

Joelene Noble

From: graeme.speden@clear.net.nz
Sent: Saturday, 22 November 2008 8:57 p.m.
To: Joelene Noble
Subject: Restoring the Golden Mile - Bus Route & Street Changes

The following details have been submitted from the Restoring the Golden Mile - Bus Route & Street Changes form on the www.Wellington.govt.nz website:

First Name: Graeme
Last Name: Speden
Street Address: 35 Kaihuia Street
Suburb: Northland
City: Wellington
Phone: 475 8789 / 021 270 9055

I would like to make an oral submission: Yes

Email: graeme.speden@clear.net.nz

I am making this submission: as an individual

Views on opening Manners Mall to buses: I SUPPORT opening Manners Mall to buses, on the understanding that the proposed bus lanes would NOT be bus-only and would therefore be usable by cyclists.

The mall is an abject failure as a public space and a pedestrian street. It goes from nowhere to nowhere, is lined with (mostly) rubbish, characterless buildings and currently has street furniture that looks like it belongs in a prison exercise yard. Pedestrian streets can work well, but one that has not worked - like Manners Mall - should be remodeled.

I would OPPOSE any proposal to open Manners Mall to private motor traffic as well as buses.

The 'golden mile' should progressively be oriented exclusively for pedestrians, cycling and public transport.

Views on long-term changes to streets: I SUPPORT the proposals for a wider footpath on the southern side of Dixon St and for street tree planting. I STRONGLY OPPOSE the proposal to add new angle parks on Dixon St. This is unnecessary (the council's own parking policy notes that "the total number of parking spaces available, both on-street and off-street, is high compared with other similarly sized cities"), it undermines the purpose of encouraging public transport use, it would detract from the amenity value of a wider footpath, and it is dangerous for cyclists, as drivers reversing out of angle parks have difficulty seeing a cyclist coming. The prospect of some revenue for the council is not a good enough reason to overlook these effects.

I SUPPORT the proposed changes to lower Cuba, Victoria and Mercer streets. I would support a more extensive conversion of roadway and parking space to footpath on lower Cuba St, to connect Cuba Mall to Civic Square and provide more non-vehicle street space to compensate for the loss of Manners Mall (such as it was).

I STRONGLY OPPOSE the proposal to add new angle parks to the north side of Wakefield Street, for the reasons given above regarding Dixon St. There is no case for giving more of Wellington's limited street space over to private vehicle storage.

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Views on reducing the speed limit: I STRONGLY SUPPORT the proposal to reduce the speed limit from 50km/h to 30 km/h in Manners St and Courtenay Place, to improve pedestrian and cycle safety and reduce vehicle noise.

Views on traffic light placement: I OPPOSE the proposal to put traffic lights at the unsignalised pedestrian crossings in Courtenay Place. Pedestrians should have priority in this area, which includes not having to wait for lights; waiting times are already excessive at crossings such as Taranaki St and Tory St. Signalising the north/south crossings will only result in more people crossing informally, with a higher risk of vehicle/pedestrian accidents.

Other comments: Changes to Dixon St should anticipate a remodelling of Te Aro (Pigeon) Park, which is even worse than Manners Mall as a public space.

Joelene Noble

From: johnrob@paradise.net.nz
Sent: Thursday, 20 November 2008 8:46 a.m.
To: Joelene Noble
Subject: Restoring the Golden Mile - Bus Route & Street Changes

The following details have been submitted from the Restoring the Golden Mile - Bus Route & Street Changes form on the www.Wellington.govt.nz website:

First Name: John
Last Name: Robinson
Street Address: 131 Eden Street
Suburb: Island Bay
City: Wellington
Phone: 9345936

I would like to make an oral submission: Yes

Email: johnrob@paradise.net.nz

I am making this submission: on behalf of an organisation

Organisation Name: Island Bay World service

Views on opening Manners Mall to buses:
Submission to Wellington City Council from Island Bay World Service concerning re-routing buses through Manners Mall, November 2008.

This submission concerns mainly the question What do you think about the idea of opening Manners Mall to buses? The references to cost also relate to the question What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?

We are opposed to the proposed changes.

The Aim of the IBWS is to publicise the extent of the set of interlocking crises now evident on the world stage and call for adequate action from the public, other environmental groups and government (both local and national). We therefore focus on the long-term impact of the proposal and its relationship to current global events.

1. Any pedestrian precinct is invaluable in today's increasingly crowded world. Manners Mall is a key example of the benefit of such an area which is kept free of traffic and open for varied uses and filled with diverse activity. As one of the few such areas in Wellington it is precious and deserves to be preserved and protected. The claim by Council that the proposal is aimed at improving the pedestrian environment is simply absurd. The foresight by a previous Council in creating a human space must not be destroyed by the current Council which seems bent on change for change's sake.

2. The proposal is expensive. Council must consider its priorities in a city with a

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dysfunctional sewage system and other essential services (like stormwater) which need upgrading instead of a continuing mania for expensive changes to the CBD,

3. The global economy has entered into a long-term depression which will impact on New Zealand. This is a time for caution and economic prudence, moving to reduce unnecessary expenditure and to refuse non-essential proposals.

4. One goal of the project is to provide 50 new on-street car parking spaces. Yet the world is well into the period of instability of the oil peak years, and oil must be recognised as a valuable and finite resource. Also, since the use of fossil fuels is the most significant contribution to greenhouse gases and climate change, it is important for all of us, as individuals and as public bodies to discourage car use. The Council has a Climate Change Office, which is evidently only a PR exercise as basic policies to react to climate change are not in place.

SUBMISSION
NUMBER

328



THE NEW ZEALAND TAXI FEDERATION
Wellington Regional Branch
38 Rimu Street
Waikanae
Secretary: George Tyler
Phone 04 904 3900 E Mail: tyler@paradise.net.nz

SUBMISSION OF THE WELLINGTON REGIONAL BRANCH OF THE NEW ZEALAND TAXI FEDERATION ON THE "RESTORING THE GOLDEN MILE PROPOSAL

INTRODUCTION

The proposal overall makes sense, it moves bus services to where the people shop and work and as Councillors already know ease of access is required if central city shops, restaurants and entertainment businesses are to compete with suburban centres and malls in other population centres.

We therefore welcome the general thrust of the proposal but will point out some deficiencies that will adversely affect shoppers heading home with their purchases and people with mobility problems. In particular we will discuss the failure of the designers of the project to recognise the important role taxis play in supporting the commercial, retail and recreational businesses in the precinct.

TAXI SERVICES

Once again Council Officers have ignored the service provided by taxis in the area which in addition to the busy shopping precincts also has many businesses some, like Telecom, very big and who are substantial users of taxi services both within the city and to and from the airport.

There are Doctors surgeries in the area and their patients often use taxis.

The Greater Wellington Regional Council and the Government support the Total Mobility scheme that subsidises the travel of people with disabilities; these people need conveniently sited stands that they can reach easily, for in pedestrian malls they cannot be provided service via the telephone.

Shops and shoppers also need taxi stands sited in places convenient to them. People who come to town by bus to shop often return home laden by taxi. The convenience of taxis is beneficial to shopkeepers as well as their customers.

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TAXI STANDS

The proposed site for a taxi stand in Victoria Street is too far from the main shopping area. It will make it difficult for people laden with shopping and for elderly people and others with mobility problems to access our services even in good weather, it will be impossible for them in cold wet weather.

When buses no longer traverse Dixon Street the taxi stand must be re-sited to its location for many years during the hey days of the "GOLDEN MILE", on the north side of Dixon Street from the end of the verandah on the Oaks building to Taranaki Street. In this position it will be convenient for shoppers, it will allow taxis to be despatched conveniently to customers who telephone for a taxi and because it will accommodate a substantial number of taxis it will provide travellers with a choice of provider. This is an important factor when there is a wide range of taxi fares across the industry. This large variation in fares is only possible because the people who hire taxis from short stands have no choice. Stands that accommodate only three or four taxis deprive travellers of choice and they are thus forced to use an inferior and more often than not more expensive service. We have attached a schedule of current fares that shows the wide range of fares of which the public is largely unaware.

A stand sited on the north side of Dixon Street will not impede traffic once buses are rerouted through Manners Street.

We suggest that when the Dixon Stand is sited where we suggest the short stand at the eastern end of Manners Street could be closed. This will please the businesses in Lukes Lane which has become an unofficial feeder to the three car taxi stand, often with ten or more taxis obstructing the narrow street.

The Bond Street stand is too short which again means that the public is denied the choice of service provider.

Of course people in the know and organisations that have contracts with particular taxi companies telephone for service, it is therefore important to ensure that provision is made for picking up and setting down passengers in this area.

MANNERS STREET WEST

There are many businesses in the area, including Banks and Telecom that are of vital importance to the business and viability of the city, that use taxis both to and from the area extensively. There are also shops and a movie theatre from which taxis often pick up both children and adults. We submit

that as a public passenger transport service taxis must have the right to serve the travelling public in this area.

Shop owners also have a stake in this for while buses bring shoppers into town, as we have mentioned before, it is often taxis that take them home with their shopping. Make it difficult for shoppers and they will go elsewhere.

FLEET STANDARDS.

It should be noted that our member in Wellington, Wellington Combined Taxis, is committed to reducing its carbon footprint. Together with LandCare Research it is well down the path towards carbon neutrality.

More important it's vehicle replacement policy allows only new euro 4 compliant diesel vehicles, Hybrids or LPG powered cars into the fleet. They already have 32 Toyota Prius hybrids and as the supply of vehicles improves this number will grow. similarly the number 21 of low emission diesels is growing and there are 99 dedicated LPG fuelled vehicles. Of course fleet renewal takes time, it is anticipated that the WCT vehicle replacement policy will ensure that the whole fleet will become ECO friendly within four years, in the mean time the Company will become carbon neutral.

PRESENTATION

We wish to make a submission in person.

George Tyler
Secretary

3 December 2008

Submission form

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

All submissions (including name and contact details) are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by the Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

First name(s) Peter Robert

Last name walkinshaw

Street address 5c RockShop Plaza manners mall

Phone 0210609883

Email Shrek3005@hotmail.com

I am writing this submission (tick box)

as an individual

on behalf of an organisation

Name of organisation

Would you like to present your submission to the Committee considering the proposal?

Yes

No

What do you think about the idea of opening Manners Mall to buses?

Not a good idea have or has anyone seen manners mall before, its always BIZZY. Who ever thought of it is an idiot.

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?

Blank lines for additional comments.

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

Other comments:

Fold, tape and send this submission form to reach us by **Friday 5 December**.
Feel free to include extra pages if you need to.

FOLD

FreePost Authority Number 2199



PO BOX 2199, WELLINGTON, NEW ZEALAND



FREEPOST 2199
TARANAKI TO WILLIS/MERCER STREET PRECINCT PROPOSALS (CAB2)
WELLINGTON CITY COUNCIL
PO BOX 2199
WELLINGTON

SUBMISSION
NUMBER

545

Submission form

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

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First name(s) *Jake*

Last name *Cave Lynch*

Street address *32 Avon st Island bay*

Phone *027 284 3702*

Email *Cave.Jake@gmail.com*

I am writing this submission (tick box)

as an individual

on behalf of an organisation

Name of organisation

Would you like to present your submission to the Committee considering the proposal?

Yes

No

What do you think about the idea of opening Manners Mall to buses?

I think that it would be detrimental to the personality of the city. This is one of the few meeting places that is open to people of all ages. The proposed changes would make the city more friendly for cars, at the cost of people!

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?

See above

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

I think this is a good idea

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

good idea

Other comments:

Wellington is a pedestrian city and as such should be more about its citizens than its traffic problems

Fold, tape and send this submission form to reach us by **Friday 5 December**.
Feel free to include extra pages if you need to.

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FreePost Authority Number 2199

Absolutely

POSITIVELY

ME HEKE KI PŌHĀKE
WELLINGTON CITY COUNCIL **Wellington**

PO BOX 2199, WELLINGTON, NEW ZEALAND



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TARANAKI TO WILLIS/MERCER STREET PRECINCT PROPOSALS (CAB2)
WELLINGTON CITY COUNCIL
PO BOX 2199
WELLINGTON

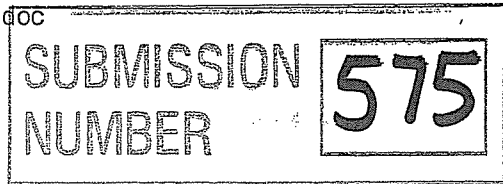
Joelene Noble

From: Rose Palmer
Sent: Friday, 5 December 2008 5:07 p.m.
To: Joelene Noble
Subject: FW: Submission for Restoring The Golden Mile

Attachments: Restoring The Golden Mile.doc



Restoring The
Golden Mile.doc ...



-----Original Message-----

From: Greg Bodnar [mailto:greg.bodnar@gmail.com]
Sent: Friday, 5 December 2008 16:26
To: Rose Palmer
Subject: Submission for Restoring The Golden Mile

Good afternoon,

I hope that I am sending this to the correct person. There is no indication on the WCC website as to where to send long-form submissions. The document is attached and is in MS Word format.

I have indicated in my submission, and will reiterate, that I am interested in making an oral presentation to the committee. My contact details are:

Greg Bodnar
8L Finlay Terrace
Mount Cook
6021
mobile: 021400982

Kind regards,
Greg Bodnar

Restoring The Golden Mile

In principle, I welcome and support the changes being proposed to the connection between the Golden Mile and Courtenay Place. Rationalising the network map is a very important step in improving service quality for a transport network feeling the strain of popularity. However, I don't agree fully with the details being presented and there are some issues that I would like to raise before designs are finalised.

Public Transport

The city section of the bus network is incredibly popular. Wellington boasts the highest percentage patronage of public transport in New Zealand and most of the city buses share a single corridor, much of which is single lane and somewhat prone to problem escalation. Should a bus stall or dwell for a long period as passengers board/alight, a queue of buses builds in its shadow. Many artifacts of the road network further inflate the issue. With tight corners peppered through the route, poor alignment between bus stops and traffic signals and private vehicles obstructing narrow streets, travel at peak hours is unreliable.

By straightening out several of the curves, a major part of the problem is resolved. The corner of Willis and Mercer Streets is probably the worst link in the network. The street is too short to adequately clear any queue of peak-hour buses on Willis Street and the phasing of the lights guarantees that buses will have to stop at least once in that short segment. Add to the mix a queue of private vehicles turning from Willis Street onto Mercer, often filling Mercer Street before a bus can progress through the intersection. Avoidance of Mercer Street is the best single benefit of this proposal.

