

Harbour Quays

CONCEPT DESIGN REPORT

7/03/25

Rev	Date	Implemented By	Purpose/Change
0.1	14/02/2026	Local Group	Draft 1 for WCC / GWRC first review
0.2	7/03/2026	Local Group	First Concept Design Issue

		Signature
Prepared By:	Dan Mellar	
	Director Local Collective	
	7/03/2026	
Verified By:	Graeme Conn	
	Senior Civil Engineer	
	7/03/2026	
Approved By:	Istvan Stockmann	
	Team Leader (Local Group)	
	7/03/2026	

Contents

1.0 Introduction
1.1 Purpose
1.2 Project Geographical Area
1.3 Project Investment Objectives
1.4 Concept Design Approach
1.5 Key Assumptions

2.0 Proposed Bus Route Options
2.1 Route Selection Process
2.2 Route Option TO1
2.3 Route Option TO2
2.4 Summary of MCA Route Selection

3.0 Urban and Landscape Quality Analysis
3.1 City Context Analysis - Legibility
3.2 City Context Analysis - Movement
3.3 City Context Analysis - Canopy Cover
3.4 City Context Analysis - Pedestrian Movement
3.5 City Context Analysis - Pedestrian Crossings

4.0 Design Considerations
4.1 Corridor Requirements
4.2 Stop Requirements

5.0 Bus Stop Design Concepts
5.1 Approoch to the Identification of Bus Stops

6.0 Other Considerations
6.1 Consenting Strategy
6.2 Network Utility Operators
6.3 On-street Parking Impacts

7.0 Next Steps
7.1 Design Timeline and Milestones

8.0 Appendices
Appendix A: Concept Plans
Appendix B: Safety in Design
Appendix C: Design Philosophy Statement
Appendix D: Bus Stop Strategy
Appendix E: Consenting Strategy
Appendix F: Parking Management Plan (Stage 1)

1.0 Introduction

1.1 Purpose

The purpose of the Concept Design Report is to outline the concept designs developed for the Harbour Quays Rapid Transit Project (the Project) for Wellington City Council (WCC) and Greater Wellington Regional Council (GWRC) to review and endorse.

Supporting these designs are the following documents:

- Concept Plans
- Bus Stop Strategy.
- Draft Design Philosophy Statement (DPS).
- Draft Safety in Design Register.
- Draft Parking Management Plan Stage 1 (on-street parking stocktake and impacts).
- Draft Consenting Strategy.

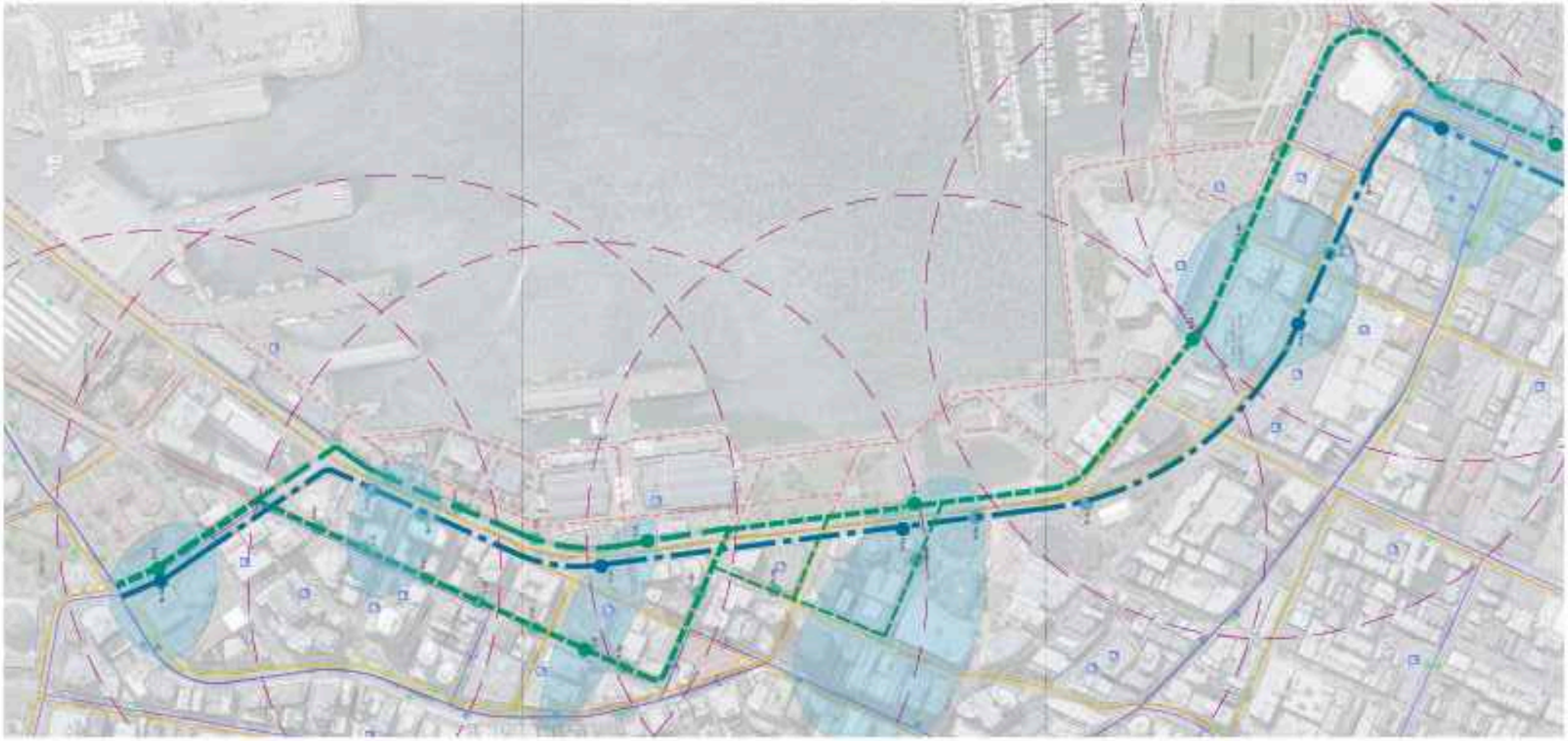
A separate project risk register has also been developed for the Project and can be provided upon request. This register is a 'living document' and will be reviewed regularly throughout the design process.



Harbour Quays Project Area

1.2 Project Geographical Area

The Project will establish a second public transport spine through the central city, complementing existing and future bus operations on the Golden Mile as well as the wider Wellington bus network. It is scheduled for completion by the end of 2026.



Harbour Route and Stop Options Overview

1.3 Project Investment Objectives

The draft Business Case investment objectives are as follows:

- Investment objective 1: To enhance travel time and operational efficiencies and resilience (in response to planned and unplanned disruptions) through the development of a second public transport corridor by December 2026.
- Investment objective 2: To increase the capacity of the currently constrained bus corridor by creating a second public transport corridor by December 2026.
- Investment objective 3: By 2030, to enhance connectivity and safety along and across the Harbour Quays corridor for all modes of travel, in order to support urban activation.

For the avoidance of doubt, and for the purpose of this project, Investment Objective 3 (active modes) pertains solely to public transport and pedestrian movements at the new bus stop locations. The investment objective(s) related to cycling will be addressed through the Cross City Connections Project.

1.4 Concept Design Approach

The following overarching design principles have informed the design.

- The overall allocation of space and types of facilities along the preferred corridor will be identified through iterative design processes, with multi-criteria assessment processes used to confirm key project decisions. Allocation will also be in accordance with the relevant strategic documents (e.g., transport hierarchies) and is primarily focused on providing safe, dedicated facilities for bus users.
- The corridor improvements are focused on delivering functional public transport (and pedestrian access at new bus stop locations) within the $6M-$8M budget fixed by WCC and GWRC. As a result, betterment of existing facilities/infrastructure or amenity improvements is to be minimised.
- As far as practical, the improvements will be implemented using low-intervention changes. Physical changes to existing carriageways, kerb lines and existing infrastructure (i.e., civil works) are to be minimised.

To inform the development of the concept plan, a Safety in Design register has been prepared. This is attached as Appendix B.

1.5 Key Assumptions

The following key assumptions have informed the design.

- The Project needs to be operational prior to construction of the Lambton Quay section of the Golden Mile project in 2027. The Golden Mile project is expected to be fully operational by 2029.
- The Project will provide an alternative corridor to the Golden Mile that will permanently accommodate select bus routes moving through the central city.
- The Project will also accommodate additional bus routes rerouted as a result of construction activities on the Golden Mile for a temporary period (nominally 1–2 years).
- Construction of the Project is scheduled for 2026 and is expected to be operational for up to 15 years.
- The bus capacity for the Project is based on anticipated growth and uptake that has been identified by WCC and GWRC. In summary, it is expected that:
  - 100-150 buses per hour may need to use the Project corridor during Golden Mile construction.
  - 50-70 buses per hour will use the Project corridor post Golden Mile construction (interpeak frequency is to be maintained at around 50 buses per hour).
- Following the Golden Mile upgrades, it is anticipated that express, commuter, and longer-distance regional services will operate along the Project corridor, while regular all-day Wellington city services will continue to focus on the Golden Mile.
- The capital budget for the Project is between $6M and $8M. Accordingly, as a rule of thumb, all physical works are expected to be minimised and contained to the existing carriageways where practical. For example, in-line bus stops rather than indented stops are anticipated in order to reduce the quantum of physical works.
- All sections of the Project (except Featherston Street and Hunter Street if selected) will have a posted speed limit of 50km/h. Featherston and Hunter Street will have a posted speed limit of 30km/h.
- Emergency vehicles will have full, priority access to the Project corridor.
- All new Project assets will be owned by either WCC or GWRC. With respect to the latter, GWRC will own the bus stop shelters, real-time information system, and signage.

Other key Project interfaces to be considered when designing the Project include:

- City to Sea Bridge demolition in 2027
- Fale Malae operational from 2030
- Te Ngakau Civic Square operational from 2027
- Michael Fowler Centre redevelopment underway in 2027/28.
- Thorndon Quay public transport and cycling improvements will be fully operational from late 2025.
- Cross City Cycle Project commencing in 2025.

2.0 Proposed Bus Route Options

2.1 Route Selection Process

Route option selection began in mid-2024. The first stage of the multi-criteria assessment (MCA) process, conducted in August 2024, shortlisted two southbound interim route options, TO1 and TO2, for further detailed evaluation. The northbound routes for TO1 and TO2 are identical.
Building on the first-stage MCA process, a second, more detailed MCA was conducted in February 2025, focusing on evaluating the performance of both TO1 and TO2. This MCA utilised the assessment criteria identified as key differentiators from the first stage. At the time of writing this report, T02 is emerging as the preferred option. However, as a final decision on the preferred southbound option has yet to be made by WCC and GWRC, this report presents the concept plans for both TO1 and TO2.



Harris St



Route Option TO1

2.2 Route Option TO1

In summary, as set out above, Option TO1 follows a southbound route along Whitmore and Featherston Streets before exiting onto Jervois Quay. The exit onto Jervois Quay would occur via Hunter Street, Willeston Street, or Harris Street. The latter two options would necessitate the southbound route also being located along the northern section of Victoria Street. From the final exit, the route continues along Customhouse Quay, Jervois Quay, Cable Street, and Kent Terrace before terminating at the Kent/Cambridge Terraces and Courtenay Place intersection.

For clarity, the final decision on the location of the 'exit' onto Jervois Quay will be made as part of the final decision-making process for the second stage MCA. It is expected that existing vehicle access constraints at each exit location will be important for decision-makers. Decisions on the final exit may not be required if T02 is confirmed as the preferred option.



Preferred Route - Option TO2

2.3 Route Option TO2

In summary, as set out above, Option TO2 follows a southbound route along Whitmore Street (starting from the Lambton Quay and Whitmore Street intersection) before merging onto Customhouse Quay. The route continues along Customhouse Quay, Jervois Quay, Cable Street, and Kent Terrace before terminating at the Kent/Cambridge Terraces and Courtenay Place intersection.



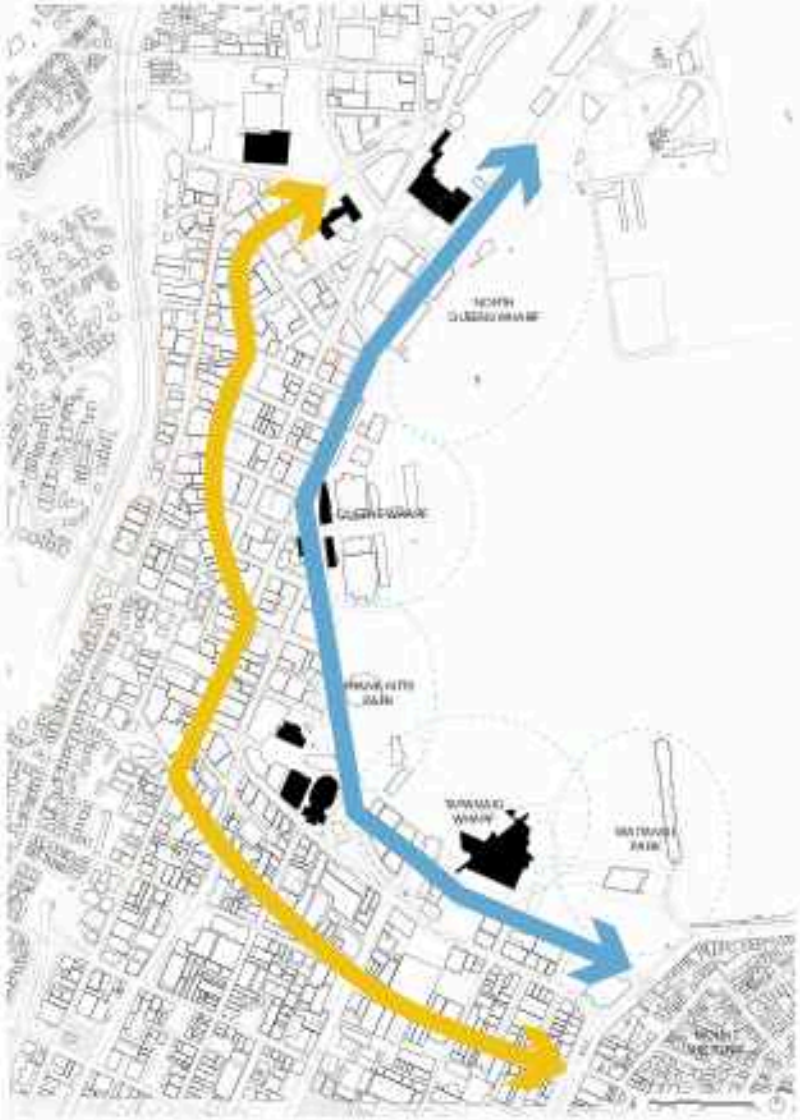
3.0 Urban and Landscape Quality Analysis



T01



T02



3.1 Legibility

Wellington CBD's urban form comprises several areas of differentiated character that enhance legibility and wayfinding across the city centre. Waterfront areas consist of multiple sheds, wharves, and parks, features distinct from inner-city areas. A transition from the adjacent urban core to the coast defines this area of the city's spatial organisation.

