

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 48-18

Location: Moorefield Road, Johnsonville Bus Hub - Johnsonville

Proposal: To provide new bus stops on Moorefield Road to create a bus hub in Johnsonville as part of Wellington's new bus network

Information: **Background**

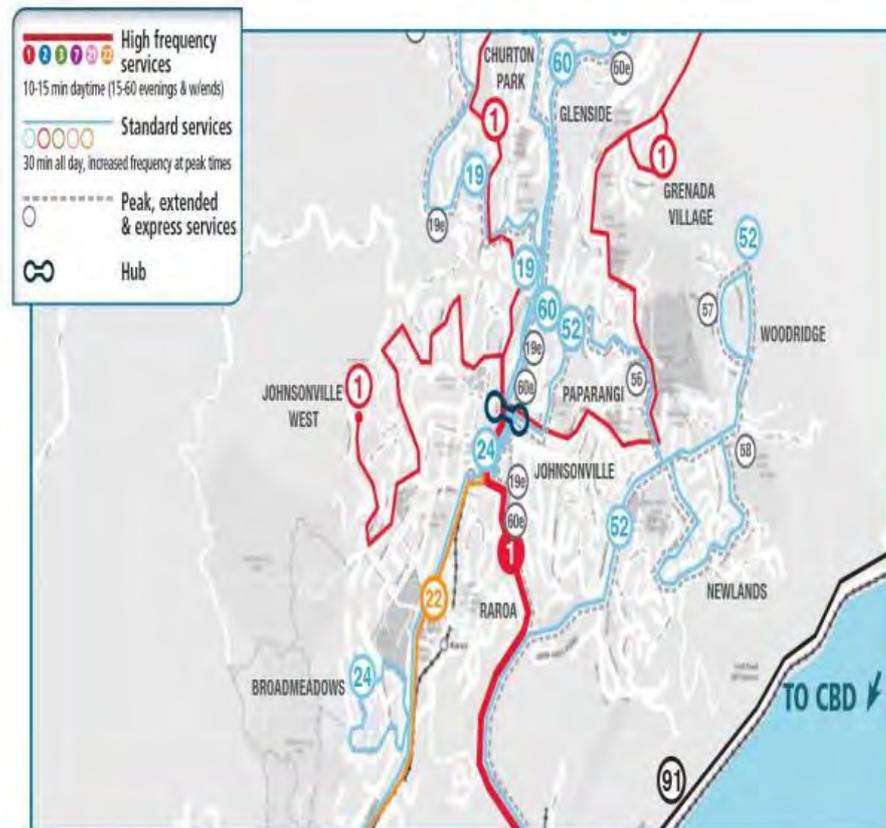
Currently existing bus services through Johnsonville use bus stops in the Johnsonville Mall. For some time there has been limited opportunity to improve the facilities in this area for waiting passengers because of limited space and the uncertainty of development plans for the Mall.

In July last year public consultation was carried out to look at options for the location of bus stops in the area. This was also driven by the need to cater for new services that would result from the bus services review carried out by the Greater Wellington Regional Council. The new bus network through this area requires facilities to cater for connections between core high frequency services and local connecting buses. As a result of consultation the public showed a preference for a new bus hub to be constructed on Moorefield Road. Long term this location provides the space to cater for the new bus operations and an area to provide the supporting infrastructure. It is close to the shopping centre and community facilities being the pool, new library and community centre. From this decision on the hub location detailed design work has been carried out to understand the changes required to enable the proposal to be implemented.

There are seven bus hubs across the city. The hubs 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 through Johnsonville showing routes and frequencies, is provided below.

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The planned frequency of the core high frequency route proposed to travel through the hub (Red route 1] 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 in Johnsonville would operate every 30-60 minutes all day with increased frequency at peak times.

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Proposed bus stops

Currently in Johnsonville most buses use the shopping mall car park adjacent to the railway station.

In the short term until there is certainty around the development of the Mall it is proposed to provide an interim bus hub layout. In the longer term there will be better integration of bus, rail, car parking, retail and community facilities.

Shopping mall car park bus stops

Currently buses use the bus stops in the car park. There are two distinct stops, one for “city bound” services and another bus stop nearest the railway station for “North bound” services.

