

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 10-18

Location: Ghuznee Street/Willis Street - CBD

Proposal: To provide a new bus stop location on Ghuznee Street and Willis Street as part of Wellington's new bus service network. Remove a bus stop on Willis Street and replace with metered parking.

Information: Background

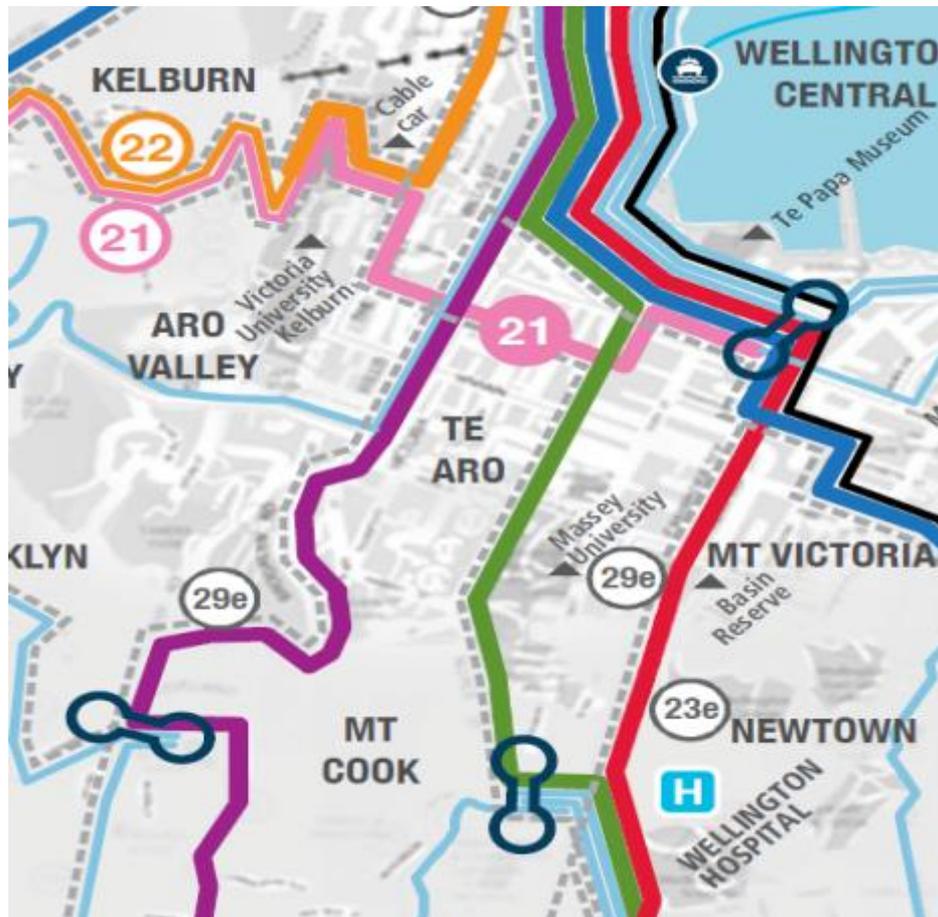
As part of the changes to the bus routes in Wellington, the bus services running on Ghuznee Street will be better integrated with those on Willis Street and Victoria Street. As a result more bus passengers are likely to transfer between these streets. This is particularly the case for the student community given the bus routes on Ghuznee Street and Willis Street connect University Campuses with areas of student accommodation.

Consequently GWRC proposed to provide bus stops that are closer to each other on Ghuznee Street, Willis Street and Victoria St.

With the rationalisation of bus stops two new stops would be created, one each on Willis Street and Ghuznee Street. With this comes the opportunity to remove two bus stops and replace one of these with four pay and display car parking spaces.

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

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Proposed bus stop

The proposal is to install a new bus stop on Ghuznee Street adjacent to St Peter's Anglican Church. This would include introducing 9 metres of no stopping restriction to provide the bus with a safe means of re-joining the traffic flow. This new bus stop and no stopping restriction will replace 4 existing on street pay and display car parking spaces near the current redevelopment taking place at 170 Ghuznee Street.

On Willis Street the proposal is broadly to switch the position of the current loading bay outside the office block 184 to 190 Willis Street with the bus stop currently outside 180 Willis Street with some minor amendments to the existing no stopping restrictions.

In providing the two bus stops detailed above an opportunity exists to remove the Ghuznee Street stop on the State Highway 1 overpass and the bus stop currently on Willis Street near Cumberland House (between Vivian and Ghuznee streets).

At the Ghuznee Street stop there are currently no stopping restrictions either side of the bus stop. It is proposed to replace the

bus stop with a no stopping restrictions for consistency and to facilitate the flow of traffic in advance of the traffic signals.

