

Reference: TR 96 – 17

Location: 164 Mark Avenue - Grenada Village

Proposal: Class restricted parking – Bus Stop (New)
New bus stop on Mark Avenue (Outside #164)

Information: Purpose

To recommend that a new bus stop be formalised on Mark Avenue – outside #164.

Background

Between 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

From 2018, Grenada Village is proposed to be served by a branch of the new North-South Spine (route 1) linking Johnsonville, Wellington, Newtown and Island Bay. This route will provide the opportunity to travel to and from Wellington Hospital without changing buses.

The planned frequency of the route is:

Weekday Peak	As now bus every 15 to 30 minutes
Weekday Daytime	More frequent service every 30 minutes (currently every 60 minutes)
Weekday Evening	Additional evening buses every 120 minutes (currently no service after 7:45pm)
Saturday	As now every 60 minutes (buses to continue through to Wellington via Johnsonville)
Sunday	As now every 60 minutes (buses to continue through to Wellington via Johnsonville)

As part of the new network, the Grenada Village bus route is extended northwards along Mark Avenue to provide access to new growth areas.

As a result of public requests this bus route extension was implemented early, on 30 April 2017. Two new bus stops and a bus terminus on Mark Avenue are therefore already in use. A third bus stop, near the location of this proposal, was temporarily installed as consultation was still in progress and a permanent location could not be confirmed in time for the 30 April go-live date.

GWRC are proposing the location outside 164 Mark Avenue as it provides bus access to residents in Guadeloupe Crescent, Trinidad Crescent, Maraval Crescent, Arima Place and Mark Avenue.

GWRC propose that the bus stop configuration (where able) consist of a 9m 'no stopping' entry taper; a 15m bus box in which the bus stops, and a 9m 'no stopping' exit taper. The value of this is that it will allow the bus to position itself parallel to the curb and exit the bus stop in a safe manner.

Proposal

GWRC will manage the installation of infrastructure at the new location in consultation with WCC as soon as possible.

Traffic Safety Assessment

GWRC Officers have reviewed the site in light of the submissions received and believe that the proposed location is the safest and most suitable position for a bus stop.

The major concern raised relates to line of sight for vehicles exiting Arima Place and the northern exit of Guadeloupe Crescent. Given the short term nature of the bus standing at this stop, the visibility for vehicles turning left (south) out of Arima Place is acceptable. From Guadeloupe Crescent the head of the stop is 50m from the intersection and again acceptable as vehicles are travelling downhill towards the intersection.

On-street parking will be reduced by four (4) parking spaces.

The agreed site gives pedestrians and motorists good sight lines and vision to other traffic.

Consultation

WCC are the owners of the road and road reserve.

Feedback was initially sought from properties near 164 Mark Avenue. Feedback received included concerns about increased vandalism, loss of privacy, loss of parking and poor visibility at the Mark Avenue/Guadeloupe Crescent intersection. GWRC therefore went on to consult at another three locations along Mark Avenue, all of which received similar appeals.

As a result of the consultation at the four sites all receiving objections, GWRC and WCC Officers agreed to proceed with the original proposal, outside 164 Mark Avenue. This location provides the best catchment for bus users, and is also the most ideal in terms of distance to the previous and next bus stops along the bus route.

GWRC has also received informal feedback from bus users in Guadeloupe Crescent who have a preference for the bus stop to be located near to the Mark Avenue/Guadeloupe Crescent intersection.

GWRC Officers and WCC Officers have discussed the proposal and verbally agreed on the site detailed in this report for the bus stop's location.

Traffic engineers assessment – visibility not considered an issue, will monitor for effects and mitigation if required.

Recommendation

That the Committee approves the new bus stop to be installed Mark Avenue, Grenada Village.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes. | 11 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 14 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Mark Avenue	Bus Stop, at all times	South side, commencing 18 metres south-west of its intersection with Arima Place (Grid coordinates x= 1752928.0 m, y= 5436782.1 m), and extending in a south-westerly direction following the southern kerbline for 15 metres.

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

Column One	Column Two	Column Three
Mark Avenue	No Stopping, at all times	South side, commencing 9 metres south-west of its intersection with Arima Place (Grid coordinates x= 1752928.0 m, y= 5436782.1 m), and extending in a south-westerly direction following the southern kerbline for 9 metres.
Mark Avenue	No Stopping, at all times	South side, commencing 33 metres south-west of its intersection with Arima Place (Grid coordinates x= 1752928.0 m, y= 5436782.1 m), and extending in a south-westerly direction following the southern kerbline for 9 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Traffic Engineer/Team Lead)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 14 July 2017

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION



Bus Stop – At All Times TR122-16 Mark Avenue, GRENADA VILLAGE

User Name: agatec
Reference Scale: 1:300
Date: 13/07/2016

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Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 13/07/2016