

- Reference:** TR 61 – 15
- Location:** Bond Street - Te Aro
- Proposal:** Confirmation of Shared Zone at all times, and the current signed and road marked traffic restrictions in place

Information: The key objectives for the Shared Zone project in Bond Street was to attract more people to the street, raise the profile of the businesses located there and improve the perception of the street to support long-term economic sustainability. The streetscape changes were aimed to enhance the pedestrian experience and make it a summer destination. Although a strategically important central city space, Bond Street has been seen as being dominated by vehicle traffic.

Local retailers have been calling for Wellington City Council to make improvements to Bond Street for about six years. A permanent shared-use streetscape concept was prepared and costed, however this was not considered a priority for investment at the time. The Bond Street activation scheme offered a smaller-scale, temporary project to enliven the space and improve the pedestrian experience without the need for large-scale investment.

Development of the Shared Zone project commenced in mid-2014. Local businesses and residents were consulted on development of the project from October 2014 and throughout the duration of the scheme.

The Bond Street activation was implemented between January 25th and 28th 2015. The project was launched on January 28th and initially planned to run for three months until April 28th 2015.

Urban Design worked with City Networks roading, traffic engineers and street activities to implement this change.

The majority were supportive of proposals to activate the street at the commencement of the project.

Eleven businesses took part in the research project and all but one were positive about the changes to Bond Street. The research study has indicated that Business Owner perceptions are now of a 'vibrant social space and destination' with a raised profile.

The WCC Research Team undertook an evaluation of the project through gathering data prior to and during the project. This measured increase in footfall, length of time spent in the Street, changes in public perception, and economic benefit. There was a significant increase in the pedestrian presence in the street during the activation period (23% average increase in people entering street over lunch periods, 15% average increase in people exiting over the same time). There was also a significant (and predictable) decrease in vehicle traffic in the street (35% decrease in vehicles entering and 40% decrease in vehicles existing over lunchtime periods). Public perception showed the most significant response with 90% of respondents saying that Bond street is better or much better.

There were no accidents relating to the shared-use status of the road reported or communications received regarding pedestrian or vehicle safety. The concerns raised regarding access to the Dominion Building were answered and kept under review throughout the project.

The extension of project was discussed at ELT Level.

The confirmation of the Shared Zone at all times, and the current signed and road marked traffic restrictions in place is recommended.

Key Dates:

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| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 10 Sept 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Delete from Schedule B (Loading Zone Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bond Street	<i>Loading zone - goods vehicles and authorised vehicles only,</i>	<i>Southwest side, commencing 51.5 metres northwest of its intersection with St Hill Street (x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 17.5 metres.</i>

Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Bond Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, commencing 3.5 metres northwest of its intersection with St Hill Street (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 40.5 metres. (7 parallel carparks)</i>
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Delete from Schedule B (Diplomatic Parking) of the Traffic Restrictions Schedule

Bond Street	<i>DC, CC, FC Registered Vehicles Parking, Monday to Friday 8:00am - 6:00pm.</i>	<i>Northeast side, commencing 69.5 metres southeast of its intersection with Willis Street (Grid coordinates x= 1748637.36 m, y= 5427685.19 m), and extending in a south-easterly direction following the kerbline for 17.5 metres.</i>
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Delete from Schedule B (Motorcycle parking) of the Traffic Restrictions Schedule

Bond Street	<i>Motorcycle parking, at all times.</i>	<i>Southwest side, commencing 69 metres northwest of its intersection with St Hill Street (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 8 metres.</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bond Street	<i>No stopping, at all times</i>	<i>Northeast side, commencing 44.3 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1,748,666.8 m, y= 5,427,650.8 m), and extending in a north-westerly direction following the northern kerb line for 7 metres</i>

Add to Schedule B (Loading Zone) of the Traffic Restrictions Schedule

Bond Street	<i>Loading Zone, 10 minutes max, Goods and Authorised vehicles only</i>	<i>Southwest side, commencing 2.7 metres northwest of its intersection with St Hill Street at (x= 1,748,687.3 m, y= 5,427,613.9 m), and extending in a north-westerly direction following the kerbline for 18 metres</i>
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Add to Schedule B (Motorcycle parking) of the Traffic Restrictions Schedule

Bond Street	<i>Motorcycle Parking At All Times</i>	<i>Southwest side, commencing 52.8 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1,748,656.0 m, y= 5,427,653.3 m), and extending in a north-westerly direction following the kerbline for 12 metres.</i>
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PROPOSED TRAFFIC RESOLUTION