On Willis Street, near Cumberland House, the current bus stop is adjacent to pay and display parking. It is proposed that when the bus stop is removed it is replaced with metered parking (four spaces).

This proposal will result in no loss of parking spaces and will best suit the new frequency of the service and likely use of the bus stops in this area.

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 Regional Council has consulted on the proposal for bus stop changes.

Five responses were received, four from local businesses and one from St Peter's Church.

Of the five replies one supported the proposals and four were against them.

The main issues identified by responders in the proposals were:

- Loss of parking
- Removal of the loading zone
- Request to retain the bus stop on Willis Street near Cumberland House (offices of the Maritime Union) and
- Ghuznee Street Stop - could the bus stop be located at the traffic signals rather than in the initial part of the pay and display parking.

In reply to these observations

- Overall the proposal has a neutral effect on parking with no loss of car parks
- The loading bay isn't removed but re-sited some 30 metres (North) down the road
- The bus stop on Willis Street near Cumberland House could be retained but this would result in a net loss of car parking and operationally the stop would be too close to adjacent stops.
- The option to position the bus stop on Ghuznee Street closer

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to the traffic signals is unsafe and more likely to cause congestion around the intersection. Even though a number of bus stop locations were explored, to achieve closer linkage between bus stops, the current proposal, on balance, is considered to provide the best public transport outcomes for the new network of bus services, is safe and has an overall neutral impact on car parking.

Key dates:

- 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
Willis Street	Bus Stop, at all times	West side, commencing 82 metres North of its intersection with Ghuznee Street (Grid Coordinates x=1748445.56m, y=5427280.06 m) and extending in a Northerly direction following the kerbline for 15 metres.
Willis Street	Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 97 metres North of its intersection with Ghuznee Street (Grid Coordinates x=1748445.56m, y=5427280.06 m and extending in a Northerly direction following the kerbline for 12 metres.
Ghuznee Street	Bus Stop, at all times	North side, commencing 27.5 metres East of its intersection with Willis Street (Grid coordinates Grid coordinates x= 1748452.41 m, y= 5427273.75 m), and extending in an Easterly direction following the kerbline for 15 metres (Metlink bus stop #6908)

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

Column One	Column Two	Column Three
Willis Street	No Stopping, at all times	West side, commencing at the intersection with Ghuznee Street (Grid Coordinates x=1748445.56m, y=5427280.06 m) and extending in a Northerly direction following the kerbline for 82 metres.
Ghuznee Street	No Stopping, at all times	North side, commencing 123.5 metres East of its intersection with The Terrace (Grid Coordinates x=2658283.786216 m, y=5989072.272928 m) and extending in an Easterly direction following the kerbline for 13.5 metres.

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Ghuznee Street No Stopping, at all times North side, commencing 42.5 metres East of its intersection with Willis Street (Grid coordinates Grid coordinates x= 1748452.41 m, y= 5427273.75 m), and extending in an Easterly direction following the kerbline for 9 metres.

Add to Schedule F (Metered Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 55.5 metres North of its intersection with the Northern kerbline of Wellington Urban Motorway. (Grid Coordinates x=1748367.65m, y=5427114.68m) and extending in a Northerly direction following the kerbline for 48.5 metres. (8 parallel carparks)
Ghuznee Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, fee \$3.00/hr Saturday and Sunday 8:00 - 6:00pm, No Fee	North side, commencing 51.5 metres East of its intersection with Willis Street (Grid Coordinates x= 1748452.41 m, y= 5427273.75 m) and extending in a Easterly direction following the kerbline for 24.5 metres (4 parallel spaces)

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

Column One	Column Two	Column Three
Willis Street	Bus Stop, at all times	West side, commencing 93 metres north of its intersection with Ghuznee Street (Grid Coordinates x=2658465.993177 m, y=5988993.527769 m) and extending in a northerly direction following the

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Willis Street	Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.	kerbline for 19 metres. (Metlink bus stop #7709) West side, commencing 63 metres north of its intersection with Ghuznee Street (Grid Coordinates x=2658465.993177 m, y=5988993.527769 m) and extending in a northerly direction following the kerbline for 12 metres.
Willis Street	Bus Stop, at all times	West side, commencing 55.5 metres north of its intersection with the north kerbline of Wellington Urban Motorway. (Grid Coordinates x=2658390.82852 m, y=5988993.527769 m) and extending in a northerly direction following the kerbline for 25 metres. (Metlink bus stop #7710)
Ghuznee Street	Bus Stop, at all times	North side, commencing 123.5 metres East of its intersection with The Terrace (Grid Coordinates x=2658283.786216 m, y=5989072.272928 m) and extending in an Easterly direction following the kerbline for 13.5 metres.