In the interim hub proposal the bus stop nearest the railway station will be retained and refurbished with upgraded facilities. This is Stop A on the attached plan and will provide for Northbound services that come from the city plus local services such as 19 and 60.

Moorefield Road

City bound services will use a new stop on Moorefield Road proposed outside Countdown. This is Stop B on the attached plan which will extent the full length of the Countdown frontage with waiting facilities upgraded underneath the shop veranda. City bound services will pick up here and local services will drop off at this stop. The bus stop would replace approximately 8 existing car parking spaces. The loss of this parking was anticipated as part of the recent rationalisation of parking around the community hub.

Stop C on the West side of Moorefield Road south of Wanaka Street would cater for Northbound services coming from the city via Khandallah (routes 22 and 24).

When the library upgrade is complete services coming from the city via Khandallah will relocate to Stop D and Stop C will be used by existing school services.

Consultation

As outlined earlier GWRC consulted with the public during June and July 2017 on the location of the new hub and associated bus stops. Three options were consulted on being broadly 1. Bus stops on Johnsonville Road, 2. Bus stops on Moorefield Road and 3. Bus stops on a hybrid of both roads. From that consultation there was support for concentrating bus stops on the Moorefield Road side of the Johnsonville Triangle.

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The consultation process commenced with a short 'heads-up' awareness campaign that consultation on the bus hubs was coming. This was followed by a number of pro-active steps to ensure the effectiveness of the consultation including:

- Emails to all affected resident associations.
- Flyers or posters to all local community centres.
- Flyers and posters in local supermarkets.
- Ambassadors handing out flyers and talking to the public at bus stops.
- Offers to meet any resident associations and interest groups who wanted to discuss the options.
- Presentation at public Council meetings.
- Information on the GWRC and WCC websites.
- Social media messages.
- Providing 3 different ways for submitters to provide feedback.

Respondents were asked to rank their preferences 1, 2 and, 3 and they were also asked to provide further information relating to their demographics, how regularly they used buses and where they are based. In total there were 7500 views of the information on the website, with 157 respondents.

Targeted consultation was undertaken in both Johnsonville and the wider Northern suburbs. This was done to ensure that those communities and commuters most affected were aware of the consultation taking place.

Public consultation outcome and analysis

Johnsonville:

Option 2 (Moorefield Road) was the preferred bus hub site (with 44.3% stating it as their 1st preference)

It gained most support from:

- People getting to work
- People aged between 25 and 64 years.

Many comments suggest a preference based on a desire for the bus hub to be adjacent to the railway station and the community hub (and possibly Johnsonville West), as well as avoiding congestion on Johnsonville Rd.

There are many comments around Option 2 (Moorefield Rd) being contingent of the provision of adequate shelter at the stops due to the exposed nature of the site

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Option 1 (Johnsonville Rd) was the preferred option for people not travelling for work, shoppers and people 65yrs+. This suggests shoppers and respondents 65yrs+ would prefer a hub nearer the shops in the Mall and Johnsonville Rd. It is important to note that:

- ready access to Option 1 (Johnsonville Rd) from Moorefield Road and west Johnsonville would be contingent on the Mall being open during PT operating hours. This is currently not feasible.
- public consultation for Johnsonville indicated no strong preference for any site when looking at which sites respondents ranked first. In interpreting the consultation results the second choice of respondents was taken into account which combined showed a clearer preference for Option 2 (Moorefield Road).



The current plans for the redevelopment of Johnsonville Mall include an undertaking by the developer to set aside land along the Moorefield Rd frontage for road widening, and to provide space within the Moorefield Road Mall frontage for a bus shelter.

Should the current plans proceed an ideal location of the Moorefield Rd Hub will be created along the edge of the current Countdown supermarket. In the meantime – and particularly during Library and Mall construction - the location of the Moorefield Road Hub will necessarily

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be temporary and will utilise relocatable shelter components. As a result design work has progressed around an interim option that retains one bus stop in the Mall car park and other stops on Moorfield Road. This allows discussions and further work to continue with the mall owners to achieve an integrated outcome in the future.

