We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	TR109-23 Colway Street, Ngaio, New layout for Bus Stops (#5451 and #4451 and #4453 and #5453), No Stopping At All Times (#15, #18, #19, #23, #30, #39A, #43-45A, #47A-51, #46B, #30-40), Removal of bus stops (#4452 and #5452) _ ES STK
Location – where we propose to make the change	• From 5A to 9 (bus stop #5451); from 6 to 12 (bus stop #4451); from 61 to 63 (bus stop #5453) and from 52 to 56 (bus stop #4453).
What we'd like to do	• Improve bus stop layouts by adding new road marking to improve customer and bus accessibility, introduce no stopping restrictions to improve bus manoeuvring and clearance, removal of a bus stop pair
Why we are proposing the change	• In 2020, an elderly passenger notified Wellington City Council (WCC) with concerns over drivers not able to manoeuvre into bus stop #4451 on Colway Street (nearest to Ngaio School) to pull up parallel to the kerb line due to vehicles parking directly in front and behind the bus stop. • Consequently, the bus driver cannot lower the bus enough to enable the passenger a step-free access. GWRC/Metlink was notified and they investigated how to improve access for buses along this street. • Metlink asked the bus operators for their feedback and they confirmed that parking on both sides of the road is an issue for bus manoeuvring and clearance, and therefore difficulty accessing the bus stops, especially during school pick up/drop off times. With this information, Metlink decided to investigate these issues along the entire roadway as it is not an isolated case and proposes this route based improvements. • This proposed traffic resolution seeks to make holistic improvements for safer clearance for all road users and improve access for public transport • Colway Street has been identified by bus users and the bus operators as being extremely difficult to navigate with poor access to the six bus stops along its length. • Colway Street which connects to Bombay Street and Khandallah Road is largely residential with access to Ngaio School at its western end. The six bus stops on Colway Street are set up as three pairs. • Our new fleet of buses are designed to be fully accessible for customers, however, they are only accessible when the bus can pull up parallel to a kerb allowing customers step-free access to the bus. This is particularly important for customers with reduced mobility. • Metlink and WCC have conducted site visits to Colway Street, during the afternoon school pick up time, to ascertain what and where the issues are, and to formulate a preferred package of improvements. • Metlink have identified that the removal of one pair of bus stops and the full upgrade of the remaining two bus stops pairs (i.e. #5451 and #4451 and #5453 and #4453) with sections of no stopping restrictions to

	improve public transport accessibility while minimising the impacts of on-street parking loss. • Recognising there is clearly a demand for on street parking on Colway Street the use of no stopping restrictions (broken yellow lines) is proposed near to and across existing driveways. We have been able to make use of existing no stopping restrictions to minimise on-street parking loss • This proposal also seeks to introduce formalised bus stop box markings, and entry and exit tapers (broken yellow lines) at stops #4451, #5451 and #4453 and #5453 to allow buses sufficient manoeuvring space to align parallel to the kerb line and ensure ease of access for bus patrons.
Impact	• Improves safety and accessibility for public transport vehicles to meet bus patrons needs and other road users • Net parking impact – removal of six unrestricted parking spaces • Pedestrian impact - positive. Improved for those using the bus service as they will be able to board the bus from the footpath at stops #4451 and #5451, and #4453 and #5453
How this relates to the parking policy	• Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. • Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city. • Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles, and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes

Additional Information	• Average monthly passenger number –
	  • Stop #4451: 136 passengers.
	  • Stop #5451: 40 passengers.
	  • Stop #4453: 292 passengers.
	  • Stop #5453: 124 passengers.
	  • Stop #5452: 51 passengers.
	  • Stop #4452: 67 passengers.
	• Average daily traffic count – 660.
	• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 11 July 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

Feedback	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public

	in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. **Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 11 July 2023 and finishes at 5.00 pm Monday 24 July 2023.** • What we do with your personal information: All submissions (**including your name**, but not contact details) are provided **in their entirety** to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	1. Feedback collated by Tuesday 25 July 2023. 2. The proposal will go to the Koata Hātepe | Regulatory Processes Committee meeting on Thursday 24 August 2023. 3. If approved, the proposal will be installed within the following three months.

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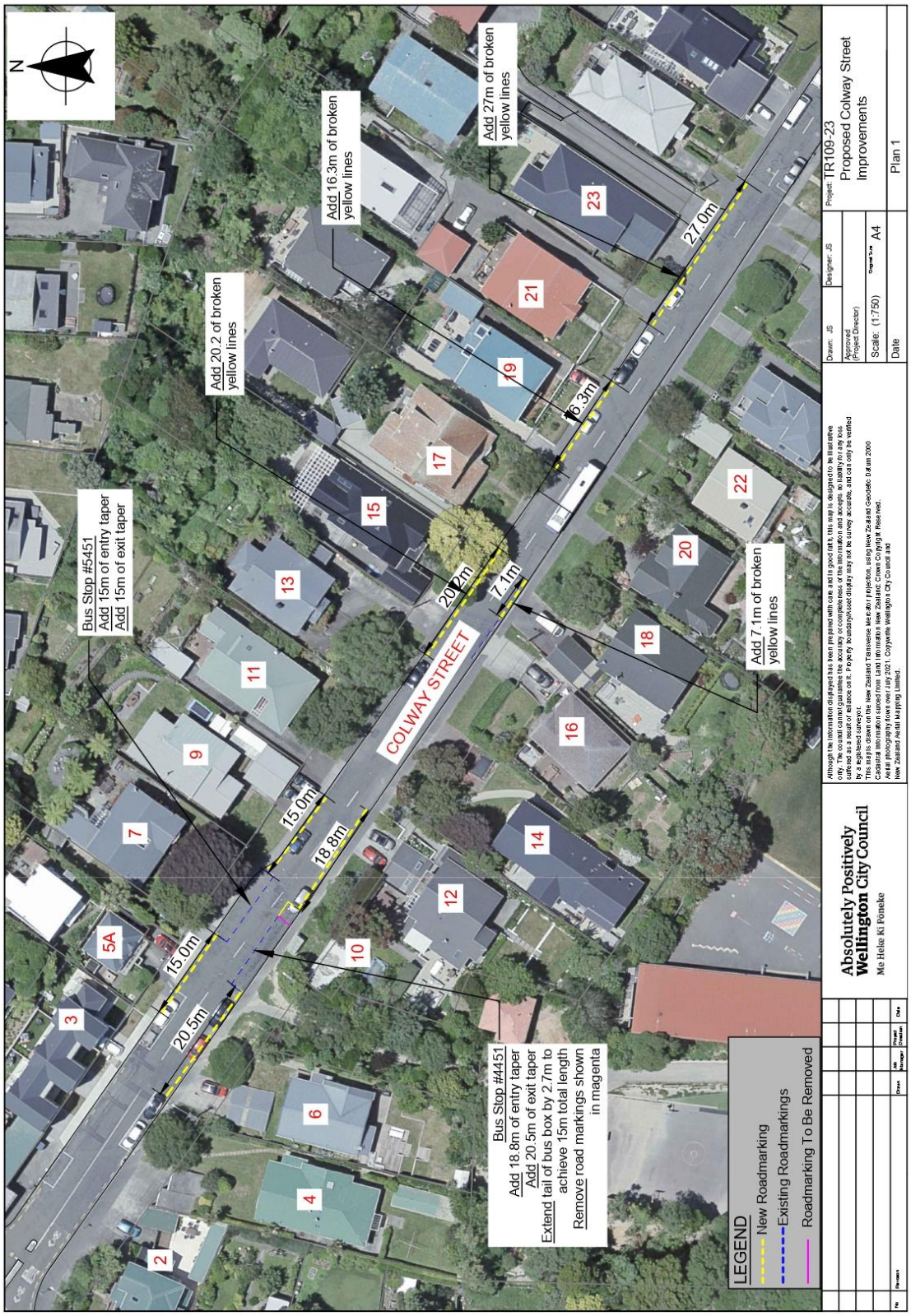
Traffic Resolution Plan: TR109-23 Colway Street, Ngaio – New Layout for Bus Stops and No Stopping At All Times