The main pathway (the Golden Mile) generally follows the original shoreline, leading from Thorndon in the north towards Mount Victoria in the south. Along the Golden Mile and the quays, a series of landmark buildings and notable areas reinforce these spines. These landmarks serve as focal points and memorable nodes within the city's broader urban form. Proposed bus routes and stops interact effectively with these landmarks, particularly adjacent to Queens Wharf, Fale Malae (proposed), and Te Papa / Tākina, reinforcing city legibility.

The Wellington Urban Motorway creates a strong city edge, which follows the topographical contours of the hills to the west of the CBD, providing clear city containment. The waterfront offers a similar level of containment to the east. Proposed bus stop locations provide access to the waterfront and the urban core, allowing bus routes to interact with both areas. This facilitates greater pedestrian catchment and reduces the perception of separation between these areas.

- Landmark
- Waterfront Areas
- Parliament
- Lambton Qy / Featherston St
- The Terrace
- Wills St
- Civic Square
- Cuba St
- Courtenay Pl / Te Aro
- Path: Golden Mile
- Path: Harbour Quays
- Edge: Topographical / Motorway
- Bus Stop: Golden Mile
- Bus Stop: Northbound
- Bus Stop: Southbound







3.2 Movement

Pedestrian movement (north-south) through central Wellington is generally focused around four main spines: Golden Mile, The Terrace, the quays, and the waterfront. Heading south towards Te Aro, these connections lead into main access spines for the Te Aro flat area: Willis Street, Cuba Street, Kent, and Cambridge Terrace. Additionally, secondary pedestrian spines work in collaboration with the main spines, such as Featherston, Victoria, and Wakefield Streets.

Between these spines, a fine-grained network of east-west shorter connections provide physical, visual, and perceptual links between the main activity areas of Golden Mile and the waterfront. Of these, some hold more significance than others, whether that be through a more direct/accessible route to the waterfront or destination or as a well-known route within the city (e.g., Grey Street to Post Office Square). These connections are plentiful towards the northern end of the city centre. A fine grain of connections occurs along Featherston Street and at Te Ngākau Civic Square. Further to the south, this structure of connections is coarser with less frequent options for pedestrians to access the waterfront (the Wakefield St/Cable St corridor is less permeable). Future development, particularly around the Courtenay Place end of the Golden Mile, will assist with this permeability.

Proposed bus stop locations are generally aligned with through connections or key landmark destinations. Pairings are sensibly located around Grey Street, Chews Lane/Harris Street, Te Papa/Taranaki Street, and Kent/Cambridge Terrace, reinforcing city legibility.

- Golden Mile
- Secondary Spines
- Harbour Quays
- Motorway
- The Terrace
- Waterfront Connections
- Bus Stop: Golden Mile
- Bus Stop: Northbound
- Bus Stop: Southbound



T01



T02



3.3 Canopy Cover

Canopy cover along the Golden Mile, the Quays, and the streets connecting the quays to Featherston Street and the Golden Mile is recorded.

Canopy cover is a key contributor to pedestrian environmental comfort and amenity. This is recognised in the Wellington District Plan. The Golden Mile has very good levels of shelter for pedestrians. Similarly, Featherston Street features reasonably continuous canopy cover, though some exceptions occur with high-level cover (e.g., Inspire House & Zebrano).

In contrast, the quays route has a noticeable lack of shelter southbound, while the northbound route has more continuous cover between Harris and Whitmore Streets. As a result, many—if not all—stops along the southern quays route will require pedestrians to move **along streets that do not offer the same level of cover** as the Golden Mile. These stops will also need to rely more heavily on dedicated stop shelters to provide bus users some level of environmental comfort.

The connector streets between the Golden Mile and the quays generally provide a good level of shelter. We note particularly the stop location pairing along Grey Street provides good levels of cover until Post Office Square. The stop pairing at Te Papa and Tākina will be less sheltered; however, the redevelopment of Reading may provide covered options in the future. Tākina will offer an indoor connection from Wakefield Street to Cable Street; however, this is semi-public and is compromised by the opening hours of the venue.



T01



T02



3.4 Pedestrian Amenity

The quality of pedestrian amenity within Wellington's CBD has been assessed in relation to a number of factors, including active frontages, shelter/canopies, general landscape/pavement conditions, and traffic dominance. This assessment is based on an on-site and desktop study undertaken by the consultant and reflects the existing conditions at the time of the survey with the exception of the proposed Golden Mile upgrade works, which have been considered.

The highest level of pedestrian amenity includes the proposed Golden Mile from Lambton Quay to Courtenay Place. These areas feature well-sheltered streets with vibrant, activated street edge conditions, contributing to a quality pedestrian experience. The adjacent, parallel Featherston Street and east-west connecting streets from Lambton Quay to the waterfront also maintain good quality pedestrian environments. North-south waterfront connections from Courtenay Place are weaker, with relatively diminished quality. In contrast, the Quays display poor pedestrian quality due to the vehicle-orientated, six-lane carriageway, lack of shelter, and reduced activation.

Route option T01 northern stop locations follow Featherston Street (southbound). This street is of high pedestrian quality. Its proximity to Lambton Quay further enhances its appeal as a wider quality pedestrian catchment for a retail/commercial precinct. However, for route option T02 (without Featherston Street), there is a notable reduction in pedestrian amenity and therefore a lack of consistency across these north-south connections.

High Pedestrian Quality

Low Pedestrian Quality

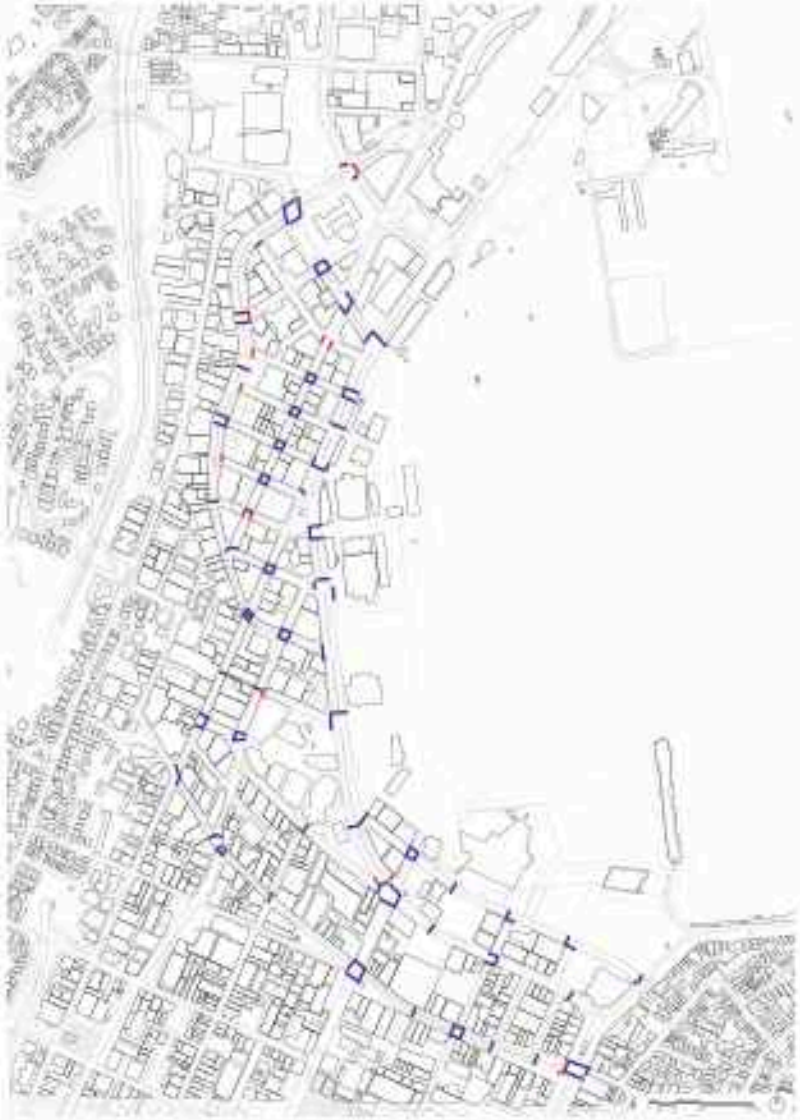
- Bus Stop: Golden Mile
- Bus Stop: Northbound
- Bus Stop: Southbound



T01



T02



3.5 Pedestrian Crossings

Pedestrian crossing location and type affect the actual and perceived safety of walking journeys. This is particularly relevant to the proposed bus stops along the eastern side of the quays (southbound), as these stops require pedestrians to cross between 4-6 lanes of vehicular traffic in exposed environments.

The location of safe crossing points will affect the perceived attractiveness and quality of the journey to a stop. A pedestrian route will be perceived to be increasingly difficult or undesirable the more that route deviates from the most direct path.

Stop pairs along Whitmore Street, the Quays, and Featherston Street are generally well-located in relation to crossing points. The Post Office Square/Queens Wharf Stops are located in close proximity to the paired Post Office Square signalised pedestrian crossings. The Harris Street/Fale Malae pairing is located near an existing overbridge, though this will be taken down as part of the planned Fale Malae development. Some uncertainty exists around the treatment of this crossing and the planned works at the City to Sea Bridge / Te Ngākau.

A stop pair by Te Papa is well-served by a crossing outside the Cable Street entrance of Tākina and also by crossings at Taranaki Street (given the access constraints at Tākina).

The Central City pedestrian improvements project has upgraded some crossings along the Quays, Whitmore Street, and Kent/Cambridge Terraces.

Bus Stop: Golden Mile
Bus Stop: Northbound
Bus Stop: Southbound
Signal Crossing
Zebra Crossing



3.6 Heritage and Viewshafts

Both TO1 and TO2 are proposed to be located in Heritage Areas or near Heritage Buildings/ Items as identified in the WCC District Plan. Some bus stop locations are also within the District Plan's identified viewshafts. Accordingly, the district plan's heritage and viewshaft requirements will need to be considered as design progresses.

The below heritage areas and buildings are within the Harbour Quays project area (this information and the adjacent plan are from the Draft Harbour Quays Contextual Analysis prepared by WCC December 2024):

- The landmark Neo-Classical Revival style Wellington
- The Railway Station defines the Waterloo Quay, Featherston, and Bunny Street area and is used by thousands of commuters daily.
- The Parliamentary Precinct Heritage Area, together with the nearby Government Buildings, Cenotaph, and Waitiri Landing Park, is a site of national significance.
- The Stout Street Heritage Area on reclaimed land intersects Lambton Quay and features a nationally significant collection of heritage buildings built from 1879 to 1940.
- The heritage buildings that form the BNZ Head Office Heritage Area create one of the most significant streetscapes in Aotearoa New Zealand and include a stretch of southern Lambton Quay that has been permanently settled since 1840.
- Te Ngākau Civic Precinct holds the city's library, art gallery, events centre, and key developments: the Town Hall (future home of VUW School of Music) and WCC buildings to be constructed as part of a thriving precinct of culture, democracy, discovery, and arts experiences.
- Surveyed in the 1840s, Cuba Street Heritage Area is one of the city's earliest streets and best-known heritage areas, celebrated for its character and social life.
- The Courtenay Place Heritage Area features a long and unbroken vista of rare and highly significant heritage buildings, adjacent to Edwardian low-rise industrial warehouse streetscapes.

4.0 Design Considerations

4.1 Corridor Requirements

The key bus corridor requirements for the design are summarised in this section.

Further information on the functional requirements for the Project can be found in the Design Philosophy Statement attached as Appendix C.

4.1.1 Bus lanes

Base design assumptions include:

- At concept design, it is assumed that there will be no dedicated bus lanes. This will require further investigation during developed design.

4.1.2 Bus stop box

Base design assumptions include:

- Minimum stop length = 14m per bus. Generally three buses per stop.
- Waka Kotahi Public Transport Design Guide taper lengths to be provided to ensure buses can stop parallel to the kerb and allow accessible boarding.

4.1.3 General traffic lane widths

Base design assumptions include:

- The minimum lane width for general traffic lanes shall be 2.9m.

4.1.4 Vehicle Tracking

The key design requirements for vehicle tracking are described below.

- 12.6m tour coach used as minimum standard (covers FENZ and bus tracking needs).
- No tracking into adjacent lanes for main routes.
- Tracking permitted into adjacent/opposing lanes for low-volume/low-speed streets (e.g., Hunter Street).
- A specific Metlink bus fleet vehicle arrangement will be used in addition to the tour coach at the detailed design stage.
- 19.0m Semi-trailer used as a minimum standard. Tracking permitted into adjacent lanes for turning movements.

4.1.5 Signal changes and priority

Changes to signal controls, including signal phasing adjustments and/or additional bus priority treatments, may be required to facilitate the movement of buses and/or mitigate impacts to general traffic. These treatments will be investigated in detail in the developed design but could include:

- Signal phase adjustments, such as green time extensions.
- Introduction of, or extensions to, pedestrian crossing phasing.
- Introduction of additional bus-only phasing (B-phases).
- Bus priority, including queue jump facilities and investigations into the application of bus lanes (part-time or full-time).

The application of bus lanes has not been considered in detail at concept design, as further work is required to understand the specific locations where such treatments may be applicable, as well as the form and function of such treatments (full-time vs. part-time, etc.). Given the complexity of the operating environment, including the short intervals between signalised intersections and the requirement to manage parking at some locations on the corridor, a uniform bus lane treatment is unlikely to be feasible along the entire length of each corridor. A detailed investigation on the appropriate mix of bus priority, including the use of bus lanes, will be undertaken in the developed design.

4.1.6 Building Access and Servicing (Parking)

The key design requirements for building access and servicing (parking) are described below:

- All design will be in accordance with WCC's Parking Policy (2020) and with the Project's Parking Management Plan (under development.
- Where possible, on-street high-priority stopping spaces (as defined by the Wellington City Council Parking Policy) will be maintained; where it is not possible to maintain high-priority parking in the same location, the following options will be considered:
    - Alternative location on the same street.
    - Time-restricted parking (e.g., clearways to provide parking outside peak times).
    - Relocation to side streets.
- High-priority parking will include:
    - Mobility.
    - Taxi Stands.
    - Bike/micro-mobility.
    - Loading zone.
    - Short stay.
    - Car share.
- Lowest (long-stay) and lower priority (commuters and residents) parking will be removed where:
    - Required to provide for higher-priority parking.
    - The space is required for bus movement functions.
- Vehicle access to all properties will be maintained, and opportunities to improve safety or consolidate access will be identified through the design process.
- High-use or access points with restricted sight lines will be identified during detailed design, and appropriate mitigation will be identified to minimise conflicts.

