

Living Streets Aotearoa



Submission to Wellington City Council on Traffic Resolutions TR 01-18 to TR 13-18 re Bus Hubs and Stops, and TR 14-18 Holland St

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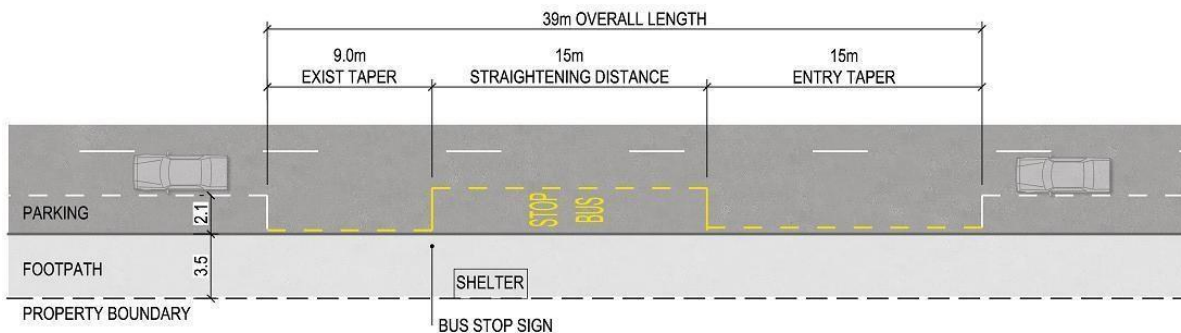
Submission

Living Streets Aotearoa thanks the Council for this opportunity to submit on these Traffic Resolutions. We would like to be heard in support of this submission.

General points re the bus stop TRs

1. Despite bus stops and interchanges being key items of pedestrian infrastructure, the walking routes to, from and between stops get barely a mention in any of these TRs – but that is a primary purpose of these facilities. Pedestrians are at the top of the transport hierarchy in the Urban Design Strategy, and in previous TR submissions we have repeatedly drawn your attention your failure to identify, let alone address, pedestrian issues. We would like this comment to be treated as a formal complaint about the non-compliant and otherwise deficient way that WCC continues to undertake the TR process.
2. We note that in many of these TRs GWRC is said to have consulted affected parties, but there does not appear to have been any consultation with affected passengers, the people for whom these facilities are intended. This is a serious deficiency.
3. In some cases the information on the new bus routes differs from that given on the GWRC website. (This is difficult to check because all detailed information, except the Regional Public Transport Plan – which has not been updated to show the new route numbers - and service diagrams, has been removed from the GWRC website.) We have noted where there are significant differences: these need to be resolved. Several of the TRs also use incorrect bus route numbers, with routes 23, 27 and 29 in particular getting confused in TRs 06-18 (with reference to Britomart St), 12-18 and 13-18.

4. We note that not all proposed single bus stop configurations conform with the generally accepted best practice of a 15m box with 15m entry and 9m exit tapers, as below (from <http://nzta.govt.nz/assets/consultation/guidelines-for-public-transport-infrastructure/docs/guidelines-pt-infrastructure-draft.pdf>).



We submit that any departures from such best practice should be identified and explained.

5. We have concerns about the location of bus shelters at bus stops. These often interfere with pedestrian movement and make it difficult for waiting passengers to see approaching buses easily. A standard approach to developing bus shelters and a design guide should be developed before any more are built. The design/s could then be applied throughout Wellington. There is an opportunity to include unique neighbourhood or city features into the design.
6. We are concerned about the very short time given for submissions, just 14 days. This is much shorter than the norm, and we do not understand why such a short timeframe has been given. GWRC finalised its new network several years ago, and it has already called for tenders for shelters and other physical works at locations including Karori Tunnel and Wellington Hospital.
7. We have copied the bus-related parts of this submission to GWRC

TR 01-18 Melksham Drive, Bus Stop New (x 2)

No comment on the proposal, but it would make sense to include in addition provision for bus stop(s) at the proposed bus turnaround point.

The proposed frequency for this route 1 branch differs from that given in Variation 1 to the Regional Public Transport Plan (in which the route is identified as route A). Differences are in ***bold italics***: which version is correct?