More recent consultation by the GWRC targeting affected properties, residents, businesses and community groups in the area following more detailed design work on an interim scheme showed generally continued support for the bus stop changes. Some specific concerns for the loss of parking in the area and the adequate provision of space and the safety for all users past Stops C and D were raised.

Recent changes to parking have been made to address the shortfall of short stay parking in the area. This was the subject of a report to Council in December 2017. Short stay parking is required to meet the demands of the pool, new library and community centre. An analysis of parking was undertaken to determine the need and as a result short stay parking has been installed. The analysis undertaken took into account the loss of parking on Moorefield Road that might eventuate from development in the area including the Mall and bus Hubs. The scheme is being monitored and requests for changes will be assessed and changes made as required.

Some concerns for the location of bus stop C relate to the width of the shared path past the stop; visibility from the adjacent drive and vehicle exiting Wanaka Street; the speed of traffic, particularly the merge of two lane traffic at this point; and the close proximity of the pedestrian crossing. These concerns will be addressed by setting the bus stop back into a layby area. This set back off the carriageway is consistent with planning for a wider road through this area to service a future Mall development. The new library building has also been set back to allow the road to be widened in this area to accommodate Stop D when the library is complete. The shared path through this area will be 3m wide to accommodate all users. By setting the stop back off the carriageway it will not impede general traffic and the conflict with merging traffic will be mitigated in the future by the road being widened and the continuation of the two lanes. While the pedestrian crossing stays in its present location in the interim plan it will move as part of any future widening of the road. Under the current approved scheme for the development of the Mall the crossing would be incorporated into a new signal controlled crossing linking the Mall with the Community centre.

As an interim scheme the proposed bus stops are considered suitable for the safe and likely use of the new services.

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Key dates:

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| 1) Advertisement in the Dominion Post Newspaper | 16 March 2018 |
| 2) Feedback period closes. | 30 March 2018 |
| 3) Report sent to City Strategy Committee for approval. | 19 April 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

Column One	Column Two	Column Three
Moorfield Road	Bus Stop, at all times	East side, commencing 214 metres North of its intersection with Broderick Road (Grid Coordinates X = 1,751,198.62, Y = 5,434,777.73) and extending in a Northerly direction following the Eastern kerblines for 68 metres. (Stop B)
Moorfield Road	Bus Stop, at all times	West side, commencing 10 metres South of its intersection with Wanaka Street (Grid Coordinates X = 1,751,258.44, Y = 5,434,897.99) and extending in a Southerly direction following the Western kerblines for 35 metres. (Stop C)
Moorfield Road	Bus Stop, at all times	West side, commencing 16 metres North of its intersection with Wanaka Street (Grid Coordinates X = 1,751,265.62, Y = 5,434,904.85) and extending in a Northerly direction following the Western kerblines for 30 metres. (Stop D)

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

Column One	Column Two	Column Three
Moorfield Road	Bus Stop, Monday to Friday, 7:00am - 9:00am	East side, commencing 214 metres north of its intersection with Broderick Road and extending in a northerly direction following the western kerblines for 18 metres

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Add to Schedule D (No Stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Moorfield Road	No Stopping, at all times	West side, commencing at its intersection with Wanaka Street (Grid Coordinates X = 1,751,258.44, Y = 5,434,897.99) and extending in a Southerly direction following the Western kerbline for 10 metres.
Moorfield Road	No Stopping, at all times	West side, commencing at its intersection with Wanaka Street (Grid Coordinates X = 1,751,265.62, Y= 5,434,904.85) and extending in a north easterly direction following the north western kerbline for 16.0 metres
Moorfield Road	No Stopping, at all times	West side, commencing 46 metres North of its intersection with Wanaka Street (Grid Coordinates X = 1,751,265.62, Y= 5,434,904.85) and extending in a northerly direction following the Western kerbline for 17.0 metres

Delete from Schedule D (No Stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Moorfield Road	No Stopping, at all times	West side, commencing 5 metres south of its intersection with Wanaka Street and extending in a southerly direction following the western kerbline for 16 metres.
Moorfield Road	No Stopping, at all times	West side, commencing at its intersection with Wanaka Street and extending in a northerly direction following the western kerbline for 63.0 metres

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Prepared By : **Stephen Harte**
Approved By : **Steve Spence**
Date: **12 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

