

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 49-18

Location: Hobart Street - Miramar

Proposal: To provide a new bus stop location on Hobart Street, and change the time restriction on four existing bus stops on Caledonia Street and Devonshire Road, Miramar as part of Wellington's new bus service network.

Information: Background

In the present bus network, Route 2 buses run East – West on Caledonia Street and Devonshire. In the new bus network, commencing July 2018, Route 2 will run North – South on Hobart Street between Broadway and Miramar centre. This change requires two new stops to be introduced on Hobart Street near Caledonia Street to replace existing bus stops on Caledonia Street.

In the new bus network Route 2 will provide a new all-day 7 days a week service through Miramar to Seatoun.

This change reflects a new high frequency service with a more direct connection with the CBD.

The new route will mean that public bus services will no longer travel along Caledonia Street and Devonshire Road however the bus stops on these streets will be retained as school bus stops during the school term.

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

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The planned frequency of Route 2 is:

Weekdays	–	Every 10 min during the day Every 30 min in the evening
6:00am 11:45pm	–	Every 10 min during the day Every 30 min in the evening
Saturday	–	Every 15 min during the day Every 30 min in the evening
6:30am 11:45pm	–	Every 15 min during the day Every 30 min in the evening
Sunday	–	Every 15 min during the day Every 30 min in the evening
7:00am 11:15pm	–	Every 15 min during the day Every 30 min in the evening

Proposed bus stop

The change to the bus route requires two new stops to be introduced on Hobart Street near Caledonia Street to replace the existing stops currently on Caledonia Street and serve the wider area. Two options

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for the placement of bus stops were consulted on by the Greater Wellington Regional Council. Plans of the options are provided below.

The preferred location is option 2 following analysis of feedback and consideration of the safety and accessibility for users of the stops. This option places the stops South of the intersection of Caledonia Street creating one new stop and utilising an existing stop.

The new bus stop would be supported with “no stopping restrictions” adjacent to the bus stop to ensure the bus can position itself parallel to the kerb and exit the bus stop effectively. It will also facilitate the safe access to/from the bus for all users of the service.

For the city bound stop there is a proposals to include a bus shelter at this stop.

Although there are no marked parking spaces in the proposed locations outside the residential properties the bus stop and no stopping restrictions will prevent parking. However all the properties in the vicinity have provision for off street parking.

While the public bus service will no longer travel along Caledonia Street and Devonshire Road, school services will continue to use these streets and the existing bus stops will be retained as school bus stops during the school term.

As a result the following changes are proposed to bus stops on Caledonia Street and Devonshire Road:

The two North side Bus stops on Caledonia Street (#6030 and #6031) will provide for 1 morning school bus trip and 9 afternoon school bus trips so therefore can be time limited to 8.15 – 8.45am, 2.15 – 4.45pm, Monday to Friday, during school terms. Bus stop #6031 would also be reduced in length as only one bus is required to be accommodated on the bus stop at any time. No stopping lines would be marked across the existing driveways in advance of the bus stop to allow buses to pull into the bus stop parallel to the kerb. The reduction in space required for the bus stop would create an extra car parking space in the area.

The two South side Bus stops on Caledonia Street (#7030 and #7031) will provide for 7 morning school bus trips and 1 afternoon school bus trip so therefore can be time limited to 7.30 – 8.30am, 3.30 – 4pm, Monday to Friday, during school terms. Bus stop #7031 will also be reduced in length as only one bus is required to be

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accommodated on the bus stop at any time. However the length of the bus stop would only be reduced in length to 24m. This is to include the bus entry distance in the marked bus stop that is usually defined by no stopping lines, so that when the bus stop is not active, the area can be used for parking. The reduction in space required for the bus stop would also create an extra car parking space in the area.

A plan of the affected Caledonia Street bus stops is provided in Attachments 1 & 2.

The two North side Bus stops on Devonshire Road (#6082 and #6083) will be served by 2 afternoon school trips so therefore can be time limited to 2.15 – 4.00pm, Monday to Friday, during school terms. Bus stop #7082 on Devonshire Road will be served by 1 morning school trip so therefore can be time limited to 7.45 – 8.15am, Monday to Friday, during school terms.

At all other times the areas will be available for car parking providing a net gain of nine spaces.

A plan of the affected Devonshire Road bus stop layout is provided in Attachment 3.

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 has consulted residents and businesses on proposals within the vicinity of intersection of Hobart Street, Caledonia Street and Devonshire Street. This involved letter dropping all households and businesses in the area with information on two possible options for the new bus stops. These options were;

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Option One - proposal for bus stops outside numbers 62/66 and numbers 75/77 with associated no stopping restrictions.



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Option Two - proposal for bus stops using the exiting stop outside Miramar Uniting Church and a new stop outside numbers 57/59 together with associated no stopping restrictions.



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Feedback on the bus stop location options generated 20 replies which showed an overall preference for option 2.

Of the replies seven were in favour of Option 1 and 11 in favour of Option two with two replies rejecting both options. The feedback received for each option can be summarised as follows

Supporting option one
Concerns over congestion at the intersection made option 1 preferred option.
The local loss of on street residential parking
Road Safety
Already significant taxi parking near the intersection and the proposed locations
Supporting option two
Does not affect householders plans to build a garage
The Church has off street parking
Less on street residential parking lost
Road Safety
Loss of parking will not affect businesses

General comments focused on

- The issue of airport parking in the area.
- The location and provision of the median islands on Caledonia St / Devonshire Rd
- How will the proposed Hobart Street cycleway and parking be managed and
- There was support for the shorter bus stops on Caledonia St (time and length) and the resultant parking opportunity this presented.