4.2 Stop Requirements

The key bus stop requirements for the design of bus facilities are summarised in this section. Further information on the functional requirements for the Project can be found in the Design Philosophy Statement attached as Appendix C.

Base design assumptions include:

- Where new bus stops are to be provided, new bus shelters will be provided as per Metlink Bus Shelter Drawing Standards.
- Real-time information will be provided at each bus stop.
- Real-time information facilities will be as per Metlink real-time information standards.

The following guidance was used to assist initial site selection by providing minimum dimension and design standards based on the GWRC standard shelter types. They do not yet address more detailed design aspects such as CPTED, shelter amenity and urban design, which will be addressed during the developed design.



DESIGN BRAND SLIM 3 BAY



DESIGN BRAND STANDARD 3 BAY



DESIGN BRAND STANDARD 4 BAY



DESIGN BRAND CANTILEVER 3 BAY



GWRC 2m CANTILEVER 2/3 BAY

4.2.1 Existing Constraints

Bus shelter layouts that facilitate expected bus types and passenger volumes and consider existing conditions such as local hazards, stop visibility, and approaching bus sight lines.

Guidance: Priority should be given to sites that allow sufficient footpath width for a separate wait area at the kerb line off the building line and enough length to provide shelter with appropriate capacity for the maximum number of passengers waiting at any one time.

4.2.2 Safety & Accessibility

Bus layout geometries, including best practice bus stop design and safety considerations, including kerb setbacks, accessible bays, safe loading clearances, and hazard warning strips. Bus stops are situated proximate to pedestrian crossing facilities wherever possible in order to provide passengers with safe and convenient access to and from the stop. All shelters should include CCTV; where no shelters are provided, WCC's existing CCTV coverage shall be assessed to ensure adequate coverage is achieved.

Guidance: GWRC has a minimum 900mm kerb setback of shelter canopies (bus collision). NZTA bus stop standards offer a useful minimum standard of 1800mm for kerb setbacks to vertical shelter elements (safety/accessibility). These, however, assume no separate wait area. The setback can be reduced to 1500mm minimum if the wait area is not shared with pedestrian traffic.

4.2.3 Customer Experience

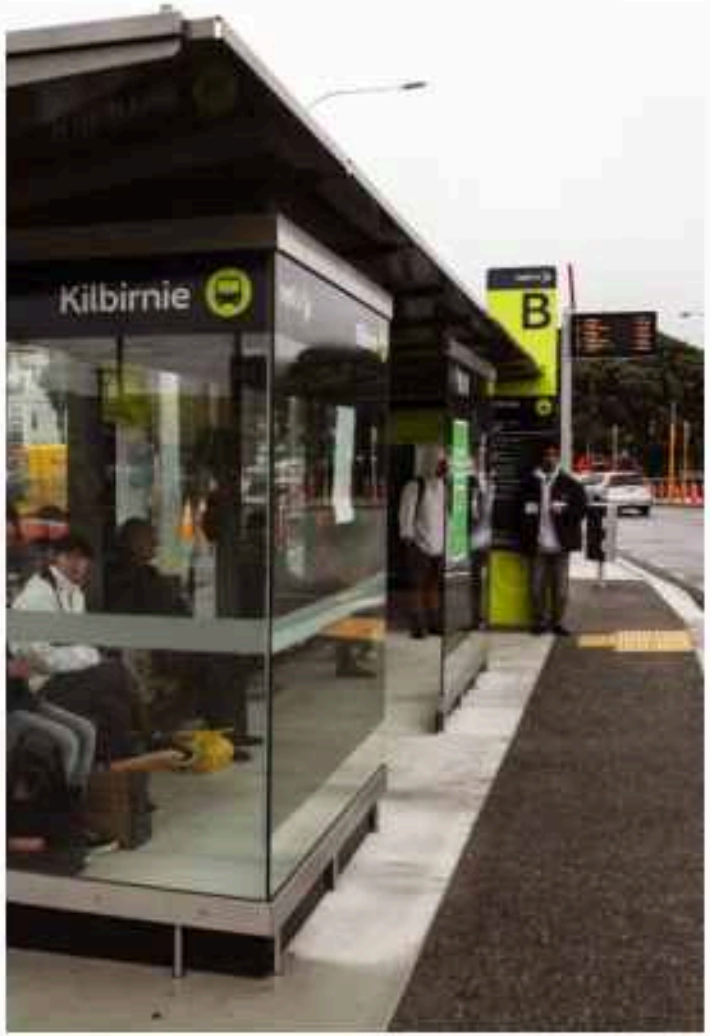
Customer experience is a core part of the project's success, capturing the provision of shelter appropriate to each location, CPTED including lighting and visibility, seating, accessibility, and wayfinding.

Guidance: Selection of shelter types should be based on the degree of exposure and amount of locally available existing cover. In general, the Design Brand shelters are too shallow to meet full accessibility standards and have limited passenger capacity. Care is needed in exposed sites to select shelter types that provide adequate protection from wind/wind-driven rain in general and specifically to the most vulnerable of passengers. The GWRC 2m cantilevered shelter is prefered where practical to use, subject to additional end screens in more exposed sites.

4.2.4 Bus Network Efficiency

Efficient bus layouts that provide separate wait areas with loading geometries and account for human factors such as crowding that can affect the efficiency of the bus loading times and ultimately the entire network.

Guidance: Shelter layouts that are linear and parallel to the footpath provide sufficient capacity at the head of the stop while allowing passengers to spread out along the length of the shelter. This prevents crowding and provides passengers with a clear line of sight to arriving buses. The shelter shouldn't be too far from the bus loading point, as it requires passengers to queue in the rain.



4.2.5 Where bikes pass behind bus stops

Provision for dedicated cycle bypass facilities will only be made where proposed stop locations impact an existing bicycle facility.

All cycle bypass facilities will be designed in accordance with NZTA's guidance on the design of bus and bicycle infrastructure.

4.2.6 Universal Access and Design

Bus stops are public infrastructure and must ensure the accessibility, safety, and comfort of all users, regardless of age, ability, or mobility. Universal design is a design approach that seeks to provide infrastructure that is equally accessible to all users, regardless of physical attributes or disability. The approach incorporates a mix of features, including level boarding platforms, tactile indicators for the visually impaired, clear signage, seating, and storage for wheelchairs and other mobility aids. Shelters should provide adequate weather protection while allowing visibility for security and navigation. By prioritising inclusive design practices, bus networks may be made accessible to a diverse population, promoting independent and equitable public transport access.

The principles of universal design have been considered in the location and design of bus stops along the Harbour Quays corridor, including:

- The relationship of bus stops to safe, controlled pedestrian crossings.
- The configuration of shelters and other infrastructure, including the positioning of shelters to minimise conflict with pedestrians.
- The use of tactile ground surface indicators and audio/visual communication tools.
- The use of signage and audio-visual communication systems.

A more detailed Crime Prevention Through Environmental Design (CPTED) assessment and inputs will be integrated into the Developed Design.

4.2.7 Pedestrian Facilities

The current footpath widths vary across the different streets within the preferred corridor. The general design approach is as follows:

- The starting position is that changes to footpath widths will be minimised
- To remain within budgets, it is assumed that civil works, kerb and channel, and stormwater changes are minimal.
- Except for specific lengths or to improve crossing conditions or remove critical constraints, footways will not be widened.
- No shared path (bike/micro-mobility and pedestrians) facilities will be built.
- In some locations, pedestrian buildouts may need to be removed to provide space for bus facilities.
- Accessibility: All new pedestrian facilities should comply with best practice requirements for accessibility, including grades, ramps, tactiles, etc.

4.2.8 Civil and Drainage Works

The key design requirements for civil and drainage works include:

- Standard kerb and channel to be used for all new kerbs except at bus stops where Kassel Kerb may be provided. Need to allow appropriate transition length to reach new height
- All clashes with existing stormwater sumps/catchpits are to be identified in the developed design phase drawings.
- Bus stop bypass design is assumed to maintain kerb and channel conveyance through approved channel covers or through proprietary drainage products.
- If applicable, all areas with substantial footpath widening are assumed to include a slot drain or other proprietary drainage product to avoid road-level construction.
- No stormwater upgrades are proposed as part of the Project to address existing issues along the routes.
- All new stormwater sump/catchpit grates to be a bike-friendly design.

4.2.9 Signs and Markings

The key design requirements for signs and markings:

- Signage and markings will comply with the Traffic Control Devices (TCD) manual and the Manual of Traffic Signs and Markings (MoTSAM).

Additionally, signage and markings will also refer to best practice guidance such as NZTA's Public Transport Design Guide.

4.2.10 Kassel Kerbs

The use of Kassel Kerbs will be limited to stops only where physical works are required to the kerbline associated with the stop.

4.2.11 Real-time information boards

Base design assumptions include:

- Standard real-time information boards will be supplied by GWRC.

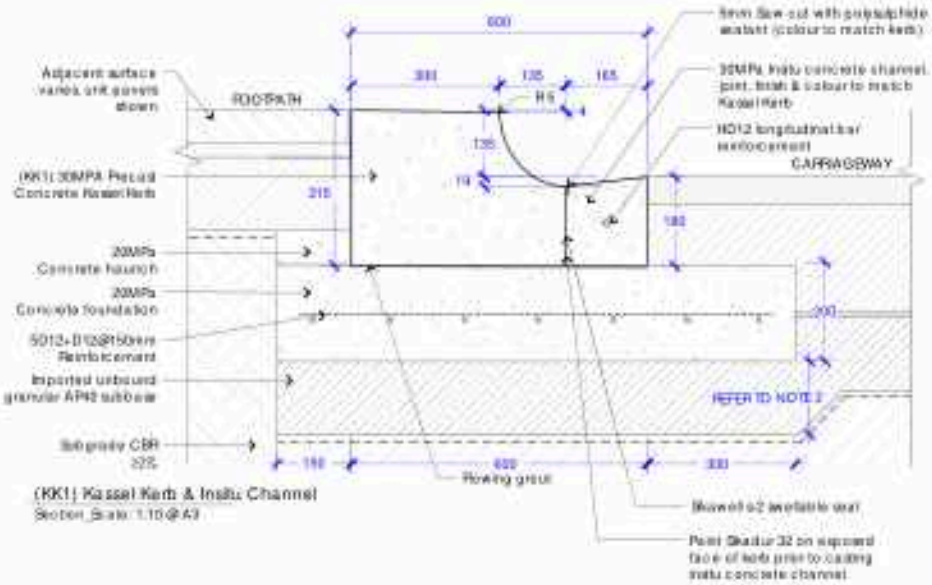
4.2.12 Bus Wayfinding Signage

Base design assumptions include:

- Standard bus wayfinding signage will be supplied by GWRC.

Design Review Notes: to be investigated during Developed Design.

- *Design team to investigate alternative kerb options to minimise construction costs while still achieving accessibility.*



(KK1) Kassel Kerb & Insitu Channel
Section Scale: 1:10@A3

5.0 Bus Stop Design Concepts



5.1 Approach to the identification of bus stops

The location and position of bus stops along the Harbour Quays corridor(s) must balance passenger and pedestrian convenience, operational efficiency, and safety. Bus stops must be positioned to provide convenient access to major destinations along the corridor while maintaining or improving journey times and reliability for public transport services. Bus stops that are closely positioned compromise the performance of bus services, resulting in delays and the platooning of buses as they move along the corridor. Conversely, stops that are widely spaced or inappropriately positioned may result in passengers choosing other services or modes.

A bus stop strategy (see Appendix D) has been developed to strike a balance between these competing tensions, with the strategy considering:

- An ideal spacing of between 250m and 400m.
- Locations and connection to major destinations along the corridor.
- Connection to other transport interchanges, including stops on the Golden Mile.
- Pedestrian connectivity, including proximity to safe pedestrian crossing points.
- Bus accessibility and manoeuvrability.
- Impacts to general traffic.
- Potential infrastructure requirements, including ease of construction.

The application of this strategy identified five optimal locations for bus stops (northbound and southbound) on corridors TO1 and TO2.

An additional bus stop location was also identified proximate to Waring Taylor, which will be explored further in the Developed Design.


Stop 1 (Sou)
Stop 1 (Nou)
Stop 2 (Sou)
Stop 2 (Nou)
Stop 3 (Sou)
Stop 3 (Nou)
Stop 4 (Sou)
Stop 4 (Nou)
Stop 5 (Sou)
Stop 5 (Nou)
Stop 6 (Nou)
Stop 6 (Sou)

Stop 1 Southbound (SIA)

Overview

Located on Whitmore Street outside of the Old Government Buildings, this area is well connected to Lambton Quay and Parliament.

It is anticipated that this stop would only cater to incoming services from the west and be primarily used for drop-off/ alighting buses.

Key urban design considerations

- Proposed stop relationship with Schedule 1 Heritage Building 'Government Buildings' (DP Ref# 179) and HNZPT Cat 1, 37 will influence the exact position and design of the stop. Part of the Parliamentary Precinct Heritage Area (DP Ref# 14, Schedule 3).
- Sensitivity and appropriate design response to the heritage railings will need to be addressed. Take into account the existing landscape—trees and hedging along the back edge of the pavement within the Government Buildings grounds. Unlikely to affect the Peter Fraser statue (heritage structure).
- District Plan View Shaft 'VS3 North Queens Wharf and Inner Town Belt—Whitmore Street' is likely to be affected. Mitigation will be required to minimise the effect on VS3.
- District Plan View Shaft 'VS4 The Beehive and The Cenotaph—Whitmore Street' is likely to be affected. Mitigation will be required to minimise the effect on VS4.
- Overall environmental quality and pedestrian amenity at the stop is limited due to the exposed location and lack of building edges providing activation and shelter.
- Walking connections to the stop are exposed with no canopy cover or edge activation.



Whitmore Street, outside VUW Pipitea

Design Review Notes: to be investigated during Developed Design.

- *Shelter removed from this stop as part of review of concept design.*

Technical Considerations

- The site is exposed to northerly wind.
- Stop is predominantly a drop-off, so less shelter may be appropriate.
- Some conflict between pedestrians and the cycleway can be mitigated by placing seating or shelter against the fenceline.
- Curved layout of bus boarding area to be tested during developed design to ensure buses can get close enough to kerbs to allow for accessible boarding.





Stop 1 Northbound (N_{1A})

Overview

Located on Whitmore Street outside of the Supreme Court, this area is well **connected to Lambton Quay and** Parliament.

It is anticipated that this stop would only cater to westbound services.

