



## Appendix G

### Bus Stop Rationalisation

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The TQHR corridor has a large number of bus stops along its length. They are predominately standard kerbside arrangements. Their locations are shown in Figure 1.

Best practice suggests a 400m distance between stops. Given the above, options for optimising bus stop locations and spacing was explored further as the preliminary design was developed. Initial bus stop locations were workshopped and agreed with all (TWIG) partners.

Figure 1 Current Bus Stop Locations



To understand the effect of the bus stop locations catchment modelling was undertaken using a maximum 400 metre buffer. Figure 2 shows the existing bus stop catchments on Thorndon Quay. It shows that some of the existing bus stops are closely spaced and have a degree of overlap in the catchment areas they serve. This is likely to be creating unnecessary delays to bus services by stopping too frequently as bus stops are located too close to each other.

Figure 2 Current Bus Stop Catchments



Figure 3 shows the proposed new bus stop locations in order to help achieve improved bus journey times initially identified. The proposed relocation and rationalisation of bus stops was discussed

with GWRC and the bus operators. By locating the bus stops after the pedestrian crossings, passengers who alight from the bus and who want to cross the main road will cross behind the bus and hence not delay the bus's onward journey. The locations shown were refined in the preliminary designs stage.

An area where the final location will need to be further considered is the stops near Moore Street intersection (Capital Gateway). From an urban design perspective, the driver is to have the stop near to the Marae area. Whereas from a purely spatial perspective (distances between stops) it is located the other side of Moore Street.

Figure 3 Proposed Bus Stop Locations



Figure 4 shows the revised catchment areas of the proposed bus stop locations. The revised stop locations will achieve an overall better balance between stop provision and catchment area served.

The main changes proposed are at the southern end of Hutt Road near Tinakori Road, where bus stops are proposed to be removed. This area has a very small catchment, and the removal is unlikely to have a significant effect on many existing bus users.

It should be noted that further refinements were made to bus stop locations in the preliminary design stage which are not shown in Figure 3 and Figure 4. The main changes made were as follows:

- Existing Southbound bus stop located outside the centre of Capital Gateway now located to be adjacent to Early Settler (Northern end of Capital Gateway)
- Existing Northbound bus stop located outside City Fitness now located at carpark between Resene Paints and Wellington Electric Bikes (85 Thorndon Quay)
- Existing Northbound bus stop located immediately North of Davis Street now located outside Abby Systems (137 Thorndon Quay)
- Existing Southbound bus stop located outside McKenzie Willis (230 Thorndon Quay) removed
- Existing Northbound bus stop located outside 191 Thorndon Quay removed
- Existing Southbound bus stop located outside Heritage Service Building (284 Thorndon Quay) removed
- Existing Northbound bus stop located outside Kennards Self Storage removed
- Existing Southbound bus stop located immediately North of Hutt Road Overbridge now located 40m South of Rail Overbridge
- Existing Northbound bus stop located immediately North of Hutt Road Overbridge now located outside Omega Car Rentals (77 Hutt Road)

- Existing Northbound bus stop located immediately South of Jarden Mile on Hutt Road now located immediately North of Jarden Mile on Centennial Highway
- Existing Southbound bus stop located immediately South of the SH1 under pass now located in the traffic island immediately North of the turn off to SH2 on Centennial Highway.

The detailed design process will confirm the exact placement and layout of bus stops. Further changes may therefore be made in detailed design.

Figure 4 Proposed Bus Stop Catchment Areas