Add to Schedule B (Diplomatic Parking) of the Traffic Restrictions Schedule

Bond Street	<i>DC, CC, FC Registered Vehicles, At All Times</i>	<i>Northeast side, commencing at 0.3 metres from its intersection with St Hill Street at (Grid coordinates $x= 1,748,693.7m$, $y= 5,427,619.5 m$), and extending in a north-westerly direction following the northern kerb line for 20.7 metres.</i>
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Add to Schedule B (Shared Zone) of the Traffic Restrictions Schedule

Bond Street	<i>Shared Zone At All Times</i>	<i>From its intersection with Victoria Street to its intersection with Willis Street</i>
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Prepared By: **Charles Kingsford**

(Principal Traffic Engineer/Team Lead)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

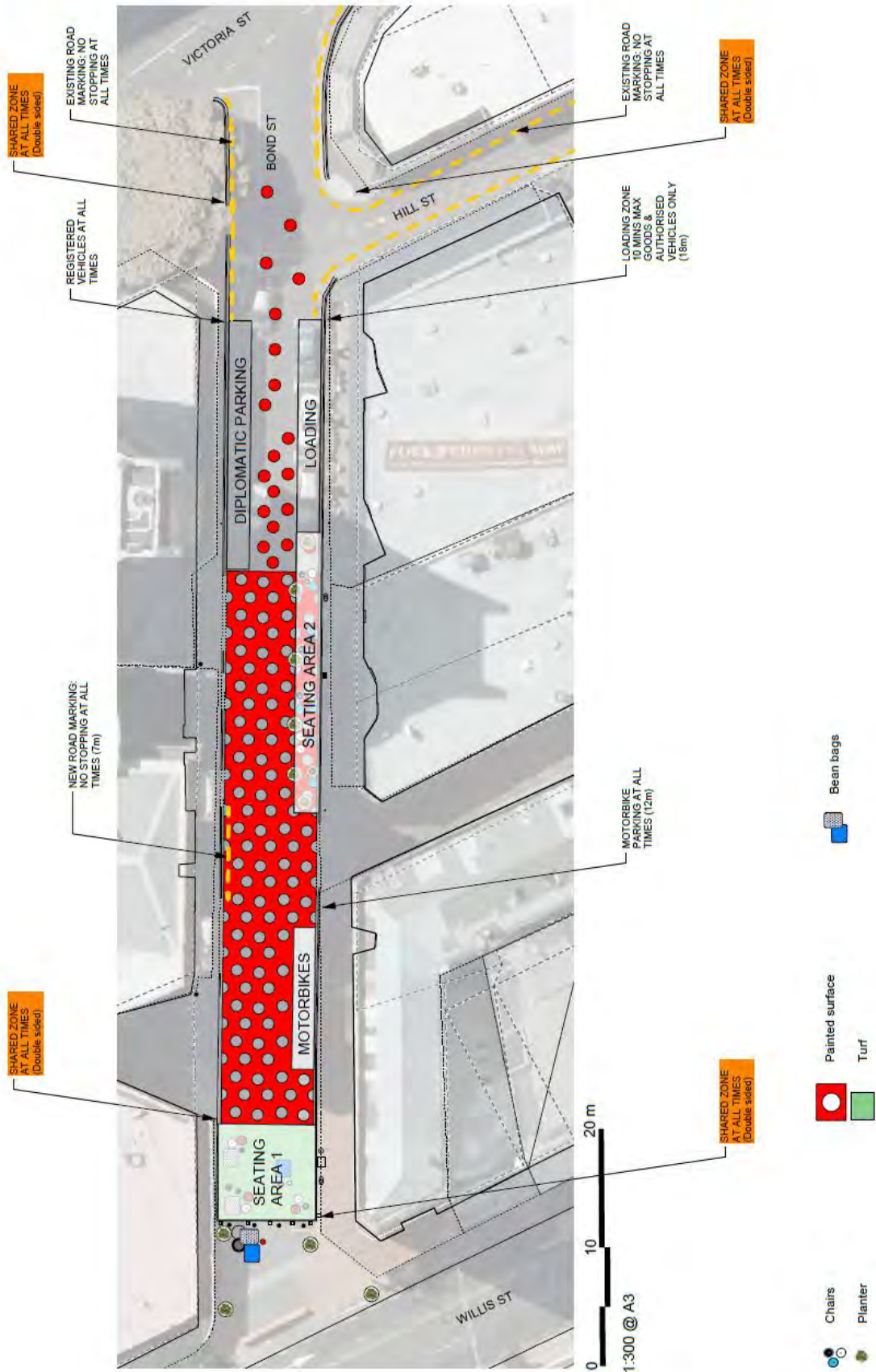
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

TR61-15
BOND STREET, TE ARO
Confirmation of Current Signs & Road Marking & Shared Zone at all Times



FEEDBACK RECEIVED