Key urban design considerations

- Part of Stout Street Precinct Heritage Area (DP Ref# 14, Schedule 3).
- Relationship with the Supreme Court—particularly facade arrangement, internal activity, and plinth surrounds—will influence the exact position and design of the stop location and shelter. As proposed, the stop is positioned adjacent to service/utility space within the court and will limit impact on outlook for court staff.
- Existing landscape and streetscape features—particularly the seating and trees—will need to be integrated into the stop design. As proposed, the stop utilises the gap between seats and consolidates these elements in a coherent location.
- Existing footpath and carriageway space is generous, and width will be adequate to **accommodate passersby and stop customers.**
- District Plan View Shaft 'VS3 North Queens Wharf and Inner Town Belt—Whitmore Street' is likely to be affected. Mitigation will be required to minimise the effect on VS3

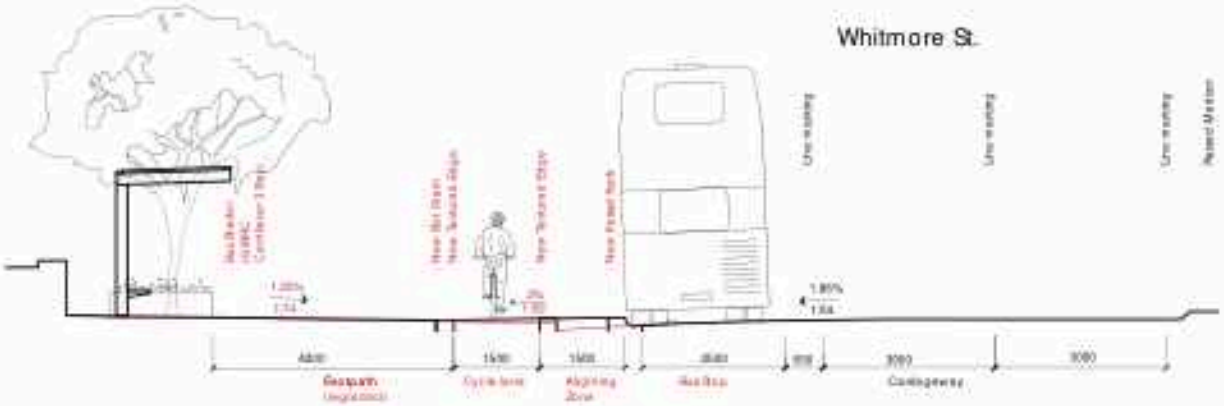


Whitmore Street, outside High Court

- District Plan View Shaft 'VS4 The Beehive and The Cenotaph—Whitmore Street' is likely to be affected. Mitigation will be required to minimise the effect on VS4.
- Overall environmental quality and pedestrian amenity at the stop is low-medium: amenity from seating, planting, and footpath width is good, but building edge activation is limited, and no canopies exist, reducing amenity for stop users. Consider a second shelter to increase sheltered capacity and vertical structure to mitigate wind/rain exposure.
- Accessibility to the stop is reasonable with nearby signalled crossings at Lambton Quay and Stout St.

Technical considerations

- The site is exposed to the northerly wind and requires shelter.
- Some conflict between pedestrians and the cycleway can be mitigated by placing shelter against the building line.
- Curved layout of bus boarding area to be tested during developed design to ensure buses can get close enough to kerbs to allow for accessible boarding.



Design Review Notes: to be investigated during Developed Design.

- *Alternative option showing the cycle lane passing behind the stop and shelter was discounted previously due to indirect nature of cycle route and conflicts with Golden Mile pedestrian movements.*
- *Shelter will need to be visually permeable for CPTED considerations, as potential entrapment risk between shelter and water feature.*
- *Proximity of stop to to key intersection could mean that cyclists aren't looking for boarding/alighting passengers. Recommend shifting head of stop south.*
- *Is there likley to be a need for further shelters for more capacity? This positioning would require them to be split between tree bays.*



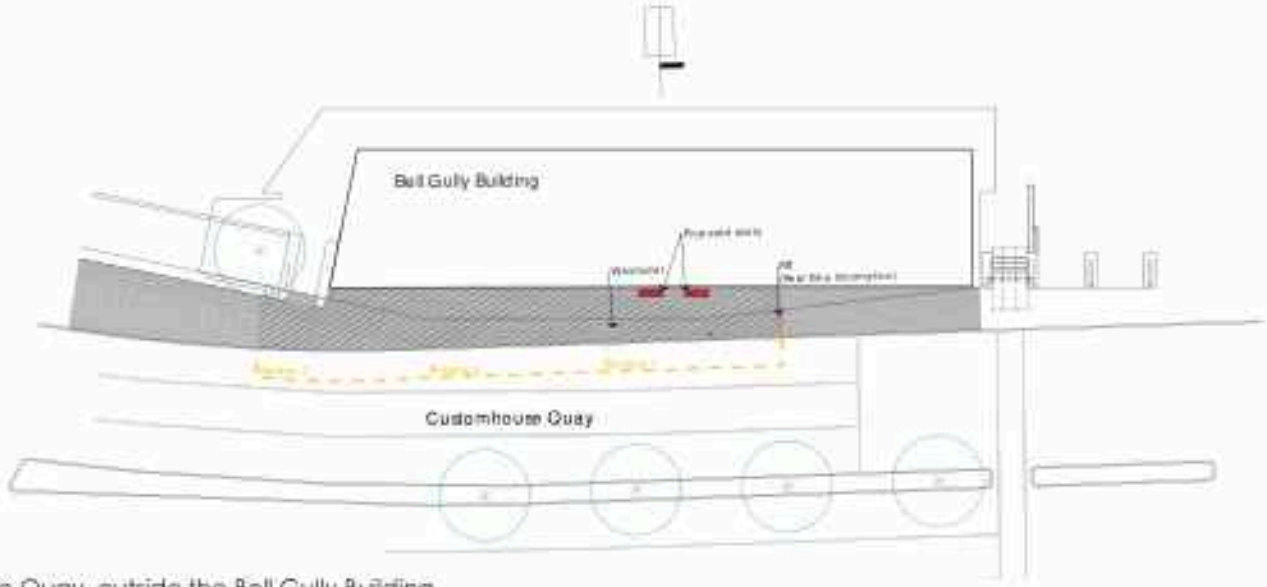
Stop 2 Southbound (S_{2L})

Overview

Located on Customhouse Quay, adjacent to the new development on Wellington Waterfront, this is one of the few stop opportunities before Queens Wharf.

Key urban design considerations

- The proposed stop is located adjacent to the Servcorp-Bell Gully Building, southbound along Customhouse Quay.
- Access to the stop from the city is via the signalled Waring Taylor intersection. From the waterfront, access is via Lady Elizabeth Lane. Both these approaches lack continuous canopy or building edge protection/activation for users connecting to the stop. Crossing of the quays is required for city movements, and while exposed, canopies do exist along Waring Taylor Street, and a free-standing canopy is located on the eastern side of the quays.
- At the stop, the blank ground-level facade of the S-BG Building does not offer activation or amenity for users. However, the presence of the stop will offer some level of increased activity at that location, improving an otherwise inactive edge.



Customhouse Quay, outside the Bell Gully Building

Design Review Notes: to be investigated during Developed Design.

- *Increased lateral shelter to be provided.*
- *Potential safety issues with jaywalking as passengers run across traffic to catch their waiting bus.*

- As proposed, the stop will utilise the building canopy and remove the need for a standalone shelter. This will occupy less of the footpath and reduce conflicts between passers-by and stop customers. We also note the likely lower numbers of passers-by using this footpath relative to the waterfront.
- Environmental quality and pedestrian amenity at the stop is low given the proximity to traffic, lack of building activation, and absence of planting. Consider vertical structure at the stop to mitigate wind/rain exposure.

Technical Considerations

- The existing building canopy sits close to the kerb and may conflict with the bus sweep. To be investigated further.





Stop 2 Northbound (N_{2B})

Overview

The proposed stop is located adjacent to the Deloitte Building, northbound along Customhouse Quay.

Key urban design considerations

- Access to the stop from the city is via Waring Taylor Street and Johnston Street. The former offers covered connections (canopies). From the waterfront, access is via signalled crossings at both Waring Taylor Street and Johnston Street. These approaches lack continuous canopy or building edge protection for users connecting to the stop. Crossing of the quays is required (exposed).
- At the stop, the blank ground-level facade of the S-BG Building does not offer activation or amenity for users. However, the presence of the stop will offer some level of increased activity at that location, improving an otherwise inactive edge.
- The stop will utilise the building canopy and remove the need for a standalone shelter. This will occupy less of the footpath and reduce conflicts between passers-by and stop customers. Environmental quality and pedestrian amenity at the stop is low given the proximity to traffic and absence of planting.
- Building provides good levels of activation, particularly towards the northern end with internal cafe space. Building front (glazing) set back behind the low-level plinth reduces conflict between stop users and internal users.



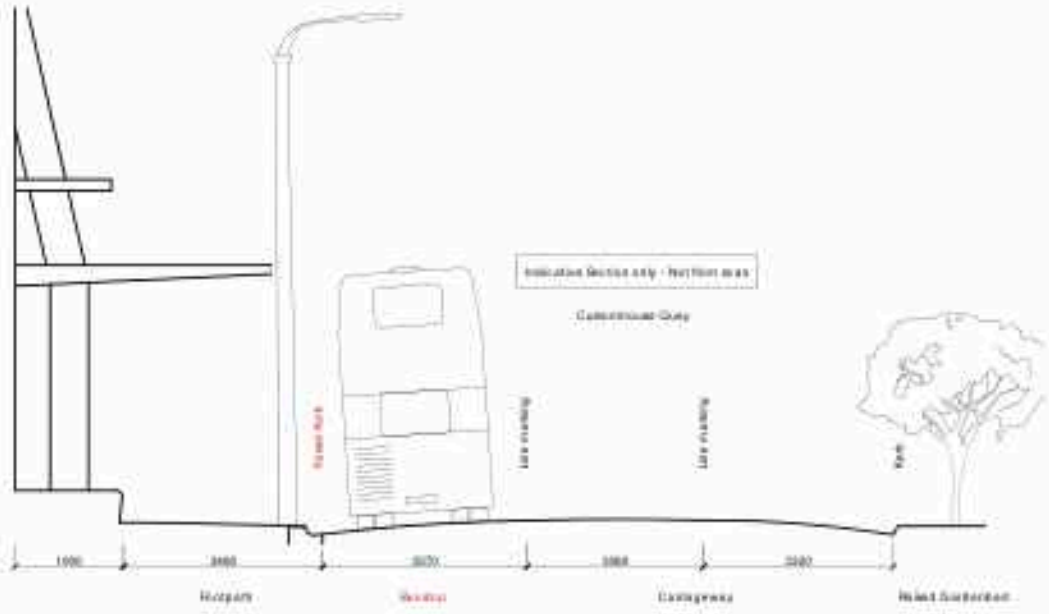
Customhouse Quay, outside Deloitte

Design Review Notes: to be investigated during Developed Design.

- *Additional seat (not under shelter) added during concept review.*
- *Note the adjacent building is base isolated and we can not place any furniture within 1.5m of the structure without impacting on the buildings performance during an earthquake.*

Technical Considerations

- The existing building plinth provides informal seating.
- The site is exposed to the northwesterly but protected by the large existing canopy.
- RTI location to be confirmed. If there is conflict with the building canopy, the RTI can be relocated further west.
- Consider vertical structure at the stop to mitigate wind/rain exposure.





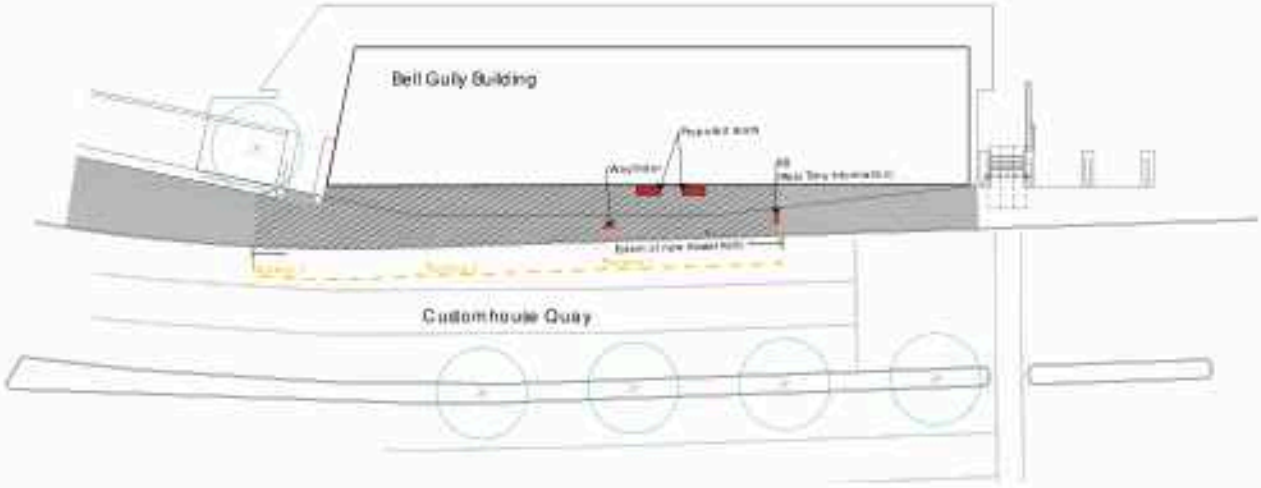
Stop 3 Southbound (S2K)

Overview

Located on Jervois Quay Outside of the Wellington Museum, this stop is ideally located for the TSB Arena and Queens Wharf.

Key urban design considerations

- The future stop will reinforce access and city-wide legibility for the museum and Queens Wharf, resulting in positive outcomes for both route options TO1/TO2.
- The relationship with Schedule 1 Heritage Building 'Wellington Harbour Board Head Office and Bond Store' (DP Ref# 160) and HNZPT Cat 1, 234 will influence the exact position and design of the stop location and shelter.
- Sensitivity and appropriate design response to the heritage building will need to be addressed, taking into account facade arrangement and fenestration.
- Existing shrub and tree planting along the street edge will be affected/need to be removed, reducing buffering from traffic and reducing amenity for pedestrians.
- As proposed, the stop occupies a large proportion of the existing footpath width, with a small gap between the rear of the shelter and Wellington Museum. Therefore, conflicts between passers-by and stop customers may occur. This will be mitigated by the likely lower numbers of passersby using this footpath relative to the waterfront.
- Environmental quality and pedestrian amenity at the stop is low given the proximity to traffic, lack of building canopy, narrow footpath, lack of activation, and absence of planting. Consider vertical structures at the stop to mitigate wind/rain exposure.