Another implication is to further separate the routes of buses and private vehicles. In New Zealand, there is no requirement for private vehicles to give way to buses. This often adds several seconds at bus stops as the driver negotiates a clear exit from the bus stop. By allowing for public transport to be physically separated from private vehicle traffic, the problem is instantly minimised. However, the proposal becomes very weak in this regard around lower Cuba Street. Expansion of the parking block on Cuba street with an exit on Manners street, into the flow of public transportation, entangles the two all over again. Given that the corner of Cuba and Manners Streets has high volumes of pedestrian traffic, I predict that this area will be a high-accident-rate location. I hope that the committee will reconsider the new intersection to preserve public safety and to prevent it from becoming a new pinch-point for the buses.

It is encouraging to see that the proposal looks forward towards the possibility for light rail through to Courtenay Place. Despite being ignored during the Ngauranga to Airport submission process, many Wellington residents are in support of the concept. Allowance for light rail to be implemented is critical for any forward traffic planning.

Pedestrian Spaces

It is always sad to see a pedestrian friendly location be reallocated for roads. I expect that several submissions against this proposal will be presented. In my opinion, the necessity of the public transportation improvements outweigh the loss of the open space. In the case of Manners Street, the quality of the space leaves much to be desired. The centre pathway is largely desolate and rapidly deteriorating; routing buses through may actually improve the space. Additionally, I hope that enforcement of a bus-only zone would be strongly enforced. The use of Manners Mall as a short-term parking lot is a cause for the rapid decay of the pathway.

It is appropriate to expect that a new pedestrian space will be allocated as a result of the loss of Manners Mall. As encouraged as I was to see a mention for light rail, I was equally discouraged by the lack of mention of any consideration for a new pedestrian area. I hope that some evaluation can be done toward allocation of either Mercer Street or lower Cuba Street as pedestrian-only. Both streets can serve to strengthen the connection between the city and the waterfront, via Civic Square. There is an added benefit of using lower Cuba Street - this would remove any chance of traffic hiccups caused by impatient drivers merging with bus traffic on Manners Street.

Traffic Considerations

Separation of private traffic from bus routes benefits both modes. On the surface, it may appear that forcing separation removes choices for drivers, but it also induces regularity to routes. I understand that New Zealand drivers prefer ad hoc behaviour, but cutting around stopped buses, dropping off people in bus stops and blocking intersections just makes traffic difficult for everyone involved. I think it is important to adhere as closely as possible to the idea that for single lane roads, private vehicles do not occupy the bus route at all.

Summary

As a concept, I support the plan to re-introduce public transport through Manners Street. I think it can be done in a way that will greatly benefit public transport quality without greatly harming the amenity of the street. I am quite bothered that the proposal pays for transport improvements with car parks, especially in the case of lower Cuba Street, which can too easily become a new detriment to transportation flow.

Given the opportunity, I would be willing to support my written submission in person.

Living Streets Aotearoa



Submission from Living Streets Wellington on Restoring Wellington's Golden Mile

Organisation: Living Streets Wellington
Contact person: Mike Mellor
Address: 11 Newport Terrace, Seatoun, Wellington 6022
Email: mike.mellor@livingstreets.org.nz
Phone: 027 684 1213
Date: 5th December 2008

About Living Streets

Living Streets Aotearoa (LSA) is a national organisation with a vision of "More people choosing to walk more often and enjoying public places – young and old, fast and slow, walking, sitting and standing, commuting, shopping, between appointments, for exercise, for leisure and for pleasure."

The objectives of LSA are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners e.g. walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

Living Streets Wellington is the local group based in the Wellington region which is working to make city and suburban centres in the region more walking-friendly.

For more information, please see: www.livingstreets.org.nz

Submission

We would like to present our submission to the Committee considering the proposal.

1. What do you think about the idea of opening Manners Mall to buses?

There was initial support from Living Streets on the basis that the proposal was for buses, not general traffic. This appears to be the case with respect to the mall itself, but not with respect to Manners St (which is central to the proposal, but is not mentioned on the submission form).

We support the Mall being opened for buses provided that:

- there are street trees and wide pavements throughout;
- there is opportunity and provision for increased cycle use;
- there is a dedicated public transport route both ways, at both peak and off-peak times;
- the layout is designed to provide the same level of service to buses at peak times (currently at the rate of over 100 buses per hour each way) as at off-peak times, including sufficient space at bus stops to minimise dwell times and bus-on-bus congestion (lengthy and slow queues of buses at stops are common) - this may require separation of stops by bus destination (as used to be the case at Courtenay Place and still applies at the northern end of Lambton Quay), with provision for buses to overtake.

We oppose Manners St being available to general eastbound traffic, because:

- it is not wide enough for both buses and general traffic;
- Manners St west (between Willis St and Victoria St) would provide a direct general traffic route from The Terrace motorway exit and Boulcott St to Victoria St, which would obstruct bus flow, particularly at peak times.

2. What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria and Mercer Streets?

We support having more street trees and more pedestrian space to compensate for the loss of Manners Mall.

We oppose the provision of more car park spaces.

We suggest that lower Cuba St (between Manners St and Wakefield St) be closed to traffic completely, making it a pedestrian mall, or at least be closed to vehicles at the Manners St end (access/exit solely from/to Wakefield St), making a better pedestrian environment and giving more space for bus stops. Dixon St should be traffic-calmed and the footpaths widened, in particular at the Cuba St crossing.

3. Tell us your views on the proposal to reduce the speed limit from 50 km/h to 30 km/h in Manners Street and Courtenay Place, including the mall area.

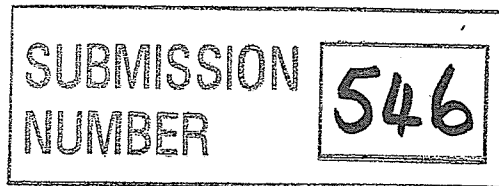
Good idea - slower, safer, more pleasant and consistent with Lambton Quay/Willis St. Roads intersecting this route should also be 30 km/h.

4. What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

A good idea for anyone with a vision impairment, but depends on appropriate priority being given to pedestrians, and short traffic-light cycles - badly-phased lights encourage jaywalking. Reducing car traffic would mean less conflict between traffic and pedestrians.

5. Other comments

- Newer dropped kerbs are less effective from a wheelchair user's point of view than the older ones such as those at Manners/Victoria - all dropped kerbs in this proposal should be to the higher standard.
- Alternative provision needs to be made for the jugglers/entertainers who currently perform in Manners Mall.
- The use of trolleybuses should be maximised - they make for a much more pleasant urban environment than diesels.
- Bus boarding should be speeded up by improving the Snapper system (3 or 4 seconds per passenger is much too slow) and improving access for passengers with disabilities - currently a slow, manual process.
- Good traffic light timing is essential at intersections: public transport should follow the example of Zürich, where buses and trams do not stop except for passengers - bus/tram pre-emption applies at all traffic lights.
- The proposal must take into account the potential for light rail along the Golden Mile.
- The entire length of Manners St and Mall should be buses-only both ways: the presence of general traffic in this narrow street will have a significant impact on buses.