	TR 01-18	RPTP Variation 1
Weekday peak	<i>20 mins</i>	<i>15-20 mins</i>
Weekday daytime	30 mins	30 mins
Weekday evening	<i>15-30 mins</i>	<i>60-120 mins</i>
Saturday daytime	<i>30 mins</i>	<i>30-60 mins</i>
Saturday evening	<i>60 mins</i>	<i>60-120 mins</i>
Sunday daytime	<i>30 mins</i>	<i>30-60 mins</i>
Sunday evening	<i>60 mins</i>	<i>60-120 mins</i>

TR 02-18 Furlong Crescent, Bus Stop New

No comment on the location, but we do not understand why, according to the plan, that the bus stop box will not be marked, and from the inset on the plan it appears that buses will stop with the middle of the bus next to the sign. The lack of the former means that restricting parking on the stop will be difficult, if not impossible; the latter arrangement is inconsistent with best practice (e.g. see <http://nzta.govt.nz/assets/consultation/guidelines-for-public-transport-infrastructure/docs/guidelines-pt-infrastructure-draft.pdf>), would we believe be unique in the city, and be a potential cause for confusion as to precisely where the bus will stop.

TR 03-18 Box Hill/Station Road, Bus Stop New (x 2), Bus Stop Time Restriction Change (x 2)

We support the locations of the new Box Hill stops.

The proposed frequency for route 24 differs from that given in both Variation 1 to the Regional Public Transport Plan (in which the route is identified as route P) and TR 08-18. Differences are in ***bold italics***: which version is correct?

	TR 03-18	TR 08-18	RPTP Variation 1
Weekday peak	<i>10-20 mins</i>	<i>15 mins</i>	<i>10-30 mins</i>
Weekday daytime	60 mins	60 mins	60 mins
Weekday evening	<i>10-20 mins</i>	<i>60 mins</i>	<i>60 mins</i>
Saturday	60 mins	60 mins	60 mins
Sunday	60 mins	60 mins	60 mins

TR 04-18 Hataitai Road, Bus Stop New

We note that this stop is required because of the truncation of route 14 at Hataitai, which means that passengers currently travelling through Hataitai will have to change buses, but there is no mention of this issue. We submit that in this and all similar cases that the proposed walking route(s) between the relevant stop(s) are noted, and improved in terms of safety, shelter and convenience where appropriate.

We oppose the reduction in operating hours for stop 6535 on Waitoa Rd. This stop should continue to be served by route 14 as it is closer to many shops than the proposed new stop; the new stop requires one or two roads to be crossed to get to any of the shops; and the new truncated route 14 will continue to run past this stop.

The proposed frequency for route 14 differs from that given in Variation 1 to the Regional Public Transport Plan (in which the route is identified as route O). Differences are in ***bold italics***: which version is correct?

	TR 04-18	RPTP Variation 1
Weekday peak	<i>15 mins</i>	<i>10-15 mins</i>
Weekday daytime	30 mins	30 mins
Weekday evening	<i>60 mins</i>	<i>30 mins</i>
Saturday daytime	30 mins	30 mins
Saturday evening	<i>60 mins</i>	<i>30 mins</i>
Sunday daytime	<i>60 mins</i>	<i>30 mins</i>
Sunday evening	60 mins	60 mins

TR 05-18 Onepu Road, Bus Stop New (x 1) and Removal (x 2)

No comment, except that pedestrian implications of moving the stop further away from the beach are not mentioned.

TR 06-18 Brandon Street, Britomart Street, The Esplanade (Houghton Bay), Adelaide Road, Aro Street, Cortina Avenue, Evans Bay Parade, Hawker Street, Happy Valley Road, Bus Stop Time Restriction Changes

No comment on these proposals, except that this TR covers some, but not all, of the stops on current time-restricted routes 9, 20, 24, 29 and 53 that will be receiving a full seven-day service. We hope that these other stops have not been overlooked.

TR 07-18 Raroa Road at Mt Pleasant, Bus Stop New

Adequate pedestrian crossing facilities need to be provided for this stop, as there is currently no reason for pedestrians to walk here.

Given the very limited time available for submissions we have not been able to check the locations of the two new bus stops in Raroa Rd authorised in June 2016, but we trust that there will be more than one new bus stop on lower Raroa Road. In particular we recommend a stop near the Harold St/Mertoun Tce pathways to make best use of the new route. To maximise walkability, spacing of stops on this hilly route should provide a downhill route to an inbound bus stop, and on the return a downhill route from an outbound stop further up – stop catchment areas will be dictated by topography.

The proposed frequency for route 25 differs from that given in Variation 1 to the Regional Public Transport Plan (in which the route is identified as route K). Differences are in ***bold italics***: which version is correct?

	TR 07-18	RPTP Variation 1
Weekday peak	<i>15-20 mins</i>	<i>10-20 mins</i>
Weekday daytime	<i>30 mins</i>	<i>30-60 mins</i>
Weekday evening	<i>20 mins</i>	<i>60 mins</i>
Saturday daytime	<i>30 mins</i>	<i>30-60 mins</i>
Saturday evening	60 mins	60 mins
Sunday	60 mins	60 mins

TR 08-18 Kanpur Road, Bus Stop New

No comment, but see TR 03-18 above for conflicting information about proposed bus frequencies.

