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Bus Hub Consultation  
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**Re: Public Consultation on Bus Hub Locations in Kilbirnie and Johnsonville**

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design.

We have the following comments to make regarding the proposed Bus Hub locations in Kilbirnie and Johnsonville:

1. We consider that all proposals represent a significant missed opportunity. These options appear to understand a bus hub as a couple of bus stops and bus shelters. **This is a cheap faint-hearted and underwhelming plan.** The proposals do nothing to make bus travel more attractive.
2. Internationally greater consideration is given to the design, facilities provided and amenity of bus hubs, and there is a trend toward the idea of **Mobility Hubs** which **enable connections across transport modes to support sustainable transport choices.** When is the next time that you are planning to invest in public transport infrastructure in these suburbs? This is an opportunity we must maximise.
3. A key idea underpinning Mobility Hubs is how to **facilitate first-mile last-mile connectivity.** This means that mobility hubs are not just about the bus journey, but pro-actively facilitate the transport modes which bring passengers to the bus stop in the first part of their journey and those which will deliver passengers from the bus to their final destination.



The NoHo (North Hollywood) Mobility Hub

4. We outline more specific issues related to Mobility Hub design below.



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5. Our preferences for the two site options provided are as follows:
  - (a) For Kilbirnie, the Rongotai Road option is our preferred option of the two options proposed. This is because:
    - i. the Evans Bays Parade option will have higher car traffic through the middle of the bus hub
    - ii. Rongotai Road is more centrally-positioned in relation to the shopping area, including the supermarkets
    - iii. in the Evans Bay Parade option bus stops are more spread out and so less convenient

We also note that choosing the Rongotai Road option does not preclude extending the traffic island on Evans Bay Road as indicated in the Evans Bay Road option, and we would support this small gesture to increase pedestrian amenity.
  - (b) For Johnsonville, we consider that locating the hub in one location on Moorefield Rd outside the railway station and supporting the new Johnsonville Library and community centre is best option. Bus routes can be designed to go along Johnsonville Road, and we consider that a concentrated hub will be more effective than a biflicated one.
6. It was confusing that the consultation documents were not available on the GWRC website. It would also have been helpful for a link from the WCC public consultations webpage as well. This would have more usefully encouraged public participation.
7. The design of the Kilbirnie and Johnsonville Mobility Hubs must surely achieve the following to prove we are a city committed to public transport:



green roof, bus stop, Old Street, London

- (a) **Sustainable design.** Transport is a significant contributor to greenhouse emissions. Designing Mobility Hubs which promote sustainable design and energy-use is a mind-numbingly smart thing to do. The basics would be:
  - i. solar and/or wind power to power street lights, and electronic signage.
  - ii. water sensitive sustainable design (bioswales etc.)
  - iii. stormwater management
  - iv. green rooves

We also note that the Los Angeles Metro is apparently developing flywheel energy projects to capture energy generated by trains as they brake. What's the potential for this at Johnsonville and other Wellington stations?



Example of Bike Fixtation bike repair facility



Car sharing e-charging infrastructure

- (b) **Connectivity with other transport modes.** This will include:
- i. bike parking (including bike stands and bike lockers, which could be electronically-locked and pre-booked remotely and paid for by Snapper cards)
  - ii. bike share facilities
  - iii. self-service bike repair stands or kiosks (e.g. Bike Fixtation)
  - iv. car-share parking inconjunction with e-car charging stations
  - v. taxi parking
  - vi. We note that bike share and car share facilities could be co-located and co-branded, as Los Angeles suggests in its mobility hub guidelines.<sup>1</sup>



Changing Environments, Soofa

<sup>1</sup> "Mobility Hubs: A Reader's Guide" p. 10.  
<http://www.urbandesignla.com/resources/docs/MobilityHubsReadersGuide/lo/MobilityHubsReadersGuide.pdf>



Strawberry Energy, Smart Bench

- (c) **Passenger amenity and facilities.** These should include:
- i. real-time travel information
  - ii. public toilets
  - iii. all-weather shelters and seats
  - iv. free wi-fi
  - v. a Snapper kiosk (for buying/charging Snapper cards)
  - vi. left luggage/lockers
  - vii. smart benches (e.g. Strawberry Smart Bench; Isabelo Smart Bench; Soofa)
  - viii. transit-oriented retail which reduces the need for additional vehicular trips (e.g. food for dinner on the way home)
  - ix. play areas for waiting children (parklets)



Fernando Vazquez, Metro Bike Hub design

- (d) **Wayfinding and design and graphic identity.** Our public transport needs to be celebrated. More effort has gone into providing street corner shelters from wind (which of course is a worthy cause).



bus stop, Athens, Georgia, U.S.

- i. We ask that the councils take public transport seriously, and run architectural competitions for both Mobility Hubs, including place-making and graphic identity.
- ii. We also need to ensure that visitors, tourists, and infrequent public transport users have a good time when they catch a bus. Wayfinding is pretty important to achieve this.



Transfer station shelter, Curitiba. Brazil

- (e) **Universal design.** We need to be inclusive of less physically-able people, and, with our population is ageing, increased implementation of universal design principles will provide resilience to our designs. Particular issues include:
- i. footpath design (including surfaces, width and visibility of level changes)
  - ii. provision of seating
  - iii. legibility of signage, including real-time travel information
  - iv. bus shelters that actually shelter and keep people warm and dry.
  - v. provision of disabled car parks



Urban Design Movement, UNIRE/UNITE: Yoga-inspired street furniture, MAXXI, Rome (2012)

- (f) **Good street design.** Generous pedestrian spaces (including footpath width) well-designed and well-defined streets, and reduced car traffic on Rongotai Road (e.g. lane reduction, removal of car parks etc.) would assist in this.

8. For public transport to be more attractive to more people - which must happen if we are going to reduce our current over-use of private cars - infrastructure, such as **Mobility Hubs, must be high-quality public realms**. They must also be good meeting places, so people want to meet to catch the bus. Design needs to respond to social needs as well as a narrow understanding of function. **Public transport in Wellington needs to be cherished**. The places of public transport are prime visual images of the actual priority that the city and the region gives to the words in its policy statements. We need an assertive statement that public transport is important, and its infrastructure isn't simply whatever will fit in around prioritising cars. Our public transport architecture needs investment and looking after.
  
9. These proposals for Johnsonville and Kilbirnie are perfunctuary suggestions, which convey the message that the council really can't be bothered. **Where is the passion?** We demand more of you.

Thank you for this opportunity to comment on the Bus Hub Locations in Kilbirnie and Johnsonville. If you have any questions please do not hesitate to contact me.

Yours faithfully



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