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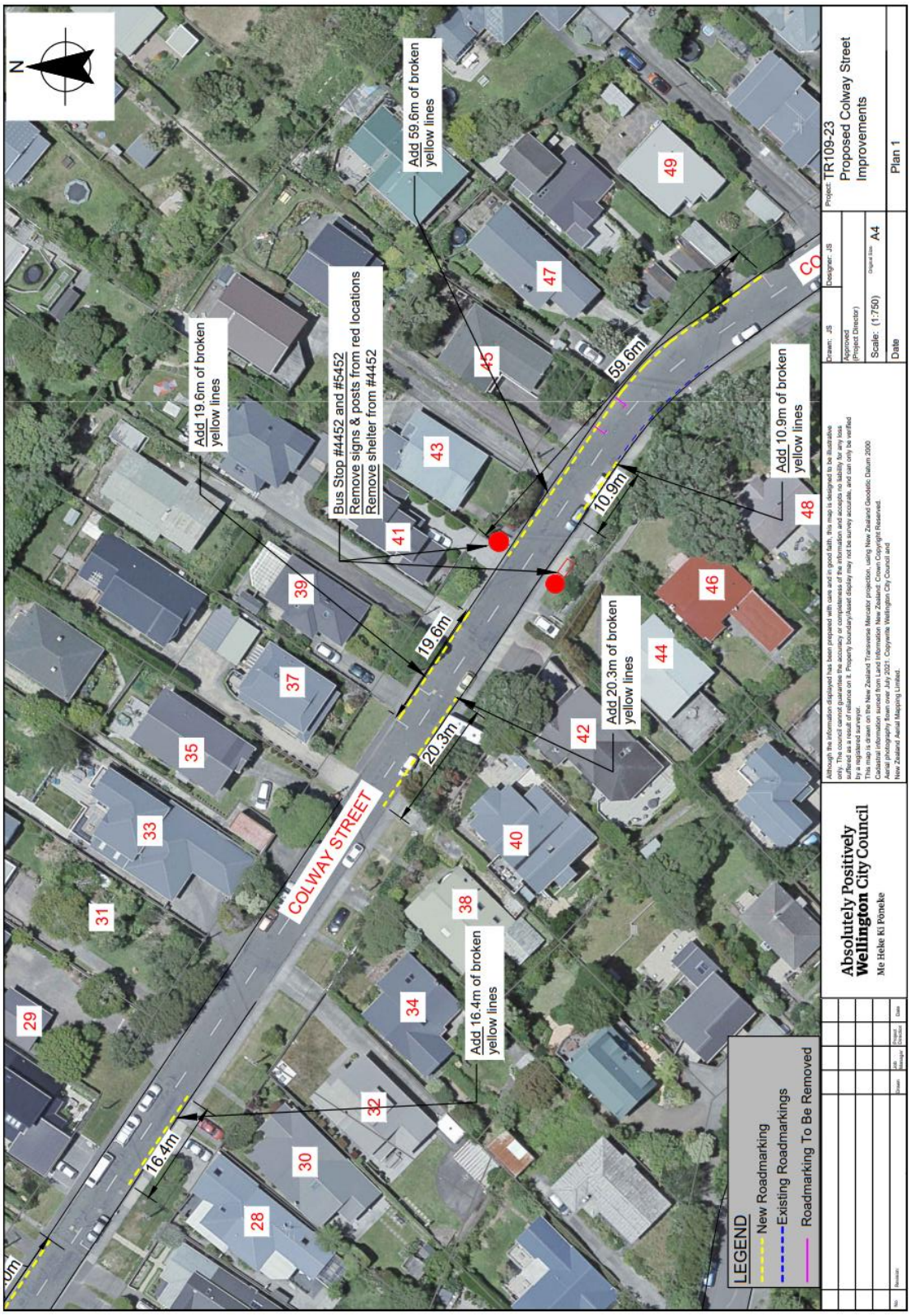