GO Wellington
 Cityline Hutt Valley
 Stagecoach Auckland
 North Star
 The Link

5 December 2008



Restoring Wellington's Golden Mile Submissions
 Wellington City Council
 Private Bag
 Manners Street
 Wellington 6142

Wellington City
 Transport Limited
 Level 1, 2-12 Allen St
 PO Box 14 070
 Wellington 6241
 Tel 04 802 4100
 Fax 04 802 4259
 www.nzbus.co.nz

By email: goldenmile@wcc.govt.nz

Dear Councillors and Officers,

Thank you for the opportunity to provide comment on the proposal for strengthening the Golden Mile, including re-routing buses through Manners Mall, installing traffic signals on the pedestrian crossings in Courtenay Place and reducing the speed limit.

We would like to compliment you on the development of a strategy that, like all great ideas, seems so obvious once proposed. You have proffered a most effective and simple solution to a problem that has vexed bus operators, pedestrians, motorists, bus passengers and visitors to the city for some time.

There is no doubt that Wellington will grow and therefore having a well functioning CBD and public transport system will be crucial to dealing with these changes.

The plan as outlined not only mitigates existing problems, but also provides long-term solutions for the expected growth.

Wellington already has congestion problems, particularly along the Golden Mile, and left unchecked these problems will become an emergency impacting on the region in terms of lost businesses, and a decline in the liveability of the city.

Efficient public transport can add enormous value to the economic vitality and liveability of the city. Currently the great thing about Wellington is that it is still a relatively easy city to get around by public transport, foot and private car. This adds enormously to Wellington's competitive position vis a vis other New Zealand cities. However, the use of private cars is significantly adding to the congestion problems that are starting to escalate in the city.

Further growth in travel should be accommodated more by public transport, walking and cycling than by private car travel, in order to maintain and enhance the region's economic and lifestyle advantages.

The following is our written submission on the "Restoring Wellington's Golden Mile" plan.

We would like to take the opportunity to speak in support of our submission.

Background

NZ Bus through its subsidiary companies accounts for the bulk of urban bus services in New Zealand (we are the largest operator in Wellington region, which accounts for 24% of national bus patronage, and also in Auckland which accounts for 51% of national bus patronage).

In the Wellington region we operate under the GO Wellington, Valley Flyer, Airport Flyer and Runcimans brands, and have:

- 360 buses which provide 2,700 services a day every Monday to Friday
- Providing an average 73,000 rides a day
- 19 million passengers a year.

We want to retain the existing public transport users and grow the market. To this end we have instigated a number of improvements and made a considerable financial investment including:

- 62 new electric trolley buses at a cost of \$29m. These provide a pram and wheelchair accessible, quieter and more comfortable ride. They are more reliable with battery back-up, and much larger to provide more capacity for the same number of buses.
- Ordered and commenced delivery of 60 new low-emission, new-technology buses at a cost of \$22m.
- Improved driver training and management.
- Replaced the old ticketing system with a "world's best" system that is smart-card based, making it easier for both passengers and drivers. Ten weeks after its launch 30,000 Wellingtonians were using their Snapper cards to make low-value payments including bus rides.
- A reorientation of the business to be more customer and community focused.

Urban Mobility

- Wellington's topography means that better public transport is the only way to enhance urban mobility in a substantive way, without extensive taking of private property to widen roads.
- Bus use in the Wellington region has grown faster than overall use of the roads, with the bus share of urban transport increasing.
- But growth in travel by all modes has outstripped growth in the capacity of the roading network.
- The more people catch the bus the less congestion there will be for those who wish to use their cars.
- Patronage of our Wellington City services has grown by 3.5% pa on average over the past 10 years.
- Initiatives are under way to substantively improve the quality of Wellington's bus public transport. These have the potential to significantly increase the historic patronage growth rate, by attracting travellers away from use of private cars.

- Improvements underway are already beginning to achieve some results. Over the past year in Wellington, there has been noticeable growth with a 4.1% increase in passenger numbers across the board.

Existing Bus Operation on the Golden Mile

- The Golden Mile is the corridor of convergence for the majority of bus services in Wellington, with over 140 buses per hour on the Courtenay Place section in the a.m and p.m peak periods (in both directions) and over 180 buses per hour on the Lambton Quay section for the a.m and p.m peak (in both directions).
- The Lambton Quay and Willis Street portion of this route already contains sections of bus-only traffic and bus priority provisions.
- The number of buses currently operating over the Golden Mile is considerable. They provide a very intensive bus corridor and comprehensive network of routes to a wide variety of destinations throughout Wellington, Lower Hutt, Upper Hutt, Porirua and the Kapiti Coast.
- In data collected during 2006 (Opus Study) is it evident from the journey time information, that significant scope exists to reduce journey times and variability and improve capacity.
- The key observed problems in the study of the Golden Mile were grouped into three classifications:

➤ *Link Capacity*

- Capacity for buses on sections in which general traffic is permitted and no (or limited) bus priority exists
- Bus on bus delay in locations in which inadequate capacity exists for buses to pass buses or get through the network at points where heavy cross flows exist
- Interaction between pedestrians and buses at uncontrolled crossing points
- Loading and parking disruption and delay (including enforcement).

➤ *Signal Operation Capacity*

- Signal and intersection delay
- Limitations in bus detection and priority

➤ *Bus Stops*

- Bus stop capacity associated with dwell time
- Dwell time associated with ticketing

Identified operational improvements for the Golden Mile

- Without doubt the most significant improvements will come about through bus priority lanes, particularly at peak times.
- The issues above show that there is considerable potential for improvement over the length of the Golden Mile, with much of the scope for improvement being at specific locations.
- Although the route is subject to a variety of different demands (pedestrian movement, retail activity) we have no doubt that the measures now proposed by council will deliver increased bus capacity, a reduction in journey times, and improved reliability.
- A set of ideas and options have been identified in order to achieve improvements in bus priority along the existing corridor. These include:
 - Bus priority lanes technology
 - Enforcement and controls, equipment and operating practices
 - GPS tracking
 - Bus pre-signals
- Research and examples from other countries and our own experience suggest that journey time and variability can be reduced significantly by implementing bus priority interventions.
- Significant scope exists to reduce journey time, improve reliability and increase capacity over the length of the Golden Mile.
- The ultimate objective of these improvements is to increase the utility and attractiveness of the public transport system, thereby improving the accessibility of the CBD without the need to resort to unaffordable road construction.
- NZ Bus has been playing its part with the new, more reliable and environmentally friendly high-tech trolley and diesel buses; the faster ticketing using Snapper; and improved timetabling and routing management systems for its bus services.

The big picture

- NZ Bus fully supports and endorses the focus on ensuring that traffic operations are managed to provide the most efficient means of moving public transport, pedestrians and private transport through the roading network.
- Enhancement of tools such as traffic signals, speed limits and other traffic management tools will contribute greatly to the efficiency of the roading network.
- Road network management is a key ingredient to the delivery of reliable and efficient bus public transport.
- As the number of buses increases towards the maximum capacity of the route, journey times increase.
- By implementing a range of bus priority measures, the number of buses that can be accommodated increases before having a significant increase in journey time.

