater Regional Council, for bus routes in Broadmeadows, along with alleviating the impact to residences in the suburb.

- 29) The bus stop at #16 has existed in its current state for decades prior to the July 2018 changes, servicing the area and commuters to and from Broadmeadows.
- 30) The proposed solution removes the on-street parking for residents and visitors 24x7 (24 hours a day, 7 days a week), whereas the Number 24 bus system does not operate 24x7 within Broadmeadows. Refer to Table 1 for hours of the Number 24 bus.

Number 24	Leaves Johnsonville	Arrives at #3834
Weekday – First Bus	6:35am	6:43am
Weekday - Final Bus	10:45pm	10:52pm
Saturday – Final Bus	6:45am	6:52am
Saturday – Final Bus	10:45pm	10:52pm
Sunday – Final Bus	8:45am	8:52am
Sunday – Final Bus	8:45pm	8:52pm

Table 1

- 31) Following the Number 24 bus route within Broadmeadows, reviewing the bus stop, road marking solutions in use today, the current marking solution that exist at #3834, is in use at another five (5) stops.

Notes: The following types of road markings, at bus stops, are in use across Broadmeadows:

Bus Stop Types	Count
Equivalent markings to proposed change	4
No road markings (including #3834)	6
Bus marking only (no entry/exit taper)	8

Table 2

- 32) The current solution for #3834 is already in use across the suburb, in less congested areas of Broadmeadows.
- 33) Also noted, that now all bus stops in Broadmeadows have an equivalent stop for the opposite direction.

- 34) TR64-23, refers to supporting the Councils parking policy, which does not take into account the impact these changes have, at the locations where people live and store their vehicles, day and night.

The referenced policy examples provided support a city-based parking policy and a policy that aims to reduce vehicles within the city. The policy does not consider residential parking needs and those needs of residents in their personal lives e.g.

- Pressures on families' time – 60 min round trip on a bus is approximately 20 mins via personal vehicle.
- Time to travel via several busses to get to a destination vs home directly to the location.
- More than one destination for pick ups and drop offs of children or family members etc.
- Transportation of goods for home use e.g., Supermarket shopping for a family
- Needs of families with children.
- Families that have more than one activity on at a time, at opposite ends of the city
- Locations of work that vary from day to day, hour to hour.
- People who take a bus to work but leave their car(s) at home.
- People who carpool to work but leave their car(s) at home.
- People who park their car near a bus stop and bus to work or another location.
- Sporting or recreational activities outside of the bus route system.
- More than one destination per household.
- Time it would take a person to walk or cycle from one location to another e.g. Broadmeadows to Newlands for work or activities.
- Wellington weather conditions around Broadmeadows that inhibit the ability to walk or cycle to a destination
- Walking and cycling doesn't support more than one family member going to a destination beyond reasonable distance.

Options Proposed by the Residents:

- **Option 1: Best Case:**
 - Leave the bus stop "**As Is**" with no change to the current layout and position of road markings for the bus stop, reducing risk and impact, to residents across John Sims Drive, catering for the majority and the needs of our homes.
 - Does not increase the risk to the Street that the proposed changes will introduce.
 - Return Broadmeadows to a single direction bus system.
- **Option 2:**
 - Leave the bus stop "**As Is**" with no change to the current layout and position of road markings for the bus stop, reducing risk and impact, to residents across John Sims Drive, catering for the majority and the needs of our homes.
 - Does not increase the risk to the Street that the proposed changes will introduce.
- **Option 3: Worst Case:**
 - No bus stop or yellow line markings; instead, a marked **Weekday Only Clearway** between peak hours, e.g.: Monday to Friday 7am - 9am and 5pm - 7pm.