

RECEIVED
10 MAY 2010
BY:

Submission from staff in Conservation House.

We wish to be heard.

Contact - Pam Crisp

pcrisp@doc.govt.nz

4713116

PO Box 10-420

Wellington

SUBMISSION
NUMBER

7

Submission on Proposed Traffic Resolution 40-10

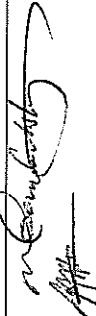







The undersigned are workers in a building in Manners Street, between Victoria Street and Willis Street.

We strongly object to the part of the proposed resolutions which would allow cars to enter that part of Manners Street from Willis/Boulcott Streets. We strongly support the part of the resolution that would prevent cars entering that part of Manners Street from Victoria Street.

We wish to see Manners Street restricted to buses, pedestrians and cyclists.

Our reasons for that position are:

1. If cars are allowed to use Manners Street, this will impede bus movements, reducing the benefits of the proposed changes.
2. Cars will significantly reduce the safety and convenience of pedestrians crossing Manners Street.
 - There are large numbers of pedestrians who cross Manners Street near St Hill Street, including to get to the bus stop, Conservation House and its information centre, and the adjacent businesses. The street is narrow, so there would be no space for a pedestrian to stand if they got partway across from the Conservation House side, and then realised there was a car coming in the other lane that had been obscured behind a bus.
 - Cars will increase the amount of traffic that pedestrians have to negotiate, delaying crossings.
 - Cars will increase the likelihood of queues of buses at the stops, which are a serious impediment to pedestrian movements.
3. There is no reason to allow cars to enter Manners Street from Willis Street. They cannot do so now, and there are no destinations within Manners Street that they need to reach.

NAME	ADDRESS	DATE	SIGNED
Martin Gembitsky	85 Queens Road, Waitanake	5 May 2010	
John Morton	9/2 Conservation House, 18-32 Manners St	5/5/10	
Brian Sheppard	53 Waitohu St., Wellington	5-5-10	
Diane Rogan	4 Parrish Avenue, Wellington	5.5.10	
Lynette Clelland	41 Singson Rd, Koroitio, Lower Hutt	06/05/10	
Amanda Todd	326 Goodridge Drive, Wellington	5/5/10	
Tara Lind-Jackson	105 Donald St, Wellington	5/5/2010	
P. Munnach	51 Pine St, Mt Victoria	5.5.10	

William Jones
 Nick Fisentzidis
 Melissa Reed
 Elizabeth Hoffman
 Melaine charters
 Herb ~~Amorosos~~
 Chelsea Hall
 Pam Crisp
 Karen Marshall
 Jane Goodman
 Alicia Hopkins
 Wendy Challis

16 Kent Terrace, Wellington
 6 Powrie St, Ngairi, Wgtn
 14 Florence St, Ughn
 6 Fitzwilliam Tce Tawa
 18 McFarlane St, Mt Victoria
 83 Field St SILVERSTRAEM Upper Hutt
 277 Karaka Bay Road Seaborn
 44 Fitzherbert St, Mt Victoria
 14B Tennyson Avenue, Ashon.
 25 Salek Street, Kilbirnie
 155 Mike Drive, Paraparaumu
 29 Owen St, Newtown

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William J. Bevil
~~Nick Fisentzidis~~
 Melissa Reed
 Elizabeth Hoffman
~~Melaine charters~~
~~Herb Amorosos~~
 Chelsea Hall
 Pam Crisp
 L. E. Marshall
~~Jane Goodman~~
 Alicia Hopkins
 Wendy Challis

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NAME	ADDRESS	DATE	SIGNED
Joseph Arood	18 Wellington Pl.	4/5/10	J. Arood.
Brian Bernard	1-46 Fried Rd, Wgfr 6012	4.5.10	Brian Bernard
Eleanor Jamieson	36 Hohiria Rd	4/5/10	E. Jamieson
Marina Auguster	Flat 2, 42 Hargreaves St, Mt Cook	4/5/10	Marina Auguster
ANASTASIA CATHCART	11/136 Austin St, Mt Victoria	4/5/2010	Anastasia Cathcart
Cathy Priest	16 Stanhope Gr, Koroiko	4/5/10	Cathy Priest