Bus priority measures through the central area

- Bus priorities through the Golden Mile are critically important and central to having the bus network carry more people.
- Central area bus improvements are very important as the CBD is currently the biggest source of delay to buses travelling to destinations across the wider region.
- There are two issues that need addressing when looking at road improvements:
 - Road capacity
 - Road allocation
- All studies show reliability to be by far the most important determinant of discretionary use of bus services.
- Bus priorities in key locations across the region are critical to making services faster, more reliable and more attractive.
- We recognise the cost to funding agencies of bus priority measures is substantial.
- But it is substantially less than the cost of enhancing the road network to accommodate increasing travel by private car.
- It will provide incentives for substantially more investment in the bus services.
- Nothing will make as much difference to the reliability of Wellington's bus public transport as priority lanes.
- They will benefit everyone in Wellington who is on the move (whether by car or bus).
- The Opus study and research commissioned in 2006 showed that the impact of bus priorities on journey times was significant. The percentage savings were:

Bus way or general traffic removal	10-15%
Increased number of dedicated bus lanes	7.5%

A two-way bus route on Manners Street (with buses only travelling through what is now Manners Mall)

- NZ Bus supports the re-routing of buses through Manners Mall and restoring the original Golden Mile public transport route. We see this as an effective and simple way to support future-proofing public transport in Wellington.
- NZ Bus is very supportive of the proposed wide paved footpaths on either side of the Manners Street bus lanes. However, it is very important that the pavement design makes it clear to pedestrians what is pedestrian space and what is bus operating space.
- We support the consideration given to pedestrians and cyclists in planning the restoration of the Golden Mile, both from an environmental perspective and meeting the lifestyle choices of many Wellingtonians.
- We support pedestrian improvements as critical to link bus routes with end destinations.

Relocated bus stops

- NZ Bus supports the repositioning of bus stops to provide staggered north and southbound stops in Manners Street.
- NZ Bus favours moving the northbound stop in Willis Street further to the south. This, in conjunction with the proposed new Manners Street stops, will provide a better spacing of stops which will be more convenient for bus users.
- A key objective of effective bus planning is achieving a reduction in journey time variability.
- Besides bus priorities, there are a number of other factors, such as the road width and bus stops that play a key part in determining a road's optimum bus capacity. The proposed staggering of the bus stops in Manners Street will certainly help this.
- The placement of bus stops becomes much more a matter of pedestrian convenience when a street is a bus only lane as proposed for much of the Golden Mile.

Two-way traffic in Manners Street west

- NZ Bus supports this proposal to facilitate the two-way Manners Street bus lane.
- Our preference, however, would be that general traffic was also prohibited from using Manners Street west in the south bound direction and the street was buses only in both directions.
- NZ Bus supports a 'bus only' phase at the Boulcott/Willis intersection.

Street changes on Manners Street (east), Dixon Street, lower Cuba Street, Wakefield Street and Mercer Street

- NZ Bus supports the improvements planned for these streets, in particular the pedestrian enhancements.
- We believe these street changes make this a very balanced proposal benefiting pedestrians, shoppers, retailers, property owners and motorists as well as bus users.
- NZ Bus particularly supports the separation of parking precincts from the bus route. The current mixture of angle parking and buses in Cuba Street causes significant conflict, which the planned improvements will end.

Signalising pedestrian crossings on Courtenay Place

- NZ Bus is very supportive of this measure.
- It will be important that the crossing signals are co-ordinated with the intersection signals as much as possible, and at all times, so as to give buses a "Green Wave" at all times. This is particularly relevant for the crossing at the east end of Courtenay Place, which could cause considerable delays and have northbound buses backing up round into Cambridge Terrace unless this co-ordination takes place.

- For some time we have been highlighting the delays caused by the interaction between pedestrians and buses at uncontrolled crossing points on the Golden Mile, particularly at peak times.
- This has been a particular issue on the crossing outside the Reading Centre.

Speed limits

- NZ Bus supports the lowering of the speed limit to 30km/h in line with the lower speed limit already in place on other parts of the Golden Mile.
- It is also fair to say that the need for caution in the driving speed of buses is something covered in our driver training in light of the heavily built-up nature of the Golden Mile and the high pedestrian levels.
- Despite education programmes, some people still insist on launching themselves from the footpaths into the path, and sometimes the sides, of oncoming buses and other vehicles. Lower speed helps to reduce the effects of these accidents.

Conclusion

NZ Bus wholeheartedly supports the direction and all initiatives included in the proposal to strengthen the Golden Mile. We propose some minor tweaks which we believe will make an outstanding plan truly exceptional.

Given our research into and experience of the measures required to fundamentally make a difference to the reliability of bus public transport, we consider that Wellington City Council and its officers and advisors have done a superb job in developing this plan.

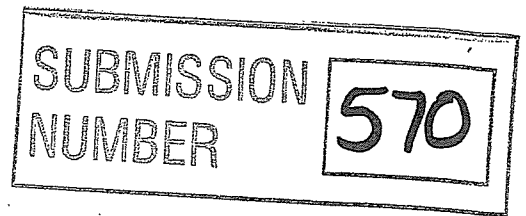
We thank you for consideration of our submission and hope that the enclosed helps you with your further deliberations.

We would like to speak to our submission at the hearings:

Yours sincerely



Bruce Emson
CHIEF EXECUTIVE OFFICER



Joelene Noble

From: wlgtn.sales@coincascde.co.nz
Sent: Friday, 5 December 2008 4:38 p.m.
To: Joelene Noble
Subject: Restoring the Golden Mile - Bus Route & Street Changes

The following details have been submitted from the Restoring the Golden Mile - Bus Route & Street Changes form on the www.Wellington.govt.nz website:

First Name: Craig
Last Name: Knox
Street Address: 271 - 277 willis street
Suburb: Te Aro
City: Wellington
Phone: 049154953

I would like to make an oral submission: Yes

Email: wlgtn.sales@coincascde.co.nz

I am making this submission: on behalf of an organisation

Organisation Name: Coin Casacde Ltd

Views on opening Manners Mall to buses: We think by extending the Golden Mile bus route through Manners Mall will adversely effect the foot traffic count to all retailers in the area. We also feel there is not enough width for a two lane bus way which will effect pedestrians safety when exiting on to narrow walk ways. There is already enough bus routes with diesel choking buses cluttering the CBD to cut through Manners will only save a minute in time.

Views on long-term changes to streets:
Once again donâ€™t fix whats not broken

Views on reducing the speed limit: Any reduction in speed is a good thing for the city.

Views on traffic light placement: Will disrupt traffic flow.

Other comments: Would like to make an oral submission with more context.

SUBMISSION
NUMBER

556

Submission form

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

All submissions (including name and contact details) are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by the Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

First name(s)

Peter

Last name

Carter

Street address

94 Happy Valley Rd.

021 1750 068

Phone

9366 088

Email

Petercarter@hotmail.com

I am writing this submission (tick box)

as an individual

on behalf of an organisation

Name of organisation

Would you like to present your submission to the Committee considering the proposal?

Yes

No

What do you think about the idea of opening Manners Mall to buses?

This makes a lot of sense - but it would no longer be a mall and should not be treated as such - it would give better access to adjacent malls. Private vehicles should not be allowed to enter or drive East as this would negate any benefits.

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?

The effect of these changes will depend on whether realistic measures are taken to avoid congestion and improve transit times - proper safety rules and barriers at appropriate places for pedestrians. If this is done then the inner city could be re-vitalised. Parking build facilities need to be promoted and

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

Emphasis should be placed on observing existing road traffic laws which are adequate if policed and therefore observed - lowering speed limits encourages widespread Jay-walking and unsafe behaviour

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

It is a good idea in principle - but must be applied properly - phasing should not be automatic - but only work if required time delays to bus routes could be adversely affected

Other comments:

The Councils policy of providing extra on street parking in inner city bus routes has provided a great deal of obstruction and stress to road users and bus routes - Taxis should not be allowed to obstruct road ways.

