

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 09-18

Location: Glenmore Street - Karori

Proposal: **Karori Tunnel Bus Hub**

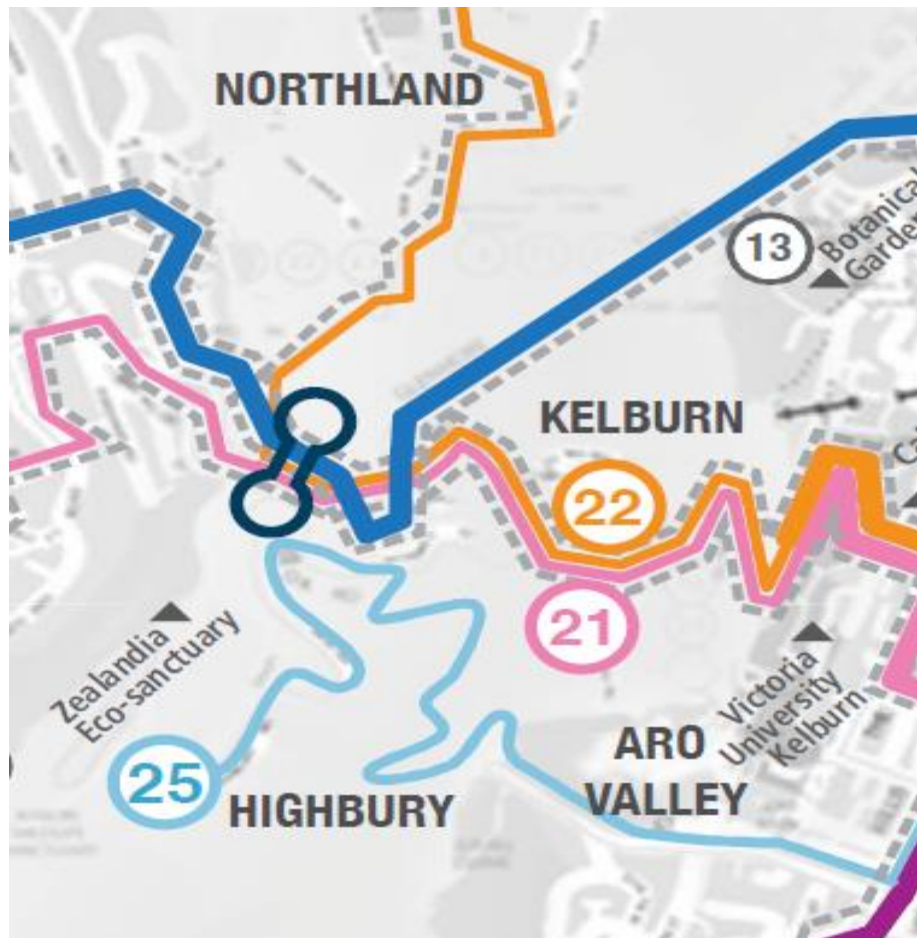
To extend existing bus stops on Glenmore Street, Karori to provide a new bus hub location as part of Wellington's new bus service network.

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.

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

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

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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:

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|-----------------------------------------------------------------------------|------------------|
| 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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Legal Description:

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

Column One	Column Two	Column Three
Glenmore Street	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.
Glenmore Street	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.
Glenmore Street	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).
Glenmore Street	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).
Glenmore Street	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).

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

Column One	Column Two	Column Three
Glenmore Street	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
Glenmore Street	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

Column One	Column Two	Column Three
Glenmore Street	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.
Glenmore Street	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.
Glenmore Street	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.
Glenmore Street	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

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

Column One	Column Two	Column Three
Glenmore Street	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
Glenmore Street	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.
Glenmore Street	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.
Glenmore Street	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
Approved By : Steve Spence
Date: 8 February 2018

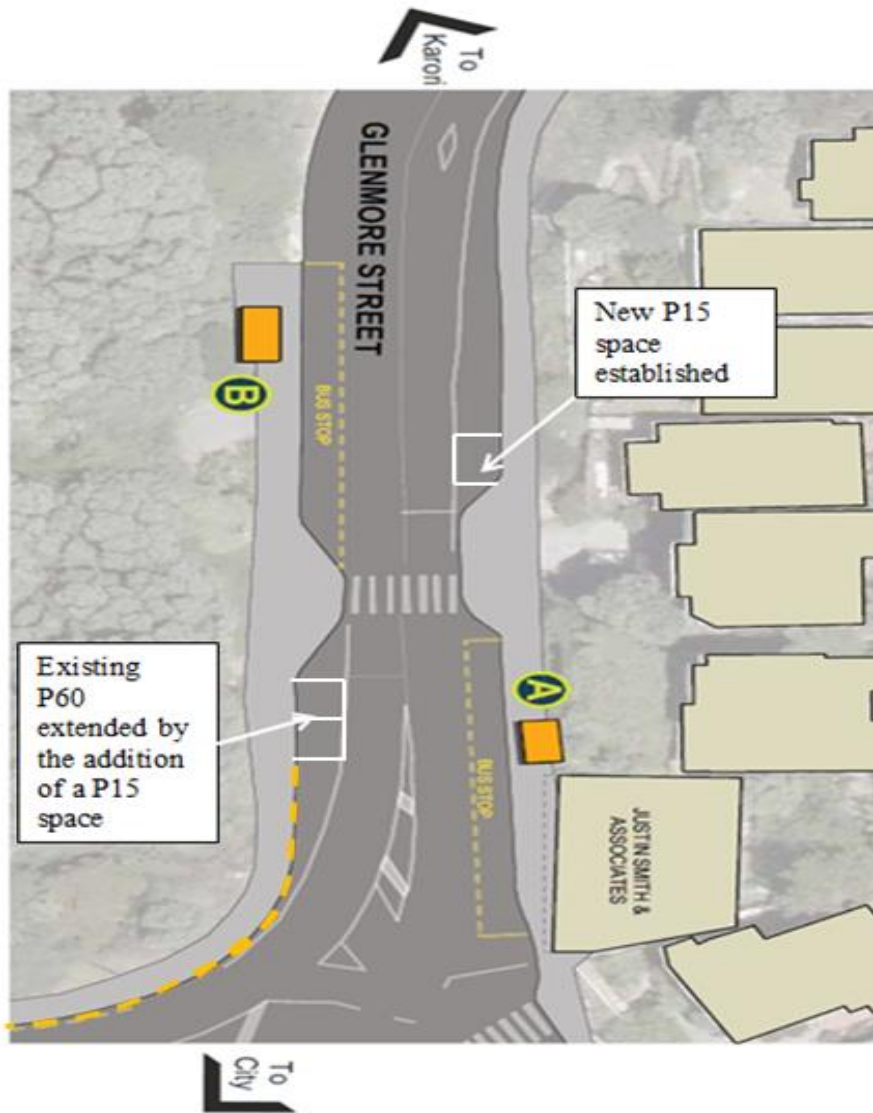
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PROPOSED TRAFFIC RESOLUTION



KARORI TUNNEL
Glenmore Street

Proposed new bus shelter

No stopping area

Bus stop

Buses from Karori to City

Buses heading into Karori