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

Column One	Column Two	Column Three
Willis Street	No Stopping, at all times	West side, commencing 75 metres North of its intersection with Ghuznee Street (Grid Coordinates x=2658465.993177 m, y=5988993.527769 m) and extending in a Northerly direction following the kerbline for 18 metres.
Willis Street	No Stopping, at all times	West side, commencing 7.5 metres north of its intersection with Ghuznee Street (Grid Coordinates x=2658465.993177 m, y=5988993.527769 m) and extending in a northerly direction following the kerbline for 55.5 metres.

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Remove from Schedule F (Metered Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Ghuznee Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 27.5 metres East of its intersection with Willis Street (Grid coordinates x= 1748452.7 m, y= 5427274.6 m), and extending in a Easterly direction following the kerbline for 48.5 metres.
Willis St	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Fee \$4.50 per hour. P120 maximum, Saturday and Sunday 8:00am - 6:00pm, No Fee.	West side, commencing 80.5 metres north of its intersection with the north kerbline of Wellington Urban Motorway. (Grid Coordinates x=2658390.82852 m, y=5988993.527769 m) and extending in a northerly direction following the kerbline for 23.5 metres. (4 parallel carparks)

Prepared By : Stephen Harte

Approved By : Steve Spence

Date: 8 February 2018

(Implementation Manager Network Improvements)

(Chief Transport Advisor)

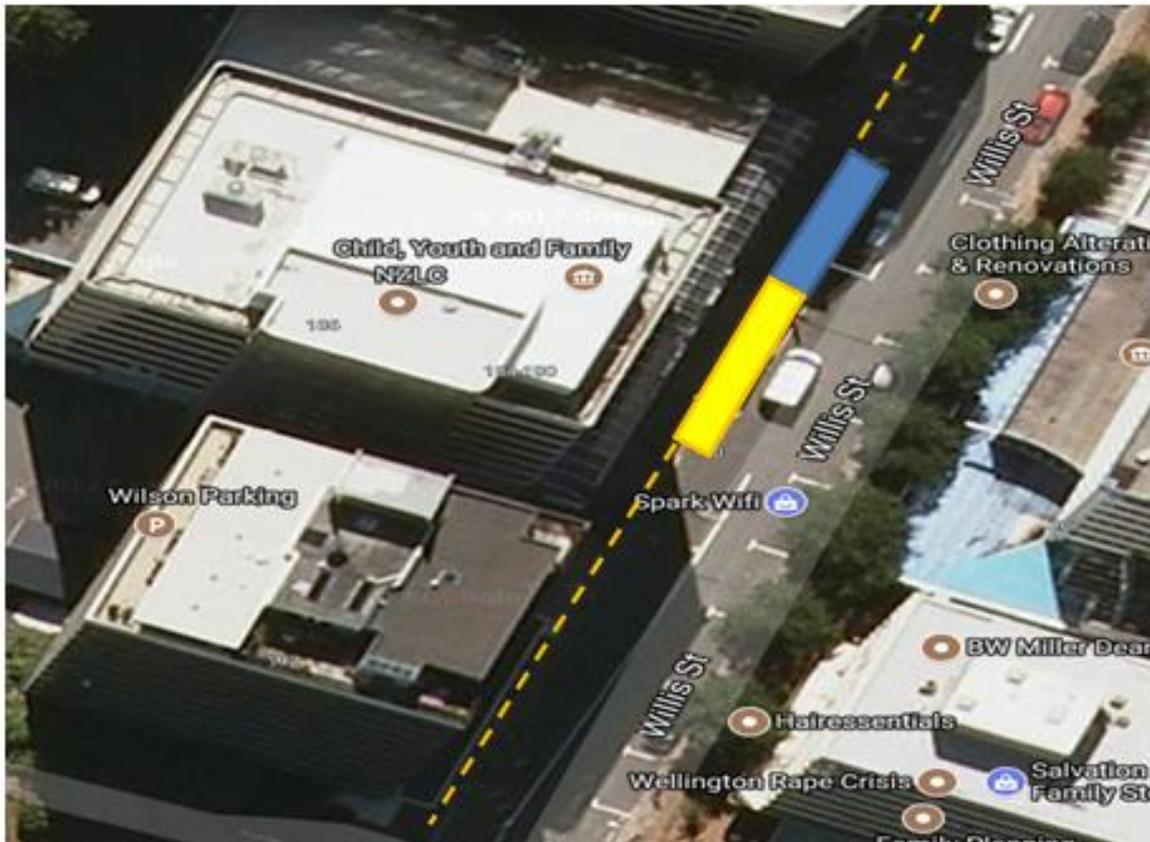
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PROPOSED TRAFFIC RESOLUTION

Willis Street Proposal

Relocated bus stop (yellow). Relocated loading bay (Blue). Existing “no stopping” (yellow dashed line)



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Ghuznee Street Proposal

New bus stop (yellow). Retained on street parking (Blue). Existing or proposed “no stopping” (yellow dashed line)