Fold, tape and send this submission form to reach us by Friday 5 December.
Feel free to include extra pages if you need to.

FOLD

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Absolutely

POSITIVELY

ME HEKE KI PŌNEKE
LINGTON CITY COUNCIL **Wellington**

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WELLINGTON

SUBMISSION
NUMBER

690

Joelene Noble

From: wheeliebird04@yahoo.co.uk
Sent: Friday, 5 December 2008 2:25 p.m.
To: Joelene Noble
Subject: Restoring the Golden Mile - Bus Route & Street Changes

The following details have been submitted from the Restoring the Golden Mile - Bus Route & Street Changes form on the www.Wellington.govt.nz website:

First Name: Rosie
Last Name: Macleod
Street Address: 15A McKeefry Grove
Suburb: Tawa
City: WELLINGTON
Phone: 02102501836

I would like to make an oral submission: Yes

Email: wheeliebird04@yahoo.co.uk

I am making this submission: on behalf of an organisation

Organisation Name: Wellington Disability Reference Group

Views on opening Manners Mall to buses: If the mall is to be open up, then there must be clear distinction between the footpath and the road.

This must be by the use of having a height distinction and colour contrast as per footpaths in the area such as Dixon Street or Willis Street.

Views on long-term changes to streets: The most important thing is making sure that people with disabilities are catered for by having proper access. Proper kerbs put into place, kerbs put into place for easy exit out of taxis etc. One has to keep an eye on such matters and must communicate with the WCC DRG (Disability Reference Group).

Views on reducing the speed limit: Reducing speed to 30km/h stops drivers to think about those that are using the pedestrian crossings.

Views on traffic light placement: Any new lights must include both audio and tactile alerts to indicate when it is safe to cross, as per other crossings in the location.

Any crossing areas must include ramps and tactile indicators in accordance with NZ standards.

Other comments: What is the possibility of someone coming to meet with us to talk about the project?.



What would be interesting to know, is how wide are they planning the road and the footpaths to be?

If the footpath is narrow, then street furniture will become a problem.

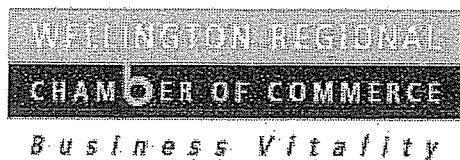
Joelene Noble

From: Jeremy Harding [jeremyh@wellingtonchamber.co.nz]
Sent: Friday, 5 December 2008 5:03 p.m.
To: Joelene Noble
Subject: Restoring Wellington's Golden Mile
Attachments: Submission - Manners Mall.pdf

Rose

Please find attached the submission from the Wellington Regional Chamber of Commerce on the Restoring Wellington's Golden Mile.

Jeremy Harding
Policy Manager
Wellington Regional Chamber of Commerce



Wellington Regional Chamber of Commerce

Submission to Wellington City Council

Restoring Wellington's Golden Mile

December 2008

Introduction

The Wellington Regional Chamber of Commerce has membership of 1,200 businesses in Wellington city and represents a regional hub of Chambers of Commerce with a further 4,500 businesses as members. While most of our members are in the SME category we also have as members 15 of the largest 20 companies in New Zealand. A large number of government departments and local government agencies/entities are also members of our chamber. The Chamber promotes policies that reflect the interests of the region's business community and the development of the Wellington economy.

Submission

Thank you for the opportunity to make this brief submission on the document Restoring Wellington's Golden Mile. We would like to be heard on it if there is an opportunity.

Manners Mall

The Chamber supports the concept of opening up Manners Mall to buses.

The main reason for giving our support to this concept is that it will free up transport through the CBD. The Wellington economy relies on an effective transport system to improve the flow of goods and services and people and the street configuration in this area is currently sub-optimal.

Rerouting buses through Manners Mall will shorten the central bus route and remove buses from other key roads - thus reducing travel times for general traffic as well as buses.

Reduced congestion and improved public transport are essential to improving the efficiency of transport in the city. On balance, the Chamber sees the Manners Street proposal as positive because of the efficiencies it creates in this area.

In a recent Chamber survey 56% of businesses expressed support for opening Manners Mall up to buses.

We recognise that local retailers will have mixed views on this proposal and so we support measures proposed by the council to minimise the impact on them.

We have confined our comments in this submission to the general principle of the Manners Mall proposal rather than the specific detail, as set out in the document, with regard to individual streets.

In general, we support the proposed footpath modification and the creation of public spaces to ameliorate the impact of the loss of pedestrian space. Having said this, however, we would not support proposals - which have been floated unofficially - to pedestrianise Dixon Street or other nearby roads as compensation for the loss of pedestrian space.

While Manners Mall lends itself as a vehicle thoroughfare, as part of the Golden Mile transport spine, the same does not apply to Cuba Mall which has considerably more charm as a pedestrian street.

Signalising Pedestrian Crossings

With regard to the proposal to put traffic lights in the three pedestrian crossings in Courtenay Place, we agree that when there is a succession of people filing across pedestrian crossings vehicles are held up. However, at times when pedestrian counts are low, pedestrian lights can make the situation worse if they are not efficiently synchronised/timed (ie vehicles are held up by lights when no-one is crossing.) In the interests of efficient transport, we hope this issue is considered for pedestrian signals in Courtenay Place and elsewhere.

Additional Comment on Council Planning Processes

Notwithstanding the merits of the Manners Mall proposal, we are disturbed that it has come only four years after an upgrade of the Mall was completed. We note there are too many other examples of substantial urban development projects being undone and redesigned only a few years later. Large amounts of rate-payers money are at stake each time such a project is undertaken and it seems to suggest some sort of systemic shortcoming in the Council's planning processes. We hope that steps can be taken to avoid such situations in future.

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NUMBER

262

Submission form

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

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Last name

BISHOP

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NEWLANDS

Phone

04-477-1967

Email

dambishop@clear.net.nz

I am writing this submission (tick box)



as an individual



on behalf of an organisation

Name of organisation

Would you like to present your submission to the Committee considering the proposal?



Yes



No

What do you think about the idea of opening Manners Mall to buses?

This is a retrograde step. Manners Mall as a public space is an excellent facility, the only one like it apart from bottom end Cuba Street & the CBD. Public open mall space must take priority over bus transport.

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?

These improvements are contingent on ~~making~~ changing Manners Mall. The issue appears to be that all buses must pass thru the CBD to get to the Railway terminus, even if carrying a small number of passengers. The solution is to make the terminus at Taranaki Street/Courtenay Place; with a feeder route for one bus thru the CBD. Then this keeps the CBD free of buses apart from the one feeder service, and allows Manners Mall and other public spaces mostly free of buses. It is a mindset change that is

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

30 kph speed limit works in Willis St & Lancaster Quay; so should be adapted in those areas where pedestrians are very present & the Mall & open space.

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

If we get rid of the plethora of empty or half full buses travelling to the railway terminus then there'll be less buses travelling down Courtenay Place; then little need for traffic lights.

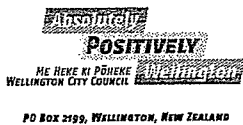
Other comments:

It is a policy of putting buses ahead of pedestrians & open space in roads etc. Encourage walking; get rid of empty buses travelling to the railway terminus and we'll achieve a more pedestrian friendly golden mile.

Fold, tape and send this submission form to reach us by Friday 5 December.
Feel free to include extra pages if you need to.