TR 09-18 Karori Tunnel Hub, Bus Stop New (x 2)

We support this proposal, which provides for the easiest possible interchange between buses. However, we note that the location is described as Karori: this is confusing as it is not in that suburb. Perhaps GWRC should consider renaming these stops, say to Kelburn Viaduct?

TR 10-18 Ghuznee Street/Willis Street, Bus Stop Relocate (x 2) Removal (x 1)

While the principle of this proposal is good, the documentation is particularly deficient in identifying how the proposed interchange will work, and precisely what it will entail for passengers crossing busy roads. The relative locations of the proposed stops are not shown on the plans, and neither are the locations of the stops proposed for removal – these are significant omissions. Another deficiency is that, in contrast with the other TRs, neither the relevant bus route numbers nor their frequencies are mentioned.

It is also deficient in that it appears to address transfers from Willis St services to Ghuznee St but says nothing about the equally important transfer between the same services in the reverse direction, from Ghuznee St to Victoria St.

TR 11-18 Wellington Hospital Hub, Bus Stop New (x 2)

We support the changes to stop B (northbound), but we do not support splitting the existing southbound stop into two. As the TR notes this will be an import interchange (though strangely not marked as such on the GWRC map), and splitting the stop will make interchange more difficult than now, with passengers having to walk from stop to stop without the benefit of any shelter. We submit that the existing southbound bus stop be kept as is, to be used in a similar way to the proposed Karori Tunnel stops.

TR 12-18 Hutchison Road/John Street Terminus, Bus Stop New (x 5) Removal (x 2)

While the principle looks good and we appreciate the attention given to pedestrian movements, including the proposed new crossings, the proposal is complex and not well explained. It is hard to work out which bus will go where, complicated by the text using new route numbers and the plan old route letters (B = 23, F = 3, I = 27, H = 29), by route 27 being misdescribed as going to Brooklyn (it will actually go to Kingston via Vogeltown –it is route 29 that ultimately serves Brooklyn), and by the separate stops not being identified in any simple way.

As we see it, the key issues are how passengers will change between terminating route 27 and high-frequency route 3 (passengers on terminating routes 23 and 29 will do better to change at Wellington Hospital), and where terminating buses will lay over. The first issue is barely mentioned, the second only in passing.

Passengers between Vogeltown and the CBD currently have a through service, but in future they will have to change here (or at Kingston – see TR 13-18). Outbound that will be from the Outbound stop F,B,H on the north side of John St to Outbound stop I immediately adjacent to Te Whaea: this will require crossing both John St and Hutchison Rd (both with pedestrian crossings) and then either the two crossings to Inbound stop B,F,H and then to Outbound stop I, or crossing the two driveways at the bottom of the plan. That is a total of four roads to cross (one of them very busy) with no shelter of any description. Inbound the crossing is shorter, from Inbound stop I on the north side of Hutchison Rd to Inbound stop B,F,H directly opposite, but with no crossings and across a piece of road that will be busy with buses pulling in and out of stops and with general traffic.

Clearly both interchange routes are suboptimal, with significant safety and convenience issues, and we suggest that the proposal needs to be rethought with passengers in mind.

Re buses laying over, it is hard to see how the proposed location will work. Buses on route 27 coming down Hutchison St will not be able to get to it from their terminating stop (Inbound stop I); buses on routes 23 and 29 coming up John St will pass it before they reach their terminating stop (Inbound stop B,F,H) and will not be able to get back to it. This needs either a better explanation or a rethink.

TR 13-18 Kingston Terrace, Bus Stop New (x 2)

We do not support this change, requiring as it will require an unsheltered walk along Quebec St, and requiring all passengers to cross the road to get to the shops. Given the Hutchison Rd proposal, passengers on route 27 will have unattractive, exposed and inconvenient interchanges at both ends.

The existing stop has neither of these disadvantages.

We imagine that the title of this TR is intended to be “Kingston Terminus” rather than “Kingston Terrace” (though for consistency it should be “Quebec St”); and according to the route map all references in the text to route 23 should be to route 27.

TR 14-18 Holland Street, No Stopping and Loading Zone

We support this proposal, providing an enhanced pedestrian experience on a well-used walking route - though WCC signage at the Tory St end denies that a through route exists, clearly saying “No Exit”. There is no exit for vehicles, but that is not the case for people.



We strongly submit that all similar inaccurate signs be reviewed, such vehicle-centric signage being inappropriate and inconsistent with WCC plans, policies and strategies.

About Living Streets

Living Streets Aotearoa is New Zealand’s national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is “More people choosing to walk more often and enjoying public places”.

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz