



ON SLOW RESIDENTS' COMMUNITY ASSOCIATION

Councillor Ian MacKinnon
Councillor Susan Kedgley
Greater Wellington Regional Council
Wellington

29 October 2018

Cc: Councillor Diane Calvert, Greg Campbell, CE, Daran Ponter, Deputy Chair,
Sustainable Transport Committee, Broadmeadows residents

Re: Meeting with Broadmeadows Residents Over Transport Issues

Dear Councillors MacKinnon and Kedgley

Thank you very much for meeting with us again last Thursday, 18 October and giving us an update about the new bus route in Broadmeadows. It was great to see how much better the service is now with more frequent services and an expanded route and timetable. The meeting did confirm that the local residents are very pleased to have this new regular service to both Johnsonville and the city. A good public transport system is very important as it not only removes congestion from the roads but makes it easier for our residents to get around the city.

We also appreciate your openness in acknowledging that there was no consultation with Broadmeadows residents about the imposition of a two-way bus route. There still seems to be some division of opinion in the community about the desirability of the two-way route. As you know, this has been an issue of contention for some residents since they became aware of it early this year.

We would be very interested in the information you have regarding the analysis done about the desirability of the two-way route over the previous one-way route. When we requested this information under the LGOIMA we were told the only issue was the legibility of the service. However, there are some legitimate issues of concern regarding the two way system including things such as the size of the buses versus the width of the streets, the difficulty they have going around sharp corners, safety concerns in thick fog which is often worse at the top of the hill on Kanpur Road, the new drivers still needing more training, the inconvenience of having only seven bus stops on one side of the road (heading to Johnsonville) compared with eleven in the other direction (heading to the city), congestion with parked cars parked on both sides of the street (Rajkot) impeding bus movements, poor lighting at some bus stops and trees needing to be trimmed at some bus stops too. There was also a request for urgency with the introduction of electric buses.

Some of our members have also raised the cost of adding and having to maintain new bus stops on both sides of the road along with the fact that seven more households now have to

live with a bus stop outside their homes every day. We would also point out that there are times when two buses have been seen travelling in opposite directions within Broadmeadows at the same time. (We ask that bus stops are not placed opposite each other to avoid congestion.)

We believe if adequate consultation with the community had taken place, the decision to impose a two-way system may have been different.

The other issue that was raised at our meeting was the missing bus stop on the Johnsonville side of the route at the top of the hill on Kanpur Road. As you are aware, a decision on where that bus stop should be placed was unable to be made before the new system was implemented. This was due to GWRC withdrawing their application for a bus stop at the top of the hill after the WCC put their approval on hold until the GWRC had engaged with the community over the proposed two way route. We note that this engagement never took place. The lack of a bus stop at the top of the hill is a real inconvenience as people have to walk considerable distances to the next bus stop.

We would like to point out that at no time was the reduction in parking spaces an issue regarding the placement of the bus stop.

We were pleased to hear that you, Ian, would like GWRC officials to meet with the affected local residents on site to discuss the choice of placement of this stop. We are aware that GWRC has approached at least three property owners. While someone will have to have the stop near their home, we know it is a real issue of concern for them and we ask that you listen to their individual cases as you make the decision as to where that stop should be placed, that is if the new two-way route is permanent. We would appreciate if you keep us informed about this as things progress.

Finally, we would like to reiterate our intention to survey our Broadmeadows community about their views on the new bus system, including their satisfaction regarding the improved service as well as their views on the two-way system. This will be part of a small survey we will be conducting with our residents to clarify their views on a number of issues that will help us develop the projects under our new strategic plan. It will also fill in the consultation gap left by Council who chose not to engage with the community over the two way bus system.

We will be very happy to share the results of this survey with you as it may help you as you review any outstanding issues relating to the implementation of the new bus service.

Once again, on behalf of ORCA and the Broadmeadows residents, we would like to thank you for your time and for honouring your commitment to meet with us again on the issues of concern relating to the new buses.

Kind regards

Wilma Sherwin
Coordinator
ORCA Transport Sub-Committee