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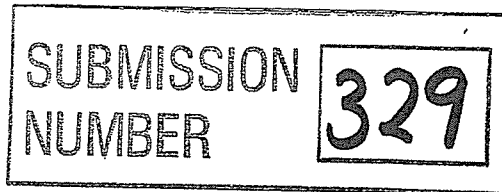
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REGIONAL COUNCIL



File No: TD/02/04/04
3 December 2008

Taranaki to Willis/Mercer Street Precinct Proposals (cab2)
Wellington City Council
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Wellington

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New Zealand
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To Whom It May Concern

Submission on "Restoring Wellington's Golden Mile"

Greater Wellington strongly supports the bus priority and related measures to improve public transport services along the Golden Mile. Such measures are in line with Regional Passenger Transport Plan policies and will help achieve the regional target of 50 million passenger trips by 2016.

In addition we note such measures are supported by the Ngauranga to Airport Corridor Plan which was adopted in October 2008 and includes the following measure:

Implement passenger transport improvements (including bus priority measures, signal pre-emption, real time information) along the golden mile route to improve journey times, reliability and passenger waiting and boarding provisions (p9)

The following comments are made in respect to the questions posed in the consultation brochure.

What do you think about the idea of opening Manners Mall to buses?

We support the reopening of Manners Mall to buses as we believe this will help ensure a large number of benefits including more direct and efficient services, improved reliability and faster journey times through the Golden Mile.

We believe that, in conjunction with other bus priority measures and related measures such as bus stop improvements, the proposed changes will also help improve efficiency and vehicle utilisation (i.e. more scheduled services from the same number of buses). We note such improvements will be necessary to ensure a reliable real time information system along the Golden Mile and the rest of the network as such systems rely on predictable journey times.

We also believe the proposed changes will improve the legibility of services (by combining services in both directions) and help ensure the future development of a high quality, high frequency public transport corridor through Wellington City, consistent with the Ngauranga to Airport Corridor Plan.

We also strongly support the holistic view and desire to implement a wider package of solutions to maximise benefits that is currently being demonstrated by Wellington City Council and encourage you to continue in this approach. Along these lines we encourage Wellington City Council to continue working in partnership with Greater Wellington, in particular with regard to future network planning including bus stop locations and other network design elements and bus operations through the Golden Mile. It is noted that this work must also tie into the Wellington Bus Review.

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer Streets?

We support the changes in these areas but note these improvements focus on public amenity and will have no direct impact on public transport services. Nevertheless, strong public spaces will encourage people to use these areas and may have indirect benefits to public transport.

We believe improvements in these areas should ideally focus on how to best replace the public space lost along Manners Mall with priority given to public open space and pedestrian access over car access and parking.

We also note that the proposed parking spaces should be used for short term visitor parking and should be designed to ensure minimum effects on public transport services.

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place including the mall area.

We strongly support the proposal to reduce the speed limit to 30km/h along the entire Golden Mile. This will help make the area safer for pedestrians and have minimal impact on public transport services. It is noted that currently a large proportion of vehicle accidents involving pedestrians in the region occur in Wellington CBD.

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

We support the signalling and coordination within SCATS (the traffic light management system) of all intersections and crossings along the Golden Mile bus routes to ensure fast reliable public transport services.

We note however that the potential impact on pedestrians from long waiting times at lights should be carefully managed as long waiting times often result in pedestrians crossing against signals and creating safety issues in areas where both pedestrian and traffic volumes are high. We encourage Wellington City Council to provide priority to public transport in the peak periods when travel time and reliability are most affected but at other times consider giving priority to pedestrians to help facilitate the free movement of people.

In summary, Greater Wellington strongly support the comprehensive and integrated approach that Wellington City Council is taking to bus priority along the Golden Mile and encourage you to continue working partnership with us in delivering improved public transport services for the public. We believe this will help ensure consideration of all relevant factors, help achieve buy in from stakeholders and the public and provide greater certainty for both public transport users and Wellington residents.

We would like to present this submission to the Committee considering the proposal.

Yours sincerely



Wayne Hastie
Divisional Manager, Public Transport

DD: 802 0306
wayne.hastie@gw.govt.nz

SUBMISSION
NUMBER

442

Submission form

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

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First name(s) DALE CHANEL

Last name RANGIHA EATA

Street address 18A BOND ST

WELLINGTON

6142

Phone 021 714 049

Email

~~bond~~ bond@mojocoffee.co.nz

I am writing this submission (tick box)

as an individual

on behalf of an organisation

Name of organisation

Mojo bond st

Would you like to present your submission to the Committee considering the proposal?

Yes

No

What do you think about the idea of opening Manners Mall to buses?

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

Other comments:

Fold, tape and send this submission form to reach us by **Friday 5 December**.
Feel free to include extra pages if you need to.

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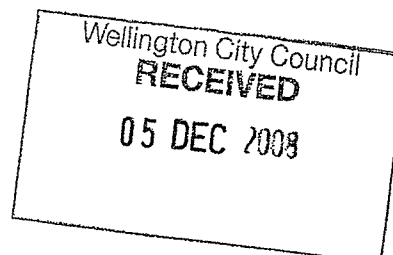


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Joelene Nabe

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SUBMISSION
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Mojo Bond Street
18a Bond Street
PO Box 11750
Wellington

4 December 2008

Taranaki to Willis/Mercer Street Precinct Proposals (CAB2)
Wellington City Council
PO Box 2199
Wellington

To whom it may concern;

In addition to the submission form attached regarding the proposal for the area between Taranaki Street and Willis Street we also have a request we would like to be considered in the above submission.

We currently run our business, Mojo, on Bond Street. The decision to open our business on Bond Street was that we could see potential for the street which until now seems to have been one of the more neglected streets in central Wellington. Many people use Bond Street to cut through from Victoria to Willis Sts and in the last 2 years new businesses have moved in which are crying out to be seen but are easily walked past un-noticed partly due to the run-down condition the street is currently in.

Most of the streets surrounding us seem to have had, over the last few years, makeovers including re-paving, paving extensions and planter boxes. We see this proposal for the upgrade of the 'Golden-Mile' an opportunity to perhaps include Bond St as well. We have spoken to the other business on Bond St being;

Victoria Street Cafe
Riegers Copy Centre
Syn Pizza Bar
Lovelocks Bar
Art Craft Bakery
Mon Ami Cafe
Swan Barber
Wholly Bagel

All of which fully support an upgrade to Bond Street.

We think that an upgrade of Bond St will compliment the proposed upgrade to complete the Manners, Victoria, Willis and Mercer St areas making the whole area alot more appealing and user friendly.

Ideally we would propose that an upgrade of Bond St would include widening and repaving of footpaths, narrowing the road to make it in to a one-way street and installing planter boxes and new lighting. Given that the main thoroughfare would be running through Manners Mall, Manners Street and joining on to Willis Street it would mean that Bond St could turn into a nice little oasis in between the other busy roads, especially given the four cafes that face Bond St, this would make it an attractive place to go to dine, slightly removed for the city hustle and bustle. We understand that funding is the main issue with any upgrades being carried out and if this is the determining factor we would be happy

if we could just have the street upgraded slightly to fit in with the surrounding area which would include re-paving or re-surfacing of the street and some planter boxes.

We would appreciate your consideration of the above submission and if possible, we would like an opportunity to speak in support of our submission. We are happy to provide written confirmation from the other business along Bond Street of their support.

We look forward to hearing from you.