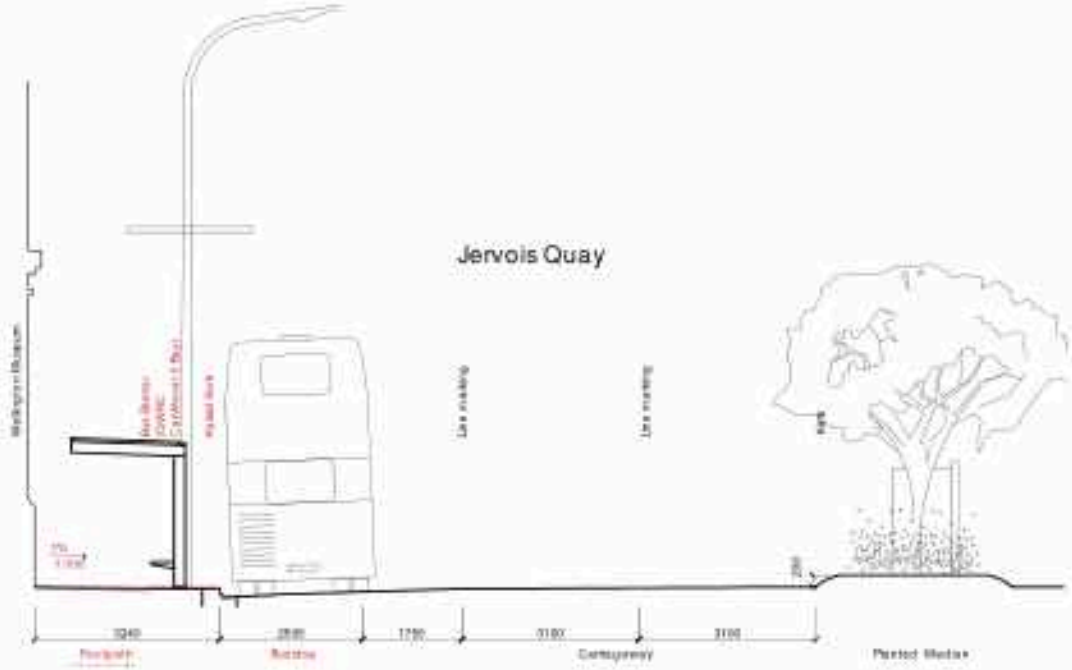


Jervois Quay, Outside Wellington Museum

- Poorly sheltered and activated connections for customers getting to the stop. Requires crossing Harbour Quays (exposed) and lack of canopy shelter along local building edges.
- Improved pedestrian crossing across the Queens Wharf vehicle access will improve access to the stop.

Technical considerations

- The narrow existing footpath and heritage building restrict the opportunity for shelter against the building line. Shelter to be reversed against kerb provided CPTED requirements and sight lines can be achieved.
- The site has poor existing lighting and poor oversight—a detailed lighting study is required for this area.



Design Review Notes: to be investigated during Developed Design.

- *Perceptions of exposure to weather compounded by additional uncovered walking distance from Post Office Square is noted.*
- *Potential safety issues with jaywalking as passengers run across traffic to catch their waiting bus.*
- *Shelter to be placed to minimise impact on heritage facade (acknowledging that building footings, emergency panel, windows, and loading door are limiting factors).*
- *Also, noting there are a number of constraints to providing a comfortable pedestrian experience and footpath width (lighting column and traffic control boxes in the pathway at the northern end, Powerco pit in the garden bed, metal footing plates).*
- *Sheltered enclosure for waiting passengers will be extremely important at this location (glazing all sides), with a high level of visual permeability. Increased lateral shelter is to be provided.*
- *Fill on the building edge potentially pushes pedestrians out to the road edge; is there an option for a kerb-edge option?*
- *Can we change the alignment of the main pedestrian travel route next to the heritage gates so it doesn't cross the existing drainage grate?*
- *Is there an opportunity to offset planting loss due to partial/total removal of the garden bed?*



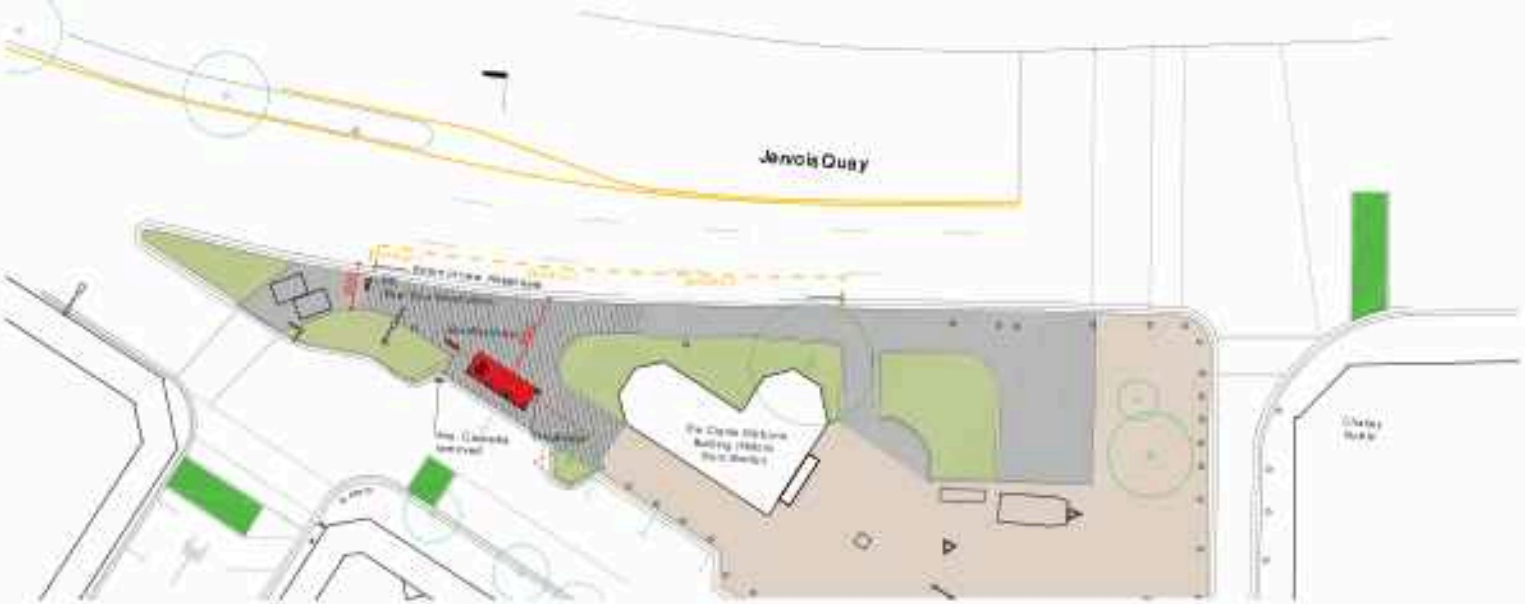
Stop 3 Northbound (N_{2C})

Overview

Located on Post Office Square, this stop is ideally located for the TSB Arena and Queens Wharf.

Key urban design considerations

- The proposed stop sits within DP Heritage Area DP re #16. Also Clarrie Gibbons Building (Clarrie's) (Heritage Building ref 159).
- The proposed stop location utilises an area where angled parking has been replaced with parallel parking. This location is somewhat disconnected from Clarrie's, utilising a tongue of land between Customhouse Quay and Jervois Quay.
- The proposed stop will enhance activation and 'purpose' for this area and will reinforce access and city-wide legibility for Queens Wharf, resulting in positive outcomes for both route options TO1/TO2.
- Physical separation from Clarrie's will reduce visual impacts on this structure.
- The existing shrub landscape along the street edge will be affected.
- Occupying an existing parking area, the shelter is unlikely to create conflicts between passersby and stop customers.



Jervois Quay, outside Clarrie Gibbons Building

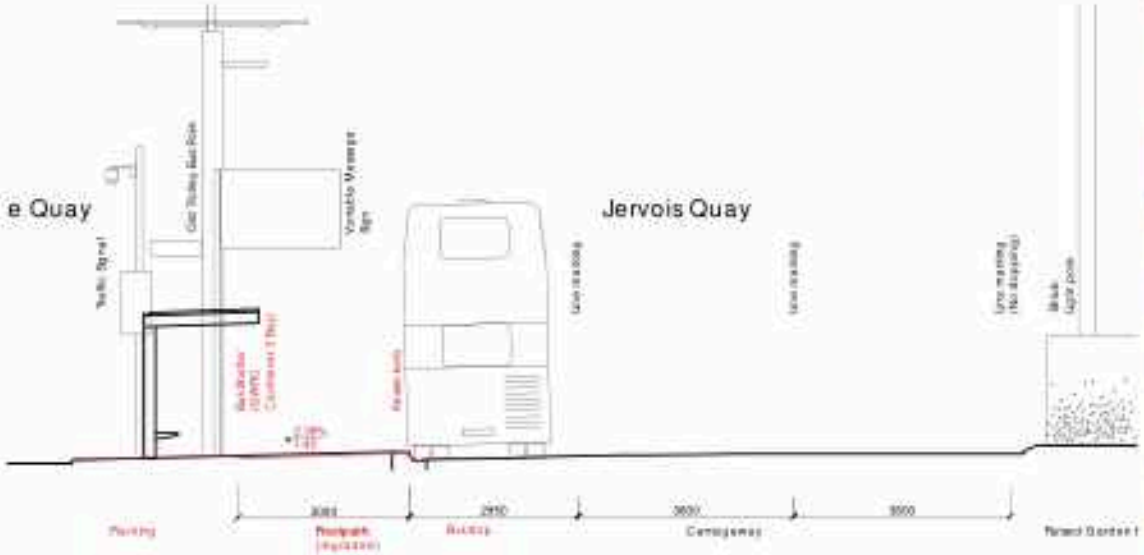
Design Review Notes: to be investigated during Developed Design.

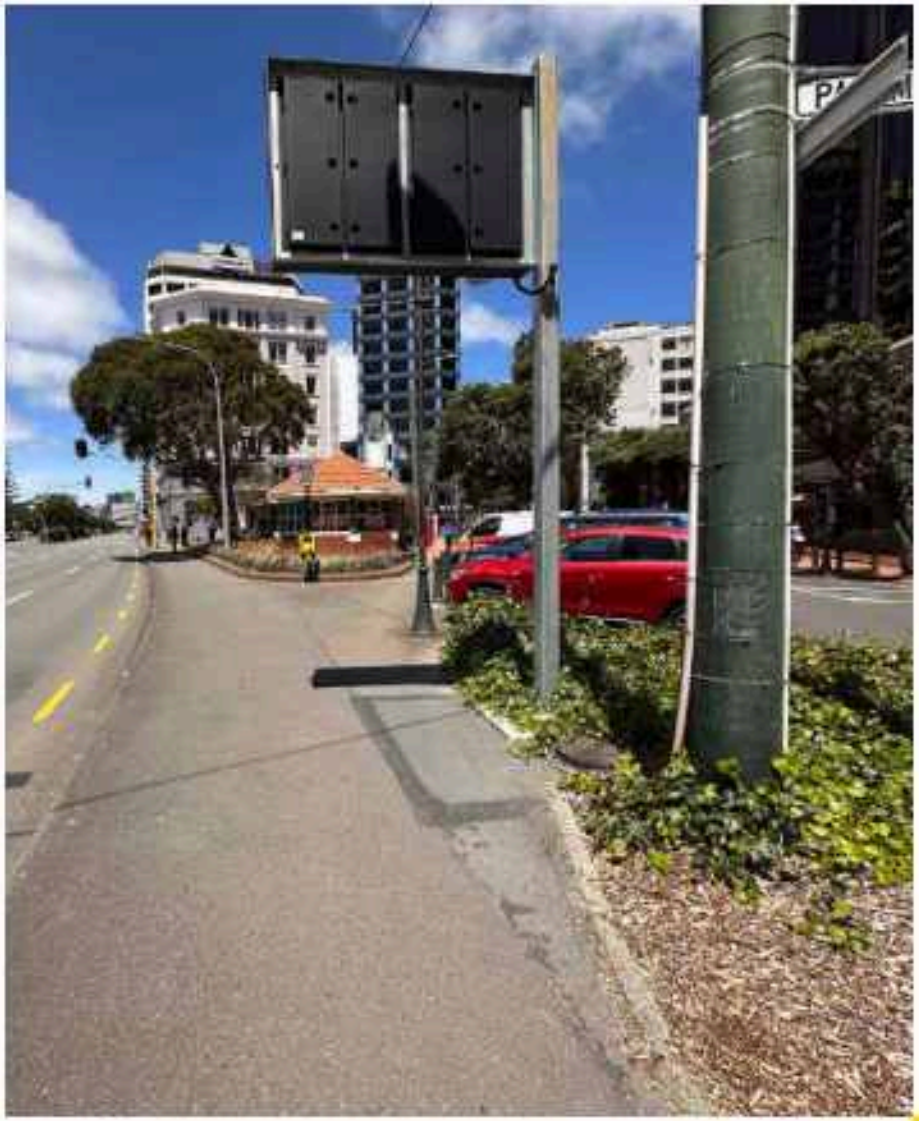
- *Refine shelter location to move it closer to stop head if possible.*
- *While placement of this shelter offers plenty of room for waiting customers away from flow of pedestrians, there is a risk it is out of the sightline of buses/people wanting to check RTI.*

- Overall environmental quality and pedestrian amenity at the stop is low given the proximity to traffic, lack of building canopy, lack of activation, and somewhat isolated position. Consider vertical structure at the stop to mitigate wind/rain exposure.
- Poorly sheltered and activated connections for customers getting to the stop from the waterfront. Generally covered connections from the city (west).
- Requires crossing Customhouse and Jervois Quays (exposed).

Technical Considerations

- This site is exposed to the northerly wind and requires additional shelter.
- Realigning car parks provides an opportunity to achieve simple access and circulation in an otherwise congested corner.
- Clearance from the historic tram shelter allows use of the standard bus shelter.
- Curved layout of bus boarding area to be tested during developed design to ensure buses can get close enough to kerbs to allow for accessible boarding.Curved layout of bus boarding area to be tested during developed design to ensure busses can get close enough to kerbs to allow for accessible boarding.