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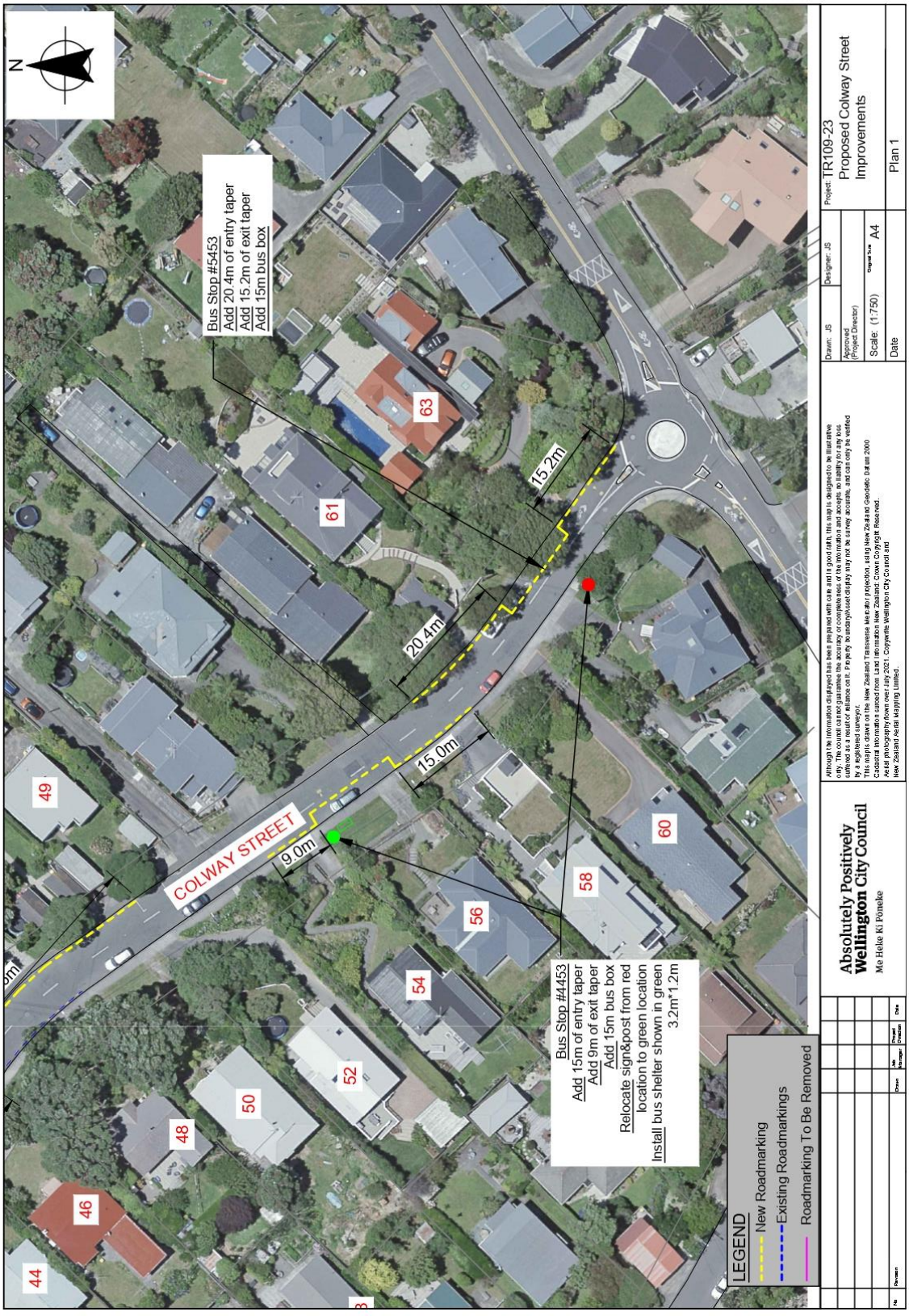

Legal Description:

Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Colway Street	*Bus Stop, At All Times*	*South side, commencing 62.65 metres east of its intersection with Ottawa Road (Grid coordinates X=1,748,781.99m Y=5,432,215.32m) and extending in an easterly direction following the southern kerbline for 13.0 metres.*

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Colway Street	*Bus Stop, At All Times*	*South side, commencing 62.65 metres east of its intersection with Ottawa Road (Grid coordinates X=1,748,781.99m Y=5,432,215.32m) and extending in an easterly direction following the southern kerbline for 15.0 metres.*
Colway Street	*Bus Stop, At All Times*	*South side, commencing 66.36 metres west of its intersection with Bombay Street (Grid coordinates X=1,749,080.33m Y=5,431,984.33m) and extending in a westerly direction following the southern kerbline for 15.0 metres.*
Colway Street	*Bus Stop, At All Times*	*North side, commencing 22.25 metres west of its intersection with Bombay Street (Grid coordinates X=1,749,119.36m Y=5,431,958.45m) and extending in a westerly direction following the northern kerbline for 15.0 metres.*

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Colway Street	*No Stopping At All Times*	*South side, commencing 42.15 metres east of its intersection with Ottawa Road (Grid coordinates X=1,748,781.99m Y=5,432,215.32m) and extending in an easterly direction following the southern kerbline for 20.5 metres.*