Suzanne McRae
Jo Anne Lydon
Nadia Brown
Joanne Perry
Bennie Napp
Carin Smith
GAIL KNOL
Jee Mcnesser
Sarah Bagnall
Andrew Sigmell
Aigeh Parrott
Sarah Hucker
Alan White

19 PAVOT ST NEWTON
89 EDEN BR ISLANDIA
98 Pretoria St, L. Hill
130 Cuba St Petone
14/29 Jeffie St Te Aro
27 Highbury Rd
91 KAIKOURA ST MAURIA
138 Roy St, Newton
37 Walter Rd
4 POORE STREET LOWER HUTT
129A Grafton Rd Wellington
247 Hoko Beach Rd, Levin
18 Bournemouth St Lower Hutt

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~~Alan White~~
Alan White
Joanne Perry
Alan White
G. Hill
Joanne Perry
Alan White
Alan White
Alan White
Alan White

Michael Gee	64 Montgomery Ave Karori	4/5/10	Mge
Kate Graeme	438 Avon St, Mt Victoria	4/5/10	Kate Graeme
Scott Bagley	7 Yule St, Kilbirnie	4/5/10	Scott Bagley
Yvonne Legardh	P.O. Box 11060, Wellington	4/5/10	Yvonne Legardh
Guy Kerrison	26 Totara Rd Miramar	4/5/10	Guy Kerrison
Carol West	9 Mamanu St, Pongakui	4/5/10	Carol West
David Hunt	Flat 18 8 Sinton Tce	4/5/10	David Hunt
Jim Nicolson	203 Cockayne Rd Wellington	4/5/10	Jim Nicolson
Denise Young	150 Totara Rd, Miramar Wellington	4/5/10	Denise Young
ANDREW MCELLAN	135 Cecil Rd, Wadestown, Wellington	4/5/10	Andrew McEllan
LUCY ALCOCK	175 Barnard St Wadestown	4/5/10	Lucy Alcock
TONY NIGHTINGALE	18 DORIS GORDON CAES, CROFTON DOWNS	4/5/10	Tony Nightingale
Stephen Karaitiana	2A Pollen St, Johnsonville Wellington	4/5/10	Stephen Karaitiana
Charlotte Blake	5 Montgomery Ave, Karori	4/5/10	Charlotte Blake
Philippa McQuillen	11/107 Cuba Street	4/5/10	Philippa McQuillen
Dora Johnston	25 Abbott St Ngāim.	4/5/10	Dora Johnston
R. M. West	119 Tillyer Rd, Pongakui	4/5/10	R. M. West

Suzanne Eynon

From: Charles Agate
Sent: Monday, 19 April 2010 6:24 a.m.
To: BUS: Golden Mile
Subject: FW: Traffic Resolution - Golden Mile

From: mmellor1@gmail.com [mailto:mmellor1@gmail.com]
Sent: Sunday, 18 April 2010 9:34 a.m.
To: Charles Agate
Subject: Traffic Resolution - Golden Mile

The following details have been submitted from the Traffic Resolution - Golden Mile form on the www.Wellington.govt.nz website:

First Name: Michael
Last Name: Mellor
Street Address: 11 Newport Terrace
Suburb: Seatoun
City: Wellington
Phone: 027 684 1213
Email: mmellor1@gmail.com

I am making this submission: as an individual

Do you agree with proposed resolution TR40-10: Yes

Comments: I largely agree with the resolution, but with some important reservations, as follows:

1. Allowing general traffic along Manners St from Willis St to Victoria St will probably cause significant congestion for buses in the morning peak in both directions. There will be a single eastbound lane here, which will be heavily used by buses, and it will also form an obvious route for general traffic heading from The Terrace motorway off-ramp to Victoria St. This will be the only place on the Golden Mile where east/southbound buses and general traffic will share a single lane with no means of overtaking - there is no such bottleneck in this direction currently. The general traffic will then have to cross the north/westbound stream of buses, potentially delaying them. (This issue has been raised a number of times, but to my knowledge it has not been responded to.) I submit that Manners St between Willis St and Victoria St be buses only in both directions at all times.

2. It appears that the number of carparks will be significantly increased and the number of spaces in loading zones reduced, though I could see no figures on this. To my mind, this is perverse: encouraging more cars into the city will have a negative effect on CBD quality of life, and a widespread issue in the CBD is delivery vehicles parked on the footpath. Reducing the number of loading zones and increasing the number of carparks will go at least some way towards offsetting the benefits of this project, and that is very unfortunate. I submit that the number of parking spaces be limited to the current number, and the number of loading zone spaces be increased to a number that eliminates the perceived need to park on

the footpath.