Stop 4 Southbound (S$_{SC}$)

Overview

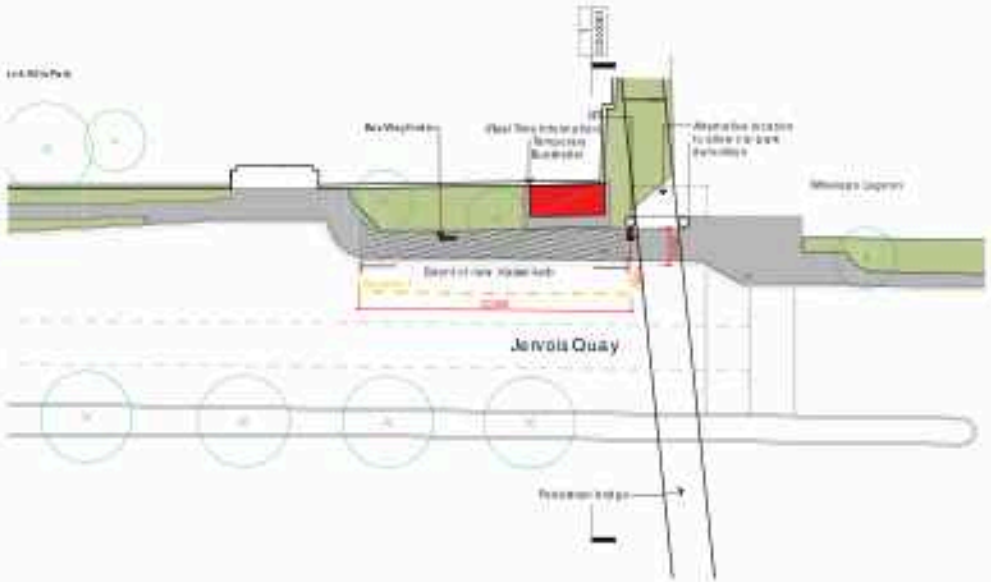
As part of our assessment of stop catchments, a stop pair located adjacent to/opposite Frank Kitts Park on Jervois Quay was identified. Alternative locations for stops proximate to this location were considered, including the use of Harris, Willeston, or Hunter as part of the appraisal of corridor TO1. These alternative locations were found to have significant challenges, including limited access, conflicts with emergency services, or safety concerns.

Frank Kitts Park is scheduled for redevelopment in the near future, which will impact both the configuration of the park and its relationship with Jervois Quay. Given that these changes will impact the bus stop and its supporting infrastructure, it is proposed to defer the construction of permanent infrastructure until after redevelopment works have concluded. A temporary stop will be provided until such time as redevelopment works to Frank Kitts Park have concluded. Bus stops immediately upstream and downstream will be fully installed, with shelters and other infrastructure.

This approach provides improved access for passengers seeking access to destinations proximate to Jervois Quay while providing the option for passengers to walk to the adjacent stop should they desire more shelter.

Key urban design considerations

- Proposed temporary stop. The future final stop location and design will need to interface with the redevelopment of Frank Kitts Park/Fale Malae, particularly reconciling any layby/drop-off access to the malae.
- The future stop will reinforce access and city-wide legibility for the malae, lagoon, and Te Ngākau, resulting in positive outcomes for both route options TO1/TO2.
- This stop location will utilise an underused area of low-quality landscape adjacent to the blank wall/facade of the FKP car park.
- Existing mature trees (Norfolk Pine and Cabbage) are retained for the temporary proposal and will help maintain some level of amenity at the stop.
- The proposed stop will enhance activation and 'purpose' for this area.



Jervois Quay, outside Frank Kitts Park

Design Review Notes: to be investigated during Developed Design.

- *Comfortable with use of temporary shelter in the interim here. However, need to ensure there is good visual permeability as there have been some issues around anti-social behaviour in adjacent area.*
- *Stop needs to be attractive so any temporary structures need to be 'more' than a standard shipping container.*

- Occupying an existing planted area, the shelter is unlikely to create conflicts between passersby and stop customers.
- Overall environmental quality and pedestrian amenity at the stop is low given the proximity to traffic, lack of building canopy, lack of activation, and somewhat isolated position.
- Poorly sheltered and activated connections for customers getting to the stop from the waterfront or city.
- Access to this location from the city requires crossing Jervois Quay (exposed).

Technical Considerations

- This site is very exposed to weather, and additional shelter is required.
- A strategy to allow for future demolition of the bridge and car park is required.





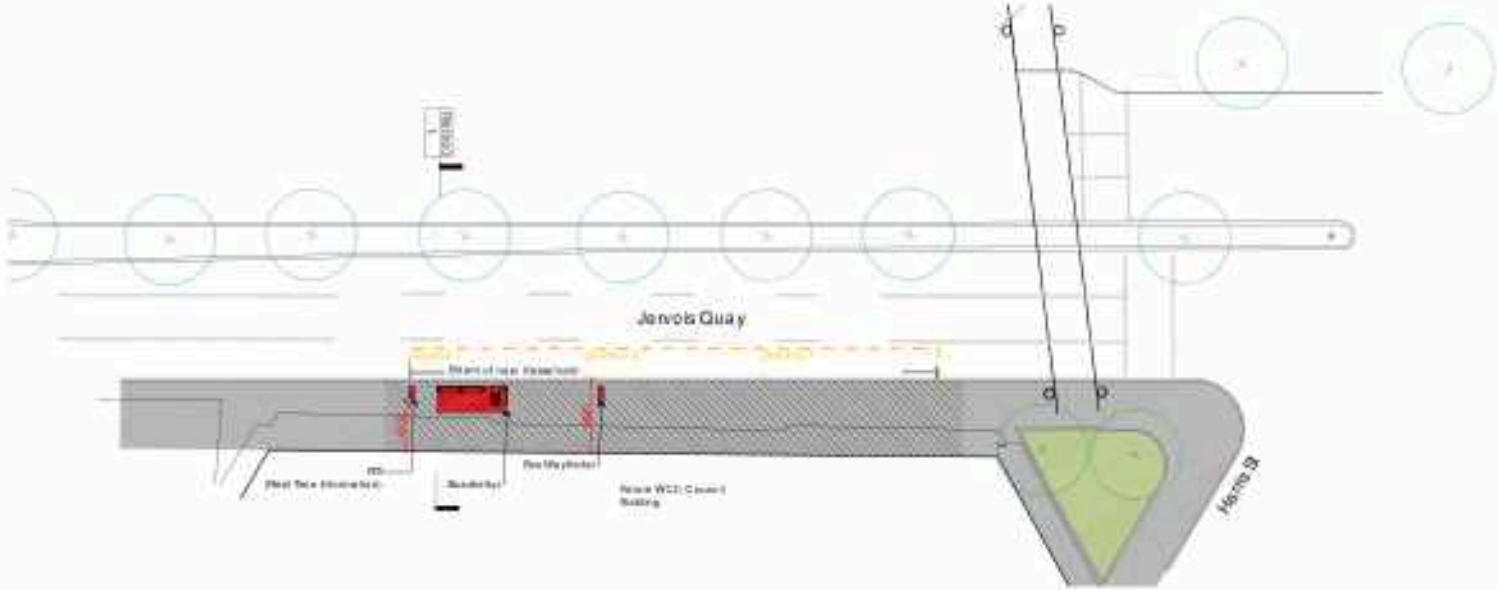
Stop 4 Northbound (N3A)

Overview

Located on Jervois Quay outside of the soon-to-be-occupied WCC buildings.

Key urban design considerations

- Proposed stop design and location adjacent to the future Wellington City Council (WCC) office building. WCC refurbishment plans are unknown at this stage, and therefore the precise stop location will need to be confirmed once WCC plans are known.
- Signage is to be sensitively integrated along the future WCC facade, taking into account access/entry, windows, and facade features.
- This stop will reinforce access and city-wide legibility for the malae, lagoon, Te Ngākau, and Council offices, resulting in positive outcomes for both route options T01/T02.
- No existing planted landscape occurs in the vicinity of the stop.
- The proposed bus shelter will sit beyond the existing canopy cover.
- The stop may create conflicts between passers-by and stop customers given the relatively shallow building canopy (for users during adverse weather). The introduction of a stop shelter will create a pinch point in footpath width.



Jervois Quay, outside Future WCC Council Buildings

Design Review Notes: to be investigated during Developed Design.

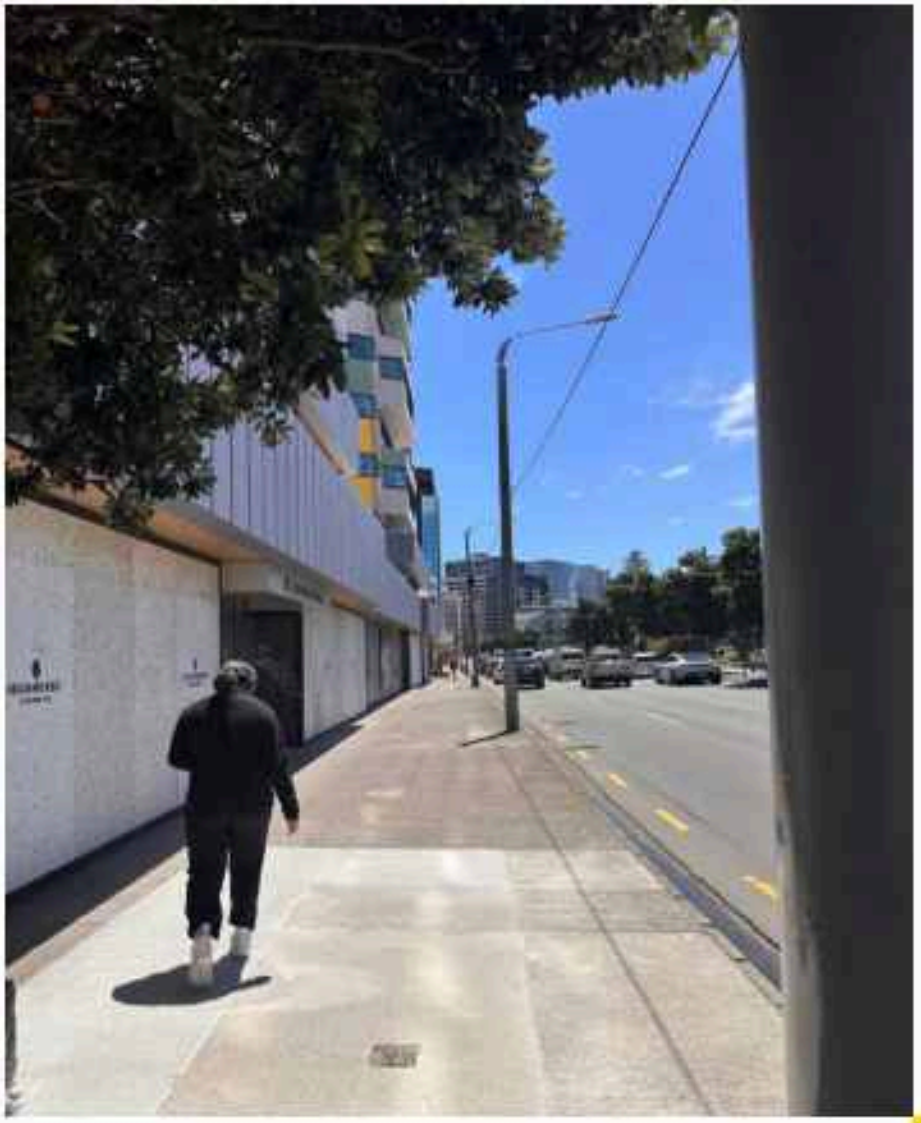
- *Increased lateral shelter to be provided.*

- Environmental quality and pedestrian amenity at the stop is low-medium given the proximity to traffic; however, the building canopy and potential WCC office edge activation are positive.
- Connections for customers getting to the stop from the city benefit from shelter and reasonable activation. Close proximity to the Harris Street-signalled intersection is noted.
- Connections from the waterfront are exposed and require crossing Jervois Quay (existing over-bridge).

Technical Considerations

- This site is very exposed to weather, and additional shelter is required.





Stop 5 Southbound (S1A)

Overview

Located on Cable Street in front of Te Papa and opposite Tākina.

Key urban design considerations

- The future stop will reinforce access and city-wide legibility for Te Papa and Tākina Wellington Convention and Exhibition Centre Queens Wharf, resulting in positive outcomes for both route options TO1/TO2.
- The relationship with Schedule 1 Heritage Building 'Circa Theatre' (DP Ref# 408) may influence the position and design of the stop location and shelter (though note the stop is not directly adjacent to Circa Theatre).
- An appropriate design response as a forecourt element to Te Papa, including Te Papa signage, will need to be considered as well as design integration into the crescent-shaped drop-off area.
- Pedestrian movements across the forecourt of Te Papa will be a matter to consider
- No existing planted landscape exists, and the opportunity for further landscape improvements should be considered for this stop/local area.

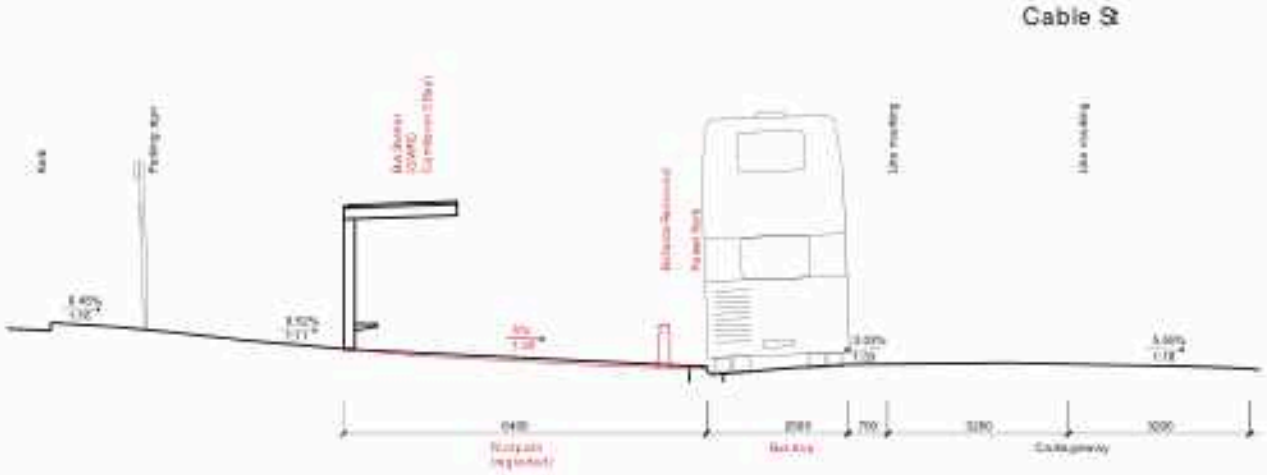


Cable Street, outside Te Papa

- As proposed, the stop occupies a relatively small part of the site location, and conflicts between passersby and stop customers are unlikely to be a concern.
- Environmental quality and pedestrian amenity at the stop is low given the proximity to traffic, lack of building canopy, lack of activation, and absence of planting. Consider vertical structure at the stop to mitigate wind/rain exposure.
- Poorly sheltered and activated connections for customers getting to the stop. Requires crossing Cable Street (exposed) and lack of canopy shelter along local building edges.
- Signalled crossings at Taranaki Street offer reasonable access for this stop.

Technical Considerations

- The shelter and signage are located to work with Te Papa signage and the existing pedestrian shelter.
- The quality of structures needs to match that of the surrounding space.
- The structure and location require consideration of the existing steep crossfall.