Colway Street	*No Stopping At All Times*	*South side, commencing 77.65 metres east of its intersection with Ottawa Road (Grid coordinates X=1,748,794.21m Y=5,432,206.74m) and extending in an easterly direction following the southern kerbline for 18.8 metres.*
Colway Street	*No Stopping At All Times*	*North side, commencing 64.87 metres east of its intersection with Khandallah Road (Grid coordinates X=1,748,791.01m Y=5,432,219.80m) and extending in a westerly direction following the northern kerbline for 15.0 metres.*
Colway Street	*No Stopping At All Times*	*North side, commencing 77.87 metres east of its intersection with Khandallah Road (Grid coordinates X=1,748,801.44m Y=5,432,212.07m) and extending in an easterly direction following the northern kerbline for 15.0 metres.*
Colway Street	*No Stopping At All Times*	*North side, commencing 120.2 metres east of its intersection with Khandallah Road (Grid coordinates X=1,748,835.02m Y=5,432,186.74m) and extending in an easterly direction following the northern kerbline for 20.2 metres.*
Colway Street	*No Stopping At All Times*	*North side, commencing 155.5 metres east of its intersection with Khandallah Road (Grid coordinates X=1,748,864.26m Y=5,432,166.63m) and extending in an easterly direction following the northern kerbline for 16.3 metres.*
Colway Street	*No Stopping At All Times*	*South side, commencing 133.77 metres east of its intersection with Ottawa Road (Grid coordinates X=1,748,840.88m Y=5,432,174.90m) and extending in an easterly direction following the southern kerbline for 7.1 metres.*
Colway Street	*No Stopping At All Times*	*North side, commencing 181.9 metres east of its intersection with Khandallah Road (Grid coordinates X=1,748,886.38m Y=5,432,151.85m) and extending in an easterly direction following the northern kerbline for 27.0 metres.*
Colway Street	*No Stopping At All Times*	*South side, commencing 225.1 metres east of its intersection with Ottawa Road (Grid coordinates X=1,748,916.63m Y=5,432,124.00m) and extending in an easterly direction following the southern kerbline for 16.4 metres.*

Colway Street	*No Stopping At All Times*	*North side, commencing 307.00 metres east of its intersection with Khandallah Road (Grid coordinates X=1,748,990.27m Y=5,432,082.41m) and extending in an easterly direction following the northern kerbline for 19.6 metres.*
Colway Street	*No Stopping At All Times*	*North side, commencing 112.3 metres west of its intersection with Bombay Street (Grid coordinates X=1,749,059.77m Y=5,432,025.05m) and extending in a westerly direction following the northern kerbline for 59.6 metres.*
Colway Street	*No Stopping At All Times*	*South side, commencing 147.2 metres west of its intersection with Bombay Street (Grid coordinates X=1,749,030.67m Y=5,432,047.61m) and extending in a westerly direction following the southern kerbline for 10.9 metres.*
Colway Street	*No Stopping At All Times*	*South side, commencing 191.4 metres west of its intersection with Bombay Street (Grid coordinates X=1,748,993.92m Y=5,432,072.19m) and extending in a westerly direction following the southern kerbline for 20.3 metres.*
Colway Street	*No Stopping At All Times*	*South side, commencing 66.36 metres west of its intersection with Bombay Street (Grid coordinates X=1,749,080.33m Y=5,431,984.33m) and extending in an easterly direction following the southern kerbline for 15.0 metres.*
Colway Street	*No Stopping At All Times*	*South side, commencing 81.36 metres west of its intersection with Bombay Street (Grid coordinates X=1,749,071.13m Y=5,431,997.08m) and extending in a westerly direction following the southern kerbline for 9.0 metres.*
Colway Street	*No Stopping At All Times*	*North side, commencing 22.25 metres west of its intersection with Bombay Street (Grid coordinates X=1,749,119.36m Y=5,431,958.45m) and extending in an easterly direction following the northern kerbline for 15.2 metres.*
Colway Street	*No Stopping At All Times*	*North side, commencing 37.23 metres west of its intersection with Bombay Street (Grid coordinates X=1,749,107.29m Y=5,431,967.30m) and extending in a westerly direction following the northern kerbline for 20.4 metres.*

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Approved By:	Evandro Scherer	**(Team Leader Traffic & Resolutions)**
Date:	28/06/23	