3. The opportunity should be taken to improve the pedestrian environment by extending Cuba Mall across Dixon St, so that the mall is continuous between Ghuznee St and Manners St. This would add to the attractiveness of both Cuba Mall and Dixon St.

I submit that Dixon St be closed to traffic at its intersection with Cuba Mall, and that it becomes a two-way no-exit street either side of this intersection.

4. The loading zone on Manners St by Arty Bees bookshop is likely to hinder bus operations. It should be replaced by one on Dixon St, which is not that far away. (I speak as a regular customer of Arty Bees, uncertain as to why this particular shop should get such preferential treatment.) I submit that this loading zone be removed, and an addition one installed on Dixon St at its closest point to Arty Bees.

5. The recent Central Area Bus Operational Review commissioned by the Greater Wellington Regional Council recommends that bus stops along the Golden Mile be converted to a two-flag configuration, with route allocation groupings by flag, allowing buses to overtake buses stopped at the other flag. The design of the new stops in Manners St appears to preclude this recommendation being implemented here, meaning that it is likely to become a bottleneck for buses in both directions.

I submit that the layout of the bus stops in Manners St be reviewed in the light of the recommendations made in the Central Area Bus Operation Review.

6. From the schedule it appears that the pedestrian crossing on Wakefield St near Victoria St will be moved approximately 35 metres towards Cuba St, but this is not shown on the map.

I would welcome the opportunity to be heard on this submission.

SUBMISSION
NUMBER

4

Suzanne Eynon

From: bernard O'Shaughnessy [bernardboss@yahoo.co.uk]
Sent: Wednesday, 28 April 2010 3:16 p.m.
To: BUS: Golden Mile
Subject: Traffic resolutions, Mellowyello ungoldenmile

Dear Project Management Office
Ms Suyanne Eynon

I hereby object to **40-10 Restoring the Golden Mile.**

I have read all the traffic resolutions and oppose those in respect to:
Manners Street, Taranki St, Willis st, Wakefield St, Dixon st,
actually I oppose all the traffic resolutions. I will attend and speak to them.
I will do a power point display.

The traffic needs of the city have not been addressed.

Yours sincerely

Bernard

SUBMISSION
NUMBER

3

Submission on Golden Mile Traffic Resolutions

This submission is made by Kent Duston of 117 Pirie Street, Mt Victoria in my capacity as a private citizen. I would like to speak to my submission.

I would like to raise the following concerns with the proposed traffic resolutions and propose the following changes:

Concern 1: Pedestrian impacts are clearly not well thought out, and I have concerns about safety issues given the typical signal phasing approach employed by the Council. It is my contention that the changes as planned will materially decrease pedestrian amenity in the area and create a more dangerous environment. This is concerning given that the city has the worst rate of pedestrian deaths and injuries per square kilometre in New Zealand. I therefore propose the following changes:

Proposal 1: Retain the traffic island at Willis/Mercer intersection. This will result in a material increase in pedestrian safety due to the use of the island as a pedestrian refuge on what is a very busy road. Pedestrians currently have a very long wait-time on the lights at this intersection due to the existing anti-pedestrian biases of the signal phasing. Given that there appears to be no intention to change this bias, the traffic island is a necessary and valuable refuge for pedestrians who are forced to jay-walk because of poor phasing choices.

Proposal 2: Retain the traffic island at the Taranaki/Manners intersection. This will result in a material increase in pedestrian safety due to the retention of a refuge on what is also a very busy road and Wellington's leading intersection for pedestrian deaths and injuries. Again, significant jaywalking occurs on this part of the road due to the short pedestrian phase and inordinate wait times, and to remove the refuge will result in more deaths and injuries. It is deeply concerning that WCC would even consider removing this island given the safety issues involved. It is also worth noting that pedestrians appear to outnumber cars on the Taranaki intersection, so there is no economic or transport justification for retaining the anti-pedestrian phasing. Accordingly, this should be reviewed in order to achieve a better balance between cars and active modes.