From a purely operational perspective either of the options would function satisfactorily. While the feedback received for both locations was similar in nature there was a small majority that preferred option two. On balance Option 2 uses an existing stop and has the least effect on parking. As a result the proposed locations are seen as safe and suitable positions for bus stops, the frequency of the service and likely use of these bus stops.

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There are plans to upgrade the islands at the intersection of Caledonia and Hobart streets as part of programmed resurfacing. These changes will accommodate the new bus route through this area.

Proposal for a cycleway will not be precluded by the changes to bus stops. Neither will the recent changes to parking in the area be affected by the proposed bus stops other than the localised loss of parking to create the new bus stop on Hobart Street.

Key dates:

- | | |
|---|---------------|
| 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. | |

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Legal Description:

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

Column One Hobart Street	Column Two Bus Stop, at all times	Column Three West side, commencing 34 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction following the western kerbline for 15 metres
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Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One Hobart Street	Column Two No Stopping, at all times	Column Three East side commencing 29 metres south of its intersection Devonshire Road (Grid coordinates x= 1751767.1 m, y= 5423949.5 m), and extending in a southerly direction following the eastern kerbline for 9 metres.
Hobart Street	No Stopping, at all times	West side, commencing 28 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction Following the western kerbline for 6 metres.
Hobart Street	No Stopping, at all times	West side, commencing 49 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction Following the western kerbline for 9 metres.
Caledonia Street	No stopping, at all times	North side, commencing 42metres West of the prolonged western kerbline of Hobart Street (Grid Coordinates X = 1,751,758.79, Y = 5,423,965.40) and extending in a Westerly direction following the northern kerbline for a distance of 10 metres.

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

Column One	Column Two	Column Three
Caledonia Street	Bus stop 8.15 – 8.45am, 2.15 – 4.45pm, Monday to Friday, School Term Only	North side, commencing 148.5 metres West of its intersection with Kauri Street (Grid Coordinates X=1,751,659.31, Y=5,423,996.49) and extending in a Westerly direction following the northern kerbline for 11 metres. (Metlink bus stop #6030)
Caledonia Street	Bus stop 8.15 – 8.45am, 2.15 – 4.45pm, Monday to Friday, School Term Only	North side, commencing 27m West of the prolonged western kerbline of Hobart Street (Grid Coordinates X = 1,751,758.79, Y = 5,423,965.40) and extending in a Westerly direction following the northern kerbline for a distance of 15metres. (Metlink bus stop #6031)
Caledonia Street	Bus stop 7.30 – 8.30am, 3.30 – 4pm, Monday to Friday, School Term Only	South side, commencing 37 metres West of its intersection with Miro Street (Grid Coordinates X = 1,751,553.74, Y = 5,424,013.95) and extending in a westerly direction following the southern kerbline for 14 metres. (Metlink bus stop #7030)
Caledonia Street	Bus stop 7.30 – 8.30am, 3.30 – 4pm, Monday to Friday, School Term Only	South side, commencing 20 metres West of the prolonged Western kerbline of Hobart Street (Grid Coordinates X = 1,751,754.69, Y = 5,423,951.51) and extending in a Westerly direction following the southern kerbline of Caledonia Street for a distance of 24m. (Metlink bus stop #7031)
Devonshire Road	Bus stop 2.15 – 4.00pm, Monday to Friday, School Term Only	North side, commencing 28.5 metres West of its intersection with Ira Street (Grid Coordinates X = 1,752,330.96, Y = 5,423,932.81) and extending in a westerly direction following the Northern kerbline for 14.5 metres. (Metlink bus stop #6083)
Devonshire Road	Bus stop 2.15 – 4.00pm,	North side, commencing 85 metres East of its intersection with Ellesmere

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	Monday to Friday, School Term Only	Avenue (Grid Coordinates X = 1,751,953.13, Y = 5,423,975.85) and extending in an Easterly direction following the Northern kerbline for 13.5 metres. (Metlink bus stop #6082)
Devonshire Road	Bus stop 7.45 – 8.15am, Monday to Friday, School Term Only	South side, commencing 133 metres west of its intersection with Torridon Street (Grid Coordinates X = 1,752,202.50, Y = 5,423,977.44) and extending in a Westerly direction following the Southern kerbline for 14.5 metres. (Metlink bus stop #7082)

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Date: **12 March 2018**

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Attachment 1: Bus Stop Changes Caledonia Street (bus stops 6030 and 7030)



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CALEDONIA STREET
NEAR CALABAR ROAD
AMENDED BUS STOP TIME

SCALE: 1:350
DRAWN BY: SMCNEILL
DATE DRAWN: 16/11/2017

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Attachment 2: Bus Stop changes Caledonia Street (bus stops 6031 and 7031)



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CALEDONIA STREET
AT HOBART STREET
AMENDED BUS STOP LAYOUT

SCALE: 1:350
DRAWN BY: SMCNEILL
DATE DRAWN: 16/11/2017

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Attachment 3: Proposed School Bus Stops Devonshire Road (bus stops 6082, 6083 and 7082)



DEVONSHIRE ROAD BUS STOP TIME RESTRICTIONS

SCALE: 1:1550
DRAWN BY: SMCNEILL
DATE DRAWN: 5/12/2017

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