Design Review Notes: to be investigated during Developed Design.

- *Risk this shelter location may not be acceptable to TePapa and/or Tākina. There is also an impact on potential for wayfinding from Taranaki St/Waterfront.*
- *May require a bespoke shelter that can be integrated with pedestrian shelter at adjacent crossing.*
- *Wayfinding will need to acknowledge that pedestrian access through Tākina is only available for daytime use.*
- *Need to better understand the interface of the stop with the Te Papa bypass (particularly vehicle crossings) and the impact this has on walking routes to/from the stop.*
- *The existing footpath crossfall does not meet accessibility standards and should be reviewed as part of the developed design.*



Stop 5 Northbound (N4A)

Overview

The proposed stop location utilises the footpath in front of 234 Wakefield Street (The Lanes). This area is located mid-block between Tory Street and Taranaki Street, opposite Tākina.

Additional space for tour buses has also been considered.

Key urban design considerations

- Building frontages feature multiple entrances and fenestration; 234 Wakefield Street has shopfront glazing to ground level, with seismic frames obstructing part of these elements, though it presents an active frontage. 246 and 250 Wakefield Street feature lower levels of glazing and have lower levels of activation.
- As proposed, the stop utilises the existing footpath with no canopy, and no new stop shelter is provided.
- Overall environmental quality and pedestrian amenity at the stop is low: No existing building canopy is present to provide shelter for stop users. Relatively constrained footpath space is further constrained by required RTI and wayfinding elements. The proposed shelter will occupy the majority of the existing footpath width, and therefore conflicts between passers-by and stop customers may occur.
- The adjacent car park at the rear of Reading is visually unappealing. Close proximity to high traffic volumes will also negatively affect amenity.



Wakefield Street, outside The Lanes

- Accessibility to the stop is compromised. Currently limited/controlled access north-south is provided towards Te Papa through Tākina. A signalised intersection provides access across the street. Reading redevelopment reduces connection mid-block towards Courtenay Place, although it provides an opportunity for additional connections in the future. Access will primarily be from Tory Street or Taranaki Street, requiring pedestrians to walk along the block.

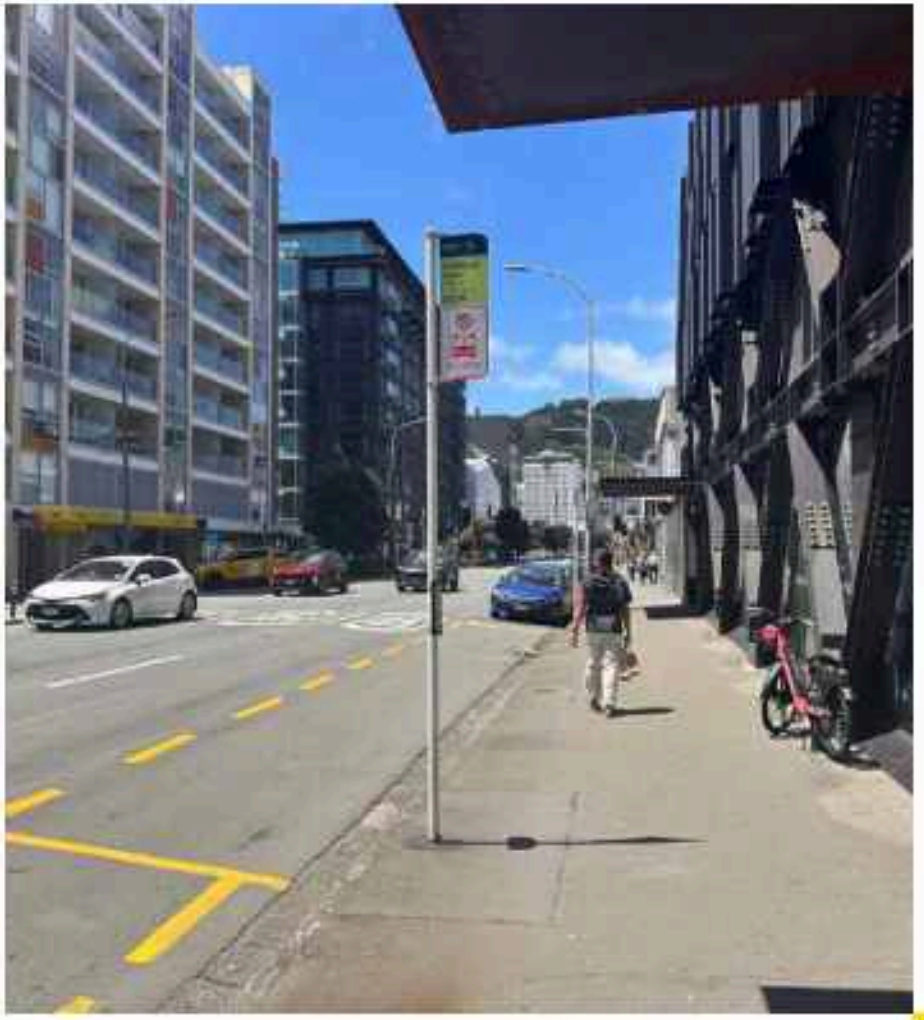
Technical Considerations

- A relatively constrained footpath width is further constrained by any shelters, RTI, and wayfinding elements.
- Additional building canopy at the stop location could be considered if the bus shelter is not possible.



Design Review Notes: to be investigated during Developed Design.

- *Shelter was added to this stop as part of the concept design review.*
- *Increased lateral shelter is to be provided.*
- *The design team is to test pavement widths to ensure adequate space is available for waiting and movement as part of the developed design.*
- *If footpath widths are too narrow, consideration to building the stop out should be given during developed design.*



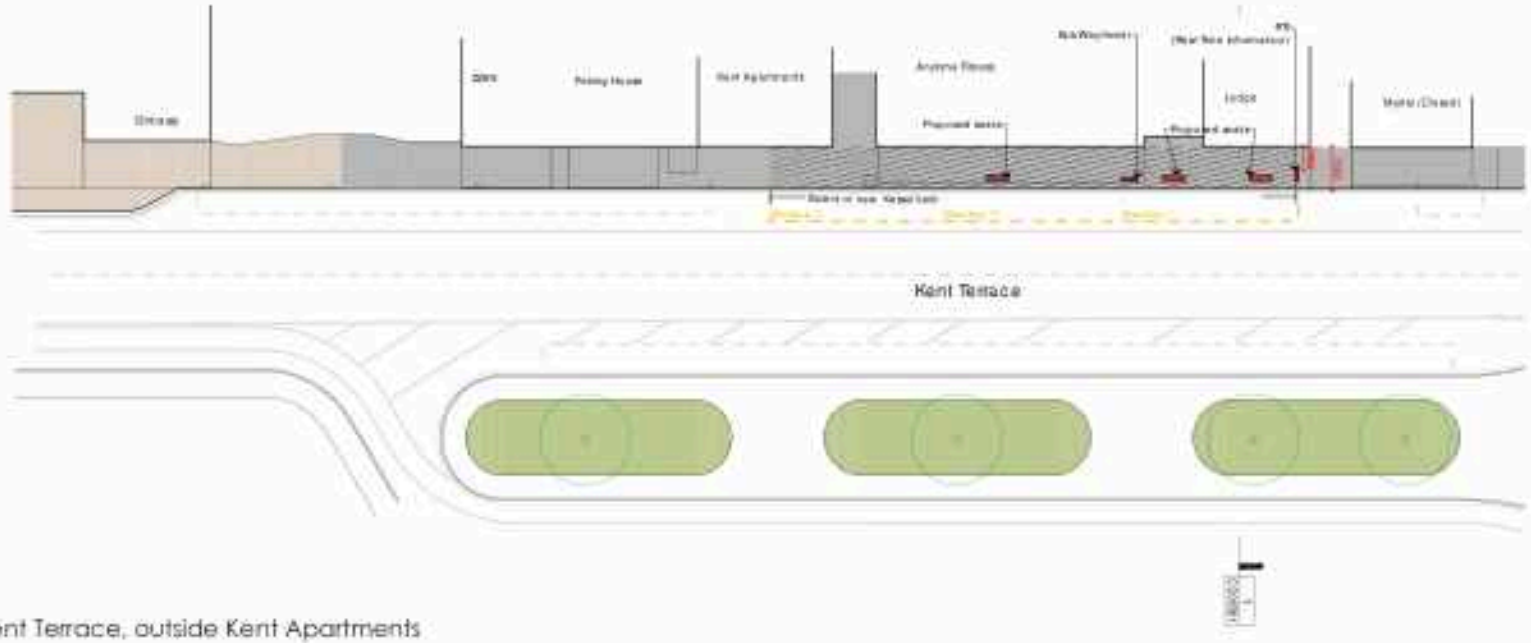
Stop 6 Southbound (S_{6B})

Overview

Located on Kent Terrace at an existing school bus stop, this site will have improved links to Courtenay Place through the Golden Mile works.

Key urban design considerations

- The proposed stop location utilises the footpath in front of 20 and 22 Kent Terrace. This area is close to the end of Courtenay Place, although this area of pavement is less utilised beyond the draw of the embassy and Majoribanks Street. The proposed stop will increase the patronage and use of this area.
- Building frontages feature multiple entrances and fenestration. 20 Kent Terrace has shopfront glazing to ground level and presents an active frontage. Halswell Lodge is set back from the street and has a raised floor level, which 'removes it' from the street. Low-quality planting in the front yard provides some level of amenity.
- As proposed, the stop utilises the existing footpath and canopy of 20 Kent Terrace.
- Overall environmental quality and pedestrian amenity at the stop is low-medium; The existing building canopy will provide shelter for stop users. Relatively constrained footpath space is further constrained by required RTI and wayfinding elements. Close



Kent Terrace, outside Kent Apartments

proximity to high traffic volumes will also affect amenity.

- Accessibility to the stop is fair, being located in close proximity to the major intersection of Courtenay Place, Kent and Cambridge Terraces, and Majoribanks Street. However, the offset from this intersection and crossing will reduce visibility and introduce additional walking from the main Golden Mile area. Additionally, the stop location effectively becomes mid-block with crossings at Courtenay Place and Elizabeth Street. This location may encourage crossing mid-block.

Technical Considerations

- Seats are preferably aligned to allow a separate waiting area. This is subject to achieving clearances.



Design Review Notes: to be investigated during Developed Design.

- *Moving the stop slightly closer to the Embassy Theatre to be tested/considered.*
- *The design will need to reinforce wayfinding interventions to connect the K&C stop with the Courtenay Place Hub.*



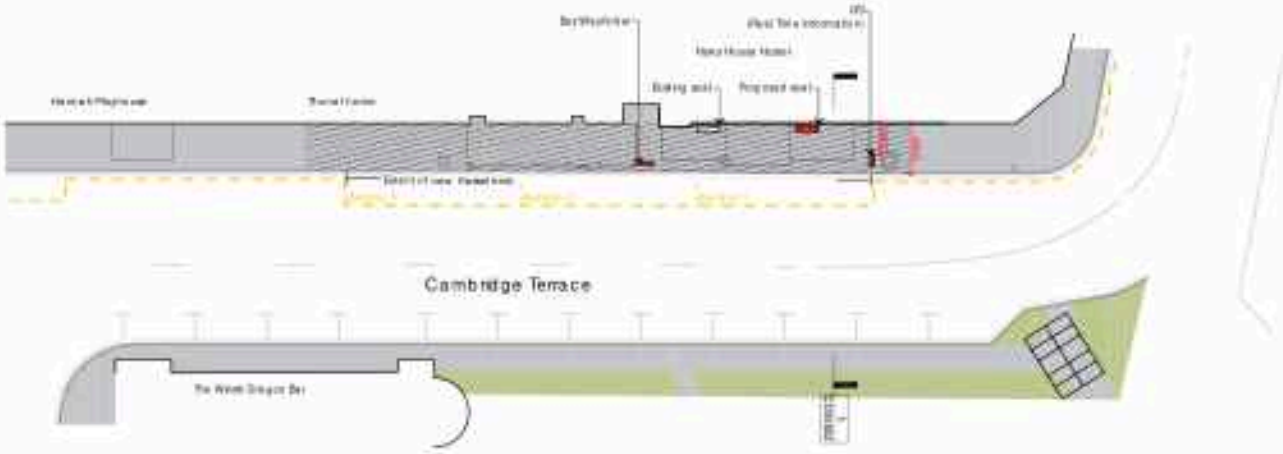
Stop 6 Northbound (N_{5A})

Overview

Located on Cambridge Terrace at an existing tour bus stop, this site has good links to Courtenay Place.

Key urban design considerations

- The proposed stop location utilises the footpath in front of 8 Cambridge Terrace and 292 Wakefield Street. This area is close to the end of Courtenay Place, although this area of pavement is less utilised. The proposed stop will increase the patronage and use of this area.
- Building frontage features multiple entrances and fenestration; however, current activity within the buildings limits activation, and window areas read as blank.
- Few existing streetscape features are present in this location, with an existing seat and canopy supports for 8 Cambridge Terrace as the most notable. The stop utilises the existing footpath and canopies.
- Both buildings are identified as contributing buildings to the Courtenay Place Heritage Area (SCHED3).



Cambridge Terrace, outside The Welsh Dragon

Design Review Notes: to be investigated during Developed Design.

- *Check for any conflicts between the building canopy and buses*
- *Check vehicle tracking from stop to Wakefield St.*
- *The design will need to reinforce wayfinding interventions to connect the K&C stop with the Courtenay Place Hub.*

- Overall environmental quality and pedestrian amenity at the stop is low-medium: The existing building canopy will provide shelter for stop users. Relatively constrained footpath space could result in conflict. Close proximity to high traffic volumes will also affect amenity.
- Accessibility to the stop is good, being located around the corner with no crossings from Courtenay Place and in close proximity to the signalised crossing to Chafers New World.

Technical Considerations

- Existing buildings provide sufficient shelter, and some existing seating is provided.
- This site is less exposed and provides an opportunity for shelter at the building line.
- The wayfinder could potentially be relocated to the building line.
- The existing building canopy is 545mm from the kerb. The design team is to check at developed design that there is enough clearance/no clash with bus movements.