Kind regards

Dale Rangihaeata
Andrea Jones
Directors Mojo Bond Street

Handwritten signatures of Dale Rangihaeata and Andrea Jones. The signature of Dale Rangihaeata is written in a cursive style, and the signature of Andrea Jones is written in a more stylized, blocky cursive style.

Submission form

SUBMISSION

443

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05 DEC 2008

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

All submissions (including name and contact details) are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by the Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

First name(s) John Alexander

Last name MOFFAT

Street address 29 Winton Road Wadestown
Wellington

Phone 4729359

Email

I am writing this submission (tick box)

as an individual

on behalf of an organisation

Name of organisation

Would you like to present your submission to the Committee considering the proposal?

Yes

No

What do you think about the idea of opening Manners Mall to buses?

I feel that the proposal to run two-way bus trolley in Manners Street is sound, and that the necessary work should proceed as soon as possible.

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?

They seem broadly supportable.

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

Manners Street should benefit from a 30k.M.H. limit. Perhaps Courtenay should retain a higher limiting speed?

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

I am not generally in favour of Traffic lights as a panacea for all problems, however the additional lights may be justifiable in this particular case. Success or failure will hinge on the phasing of the lights.

Other comments:

A number of proposals aimed at easing bus flows through the city have recently been floated. However bus scheduling must be considered on a Terminal To Terminal basis - The City badly needs a policy aimed at ensuring the free flow of buses in the suburbs.

Fold, tape and send this submission form to reach us by Friday 5 December.

Feel free to include extra pages if you need to.

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TARANAKI TO WILLIS/MERCER STREET PRECINCT PROPOSALS (CAB2)

WELLINGTON CITY COUNCIL

PO BOX 2199

WELLINGTON

SUBMISSION
NUMBER

382

Joelene Noble

From: granma_mongol@yahoo.com.au
Sent: Thursday, 4 December 2008 7:19 p.m.
To: Joelene Noble
Subject: Restoring the Golden Mile - Bus Route & Street Changes

The following details have been submitted from the Restoring the Golden Mile - Bus Route & Street Changes form on the www.Wellington.govt.nz website:

First Name: CATHY
Last Name: BLAKELY
Street Address: 47 DANIELL ST
Suburb: NEWTOWN
City: WELLINGTON
Phone: 9163194

I would like to make an oral submission: Yes

Email: granma_mongol@yahoo.com.au

I am making this submission: as an individual

Views on opening Manners Mall to buses: I do not agree with this idea at all. Pedestrian only spaces are rare in Wellington, and although Manners Mall is quite ugly, it is important to have areas which don't have any vehicles moving through at all.

Buses are able to move around sufficiently in the central city.

Views on long-term changes to streets: Not much.

Visitors from out of town often comment to me about how pedestrian friendly Wellington is.

Views on reducing the speed limit: I am in favour of this. I often bike to work and around town. This would make it safer.

Views on traffic light placement: I am a pedestrian, and I prefer pedestrian crossings. I noticed after the pedestrian crossing on the Terrace became a traffic light, it takes much longer to cross the road.

Although, if sufficient signage was in place to tell people that if they stand on the yellow pedestrian pad to activate the lights, it might be okay. I've noticed that this is much more effective down by the Basin Reserve.

SUBMISSION
NUMBER

441

Submission form – Restoring Wellingtons Golden Mile

David Harris
3a Regency Apartments
51 Manners Street
Te Aro
Wellington

(04) 499 -1135 or 931 4249

I am writing this submission on behalf an organisation. Namely:

Regency Apartments Body Corporate

I would be happy to present our submission to the Committee.

Opening Manners Mall to buses

1. It is extremely regrettable that you considering removing a pedestrian place and placing it with a road for buses.
2. You mentioned other amended bus routes – please pick one that is already a road. This will cost less, cause less disruption and less likelihood of business failure due to environment disruption during construction. In the current harsh financial environment it seems negligent to undertake large capital expenditure for dubious and unknown benefit. The underwriter for this is all too easily the rate payer; more considered spending would be my preference.
3. Wellington is a small city and extremely walkable. This I believe enhances its accessibility and friendliness. For instance crossing from lower Cuba Mall to Civic Square and City to Sea bridge currently means crossing one road. Under your proposal that increases to two roads / pedestrian barriers and reduces ease of walking that route.
4. Manners Mall may appear rundown – but the seating placed there a few years ago looks temporary, and the small trees suffered at the hands of youth, who will likely move to Cuba Mall if a road goes through their current sitting space. Do not for a second believe they will go away. The mature trees removed about 8 years ago from the Mall are missed; they provided shade and character to the Mall.
5. What Manners Mall needs is beautifying - a carrying through of the stone seats and pleasant trees and shrubs in Cuba Mall through to Manners Mall. The different orientation means they both enjoy sunshine at different times of the day which would be a benefit for both Malls.
6. Both malls have many cafes etc, Manners Mall in with its smaller size has fewer, yet like Cuba Mall it depends on pedestrian flow. A road with buses will reduce the desirability of the small street side vendors of crepes sushi, juice and kebabs and risk them going out of business.
7. Manners Mall is very centrally placed in the city. - it is between Cuba Mall and the Civic Square and the waterfront and it is between Lambton Quay and Courtenay Place – it is a central place to walk to other places, with a few handy destinations right in the mall. It makes no sense to turn it into a road when it is so easily and so often used by pedestrians.
8. Please consider all people in the city, you state this is for bus users, yet Wellington has more City dwellers who walk than any other city in the country, it is ideally placed for this and due to the compact harbour and hills site Wellington is uniquely placed for this, we do not want roads retaking pedestrian spaces. Please consider the nature and total of the city.

9. Manners Mall is used to great affect as an extension of Cuba Mall during festivals such as the Cuba Street Carnival. The last such carnival had Manners Mall packed with performers and enjoying the sunshine. I noted that closing lower Cuba Street worked to an extent – a lot of space but the road is a harsh surface without even the lesser grade seat and features that Manners Mall has. (compared to Cuba Mall)

Note:

These next two items are of vastly different magnitude regarding consequences and cost and so deserve a smaller amount of attention.

Or

Just do these 2 things, little cost and negative consequence.

Reducing the Speed limits

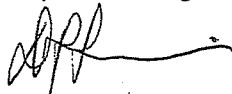
Go ahead and introduce it – it will have little impact. Traffic is slowed in this pedestrian heavy, delivery vehicle prone and stop start buses environment which is the city anyway. Learn from the Willis Street speed limit reduction experience.

Traffic Lights on Courtenay Place

Should make the traffic flow and pedestrian road usage safer, but not quicker – waiting for lights or waiting for pedestrians is still waiting, and the speed limit is reduced from 50 to 30 Kph.

Thank you

David Harris
Chairperson Regency Apartment Body Corporate



3/12/08.

Esmee Ridgeway
Secretary Regency Apartment Body Corporate

 4/12/08

Submission form

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

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First name(s) David James

Last name Harris

Street address 3A Regency Apartment
57 Manners Street, Te Aro, Wellington

Phone (04) 644 1135 Email

I am writing this submission (tick box)

as an individual

on behalf of an organisation

Name of organisation

Regency Apartment Body Corporate

Would you like to present your submission to the Committee considering the proposal?

Yes

No

What do you think about the idea of opening Manners Mall to buses?

See attached.

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

Other comments:

Fold, tape and send this submission form to reach us by **Friday 5 December**.
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