TO1 Alternative Stop 2 Southbound (S_{2B})

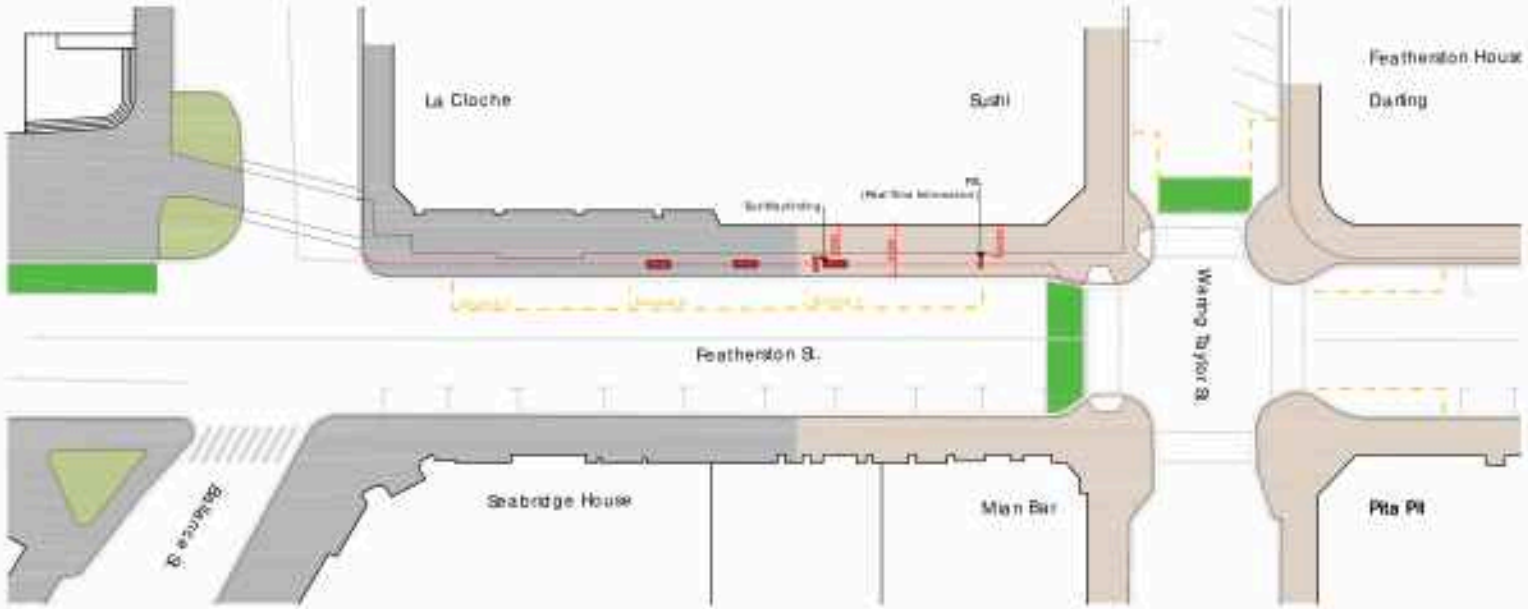
Note: this stop replaces Stop 2 Southbound if route TO1 is selected

Overview

This is an alternative stop on Featherston Street, only required if the TO1 route is selected, in the same location as the existing bus stop.

Key urban design considerations

- The proposed stop location provides building canopy cover and a high level of frontage activation, resulting in a good level of pedestrian amenity at the stop.
- There is a good level of canopy cover along Featherston Street, providing access to the stop from the south. From the north, cover is interrupted by significant road crossings. The wider activation of street edges supports pedestrian amenity in walk journeys to the stop.
- Nearby signalled crossings (at Whitmore St and Waring Taylor St) provide good levels of accessibility to the stop.
- No standalone stop shelter is required, thereby limiting the intrusion of/requirement for a new structure in the footpath.



Featherston Street, outside Seabridge House

Design Review Notes: to be investigated during Developed Design.

- *Refine seat locations to provide more shelter for those waiting.*

- A slight increase in footpath width allows for RTI and wayfinding elements while only having a minor impact on pedestrian space.
- Relatively narrow footpath space could introduce a conflict between stop users and pedestrians through movement.

Technical Considerations

- The existing building canopy is located close to the kerb and may conflict with the bus sweep. To be investigated further.
- This area has a high pedestrian flow and is a popular commuter route. It is preferable to locate seats along the kerb line, creating a separate waiting zone.





TO1 Alternative Stop 3 Southbound (S_{2F})

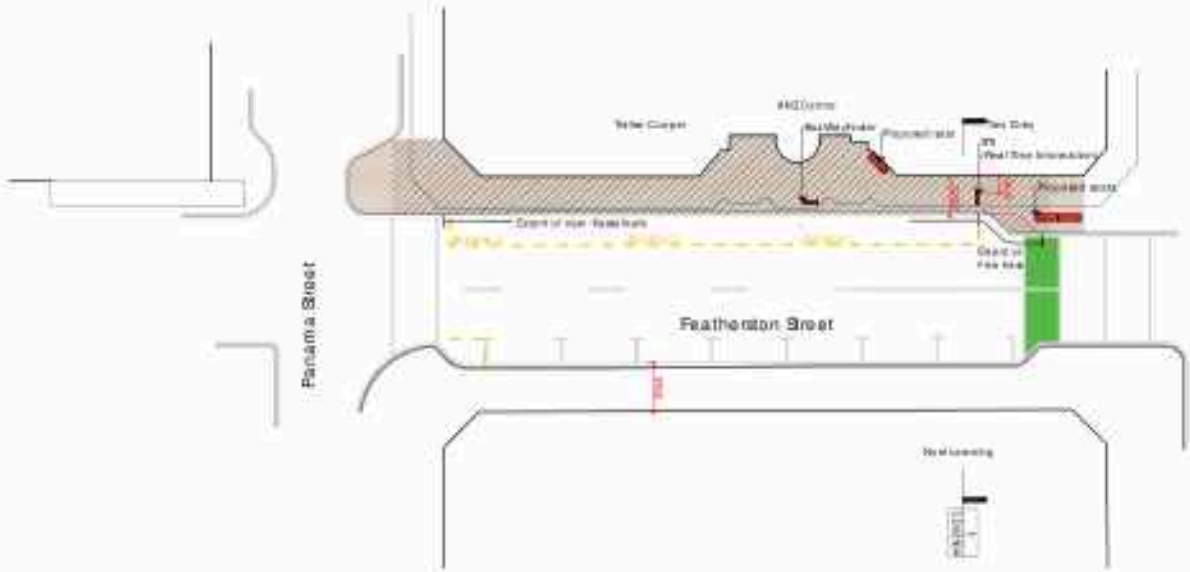
Note: this stop replaces Stop 3 Southbound if route TO1 is Selected

Overview

This is an alternative stop on Featherston Street, only required if the TO1 route is selected. This stop would be paired with the Northbound Stop on Post Office Squ

Key urban design considerations

- The proposed stop location provides building canopy cover and a high level of frontage activation, resulting in a good level of pedestrian amenity at the stop
- Continuous cover connections to the stop exist as a result of a good level of canopy cover along Featherston Street. Equally, the wider activation of street edges supports pedestrian amenity in walk journeys to the stop.
- Nearby signalled crossings (at Panama St and Grey St) provide good levels of accessibility to the stop.
- No standalone stop shelter is required, thereby limiting the intrusion of/requirement for a new shelter structure in the footpath.
- However, the proposed location of the RTI panel creates a pinch point that may adversely affect pedestrian movements along the footpath. Investigate whether the RTI panel could be repositioned.

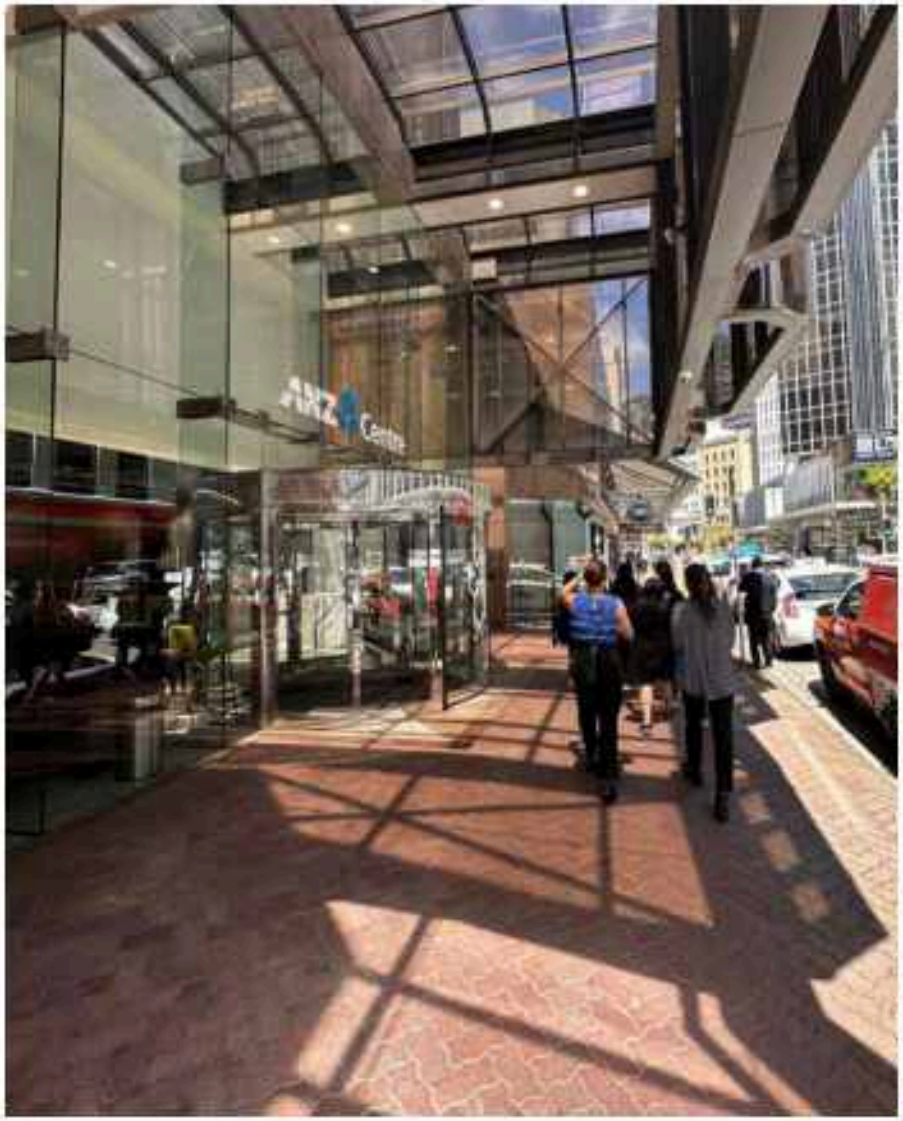


Featherston Street, outside of ANZ Centre

Technical Considerations

- The existing building canopy sits close to the kerb and may conflict with the bus sweep. To be investigated further.
- This area has a high pedestrian flow and is a popular commuter route. It is preferable to locate seats along the kerb line, creating a separate waiting zone.
- Seat locations are potentially private land and may conflict with basement construction below. These seats can alternatively be located north of the stop.





6.0 Other Considerations

6.1 Consenting Strategy

A draft consenting strategy has been prepared for the emerging preferred option, TO2, and is attached as Appendix E.

In summary, the strategy identifies that a restricted discretionary consent will be required for the installation of bus stops under Rule INF-OL-R66.

- Additional resource consents may also be necessary for bus shelter lighting and signage as well as construction noise if compliance with relevant rule standards cannot be achieved. However, the need for these consents will not be confirmed until the detailed design phase is complete.

6.2 Network Utility Operators

Investigations into existing utilities will need to continue throughout the Developed and Detailed Design phases. To support the development of this DPS (see Appendix C), the following potentially impacted utility providers have been identified:

- Powerco Ltd and Nova Gas.
- Wellington Electricity.
- Chorus Ltd.
- CityLink Ltd.
- Vocus Ltd.
- One NZ Ltd.
- Wellington Water Ltd.
- LINZ.

The initial step in identifying utility locations and potential conflicts involved reviewing WCC's Underground Asset Register. This online GIS portal visually represents known assets and their locations, along with data on operational status, criticality, asset ownership, and contact details.

One notable omission from the register is communication cables, which, despite being included in the map legend, are known to be present throughout the city.

6.3 Utility Clash Detection

The next steps for utility identification and clash detection involve extracting utility data from the WCC database and overlaying it onto the design plans. This data should be available in GIS or CAD formats, either directly from the database or from historical Let's Get Wellington Moving files. WCC is responsible for providing this data.

This process will help identify potential conflicts between the proposed works and existing utilities. Once clashes are identified, it is recommended that invasive investigations, such as hydro excavation, be carried out to accurately locate utilities. The design can then be adjusted to eliminate conflicts, or the scope of necessary utility diversions can be determined.

6.4 On-street Parking Impacts

Stage 1 of the Parking Management Plan has been completed and is attached as Appendix F. This stage provides an overview of existing parking conditions and evaluates the impacts of implementing either TO1 or TO2.

The adoption of TO1 or TO2 will require modifications to existing on-street parking arrangements. A summary of potential parking losses and gains is outlined opposite.

A comparative analysis of the two design options, T01 and T02, indicates the following total parking losses:

- Option TO1: A total loss of 35 spaces.
- Option TO2: A total loss of 27 spaces.

Stage 2: A mitigation plan for the preferred option will outline measures to balance transport efficiency with parking needs. This stage will be developed as part of the Developed Design phase and will inform the preparation of the required traffic resolutions for the preferred option.

A. Featherston Street - (TO1 only) The introduction of a new bus stop on the eastern side of the carriageway (outside the ANZ Centre) will result in the loss of 5 metered parking spaces and a 14-meter taxi stand, effectively a net loss of 8 car park spaces.

B. Jervois Quay - 4 angle parks replaced with two parallel parks. Net loss of two parks.

C. Wakefield Street - The proposed bus stop location will lead to a loss of 7 metered parking spaces located outside 246 to 248 Wakefield Street

D. Cambridge Terrace - The new bus stop will result in the loss of 8 on-street parking spaces (4 metered parking and 4 metered parking with time restrictions) and a 23m tour bus stop located outside 6 to 8 Cambridge Terrace.

E. Kent Terrace - The proposed bus stop location will lead to the loss of 10 on-street parking spaces (4 metered parking and 6 metered parking with time restrictions) and a 40m school bus parking area located outside 6 to 8 Cambridge Terrace.



7.0 Next Steps

8.1.1 Timeline and Design Milestones

Following the endorsement of the Concept Design Report and confirmation from WCC and GWRC of the required design changes, the project will progress to the Developed Design Phase. This phase is scheduled to be completed by mid-April 2025 and will include:

- Developed designs for the preferred design option.
- Updated DPS, incorporating revised network utility information.
- Comprehensive Parking Management Plan.
- Updated Consenting Strategy.
- Draft Traffic Resolutions.

After submission of the Developed Design Report, the project will proceed through the following key milestones:

- Consultation: Late 2025.
- Detailed Design: early 2026.
- Construction Start: early 2026.
- Construction Completion: end of 2026.

8.0 Appendices

Appendix A: Concept Plans

Appendix B: Safety in Design

Appendix C: Design Philosophy Statement

Appendix D: Bus Stop Strategy

Appendix E: Consenting Strategy

Appendix F: Parking Management Plan (Stage 1)