Concern 2: There is no demonstrated objective requirement to increase car parking in the area; in fact, evidence points to there already being an over-supply due to the James Smith carpark and the Bond Street carpark both consistently running at less than capacity. In addition, Wellington has an over-supply of on-street parking in comparison with practically every other Western city, including Los Angeles. Car parking should therefore not be increased in the manner proposed by the Council.



Proposal 3: The 44 additional carpark spaces proposed in the traffic resolutions should be removed, and the on-road space reallocated to pedestrian space and a limited number of short-term loading zones.

Proposal 4: Given there is no objective need for on-street parking, two additional loading zones should be created at the north end of Lower Cuba Street, given the high likelihood of delivery drivers, taxis and couriers parking illegally on the footpath and blocking pedestrian access.

There are also some areas where the pedestrian and traffic flow can be further optimised:

Proposal 5: The Cuba/Wakefield intersection should be revised to ensure that the pavers used between the Town Hall and the Michael Fowler Centre continue across the street at a constant level. This would serve to delineate the entrance to Lower Cuba Street from a pedestrian perspective, increase the visual linkage between the Michael Fowler Centre and the Cuba precinct, and act as a traffic calming measure on Wakefield Street.

In conjunction with the improvements in paving, the service road underneath the Michael Fowler Centre should be brought up to footpath level and paved in the same pavers to increase connection and encourage lower vehicle speeds.

Proposal 6: Dixon Street should be closed at the Cuba Mall crossing and turned into a two-way road at both ends, rather than kept as a through road. There is no demonstrated need for traffic to be able to traverse Dixon Street, and motorists would be no more than inconvenienced by having to use the routes north and south of Dixon Street. This would also result in a significant improvement in the amenity in Cuba Mall and a less dangerous environment for pedestrians due to the removal of a road crossing.

Kent Duston

117 Pirie Street, Mt Victoria, Wellington 6011

Phone +64 21 536 873

E-mail kent@mtvictoria.org.nz

SUBMISSION
NUMBER

2

Suzanne Eynon

From: Charles Agate
Sent: Friday, 30 April 2010 3:15 p.m.
To: BUS: Golden Mile
Subject: FW: Traffic Resolution - Golden Mile

From: webcentre@wcc.govt.nz [mailto:webcentre@wcc.govt.nz]
Sent: Friday, 30 April 2010 3:05 p.m.
To: Charles Agate
Subject: Traffic Resolution - Golden Mile

The following details have been submitted from the Traffic Resolution - Golden Mile form on the www.Wellington.govt.nz website:

First Name: Jamie
Last Name: Linton
Street Address: 152 Oban Street
Suburb: Wadestown
City: Wellington

I am making this submission: as an individual

Do you agree with proposed resolution TR40-10: No

Comments: I am preparing comments and questions which I will disseminate to the Councillors/SPC.

I request time with the above to make an oral submission

Thank you



ENTERED

Living Streets Aotearoa



Living Streets Wellington

Submission on Proposed Traffic Resolution 40-10 for implementation of the bus priority scheme

Contact person: Ellen Blake
Email: ellebla@paradise.net.nz
Phone: 021 106 7139
Date: 6 May 2010

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa 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.

Living Streets Aotearoa supported the change from pedestrian mall to public transport route as a dedicated bus only option. We only support this change on that basis.

The intention of the changes was not to create 'better overall movement of traffic through the area and provide approximately 40 additional car parks' as suggested on the web page, instead it is to improve the poor public transport service through the centre of town.

Some significant changes are required to these traffic resolutions before the public transport goal can be achieved

Manners Street

- There should be **no general traffic on Manners Street at all** in either direction to make the public transport improvement required by this major redevelopment.
- There should be a bus-only through-lane from Courtenay Place onto Manners St.
- There needs to be bus priority at traffic lights on Courtenay Place and Willis Street.

Bus stops

- We assume the existing bus stop on Manners St is retained.
- Proposed new bus stops need to incorporate the Central Area Bus Operational Review recommendations to provide two 'flag' configuration so all buses are not trying to stop at one place
- A passing area along Manners Street for buses is needed and should ideally be located near the stops
- Adequate footpath space is required at bus stops to allow the pedestrian path to remain separate from the bus waiting area

Loading zones on Manners St are likely to interfere with bus passage and should be relocated in other streets.

We note the corners will be adjusted to allow buses easy access around – the current Willis into Manners St will be too tight for bus

Please use this opportunity to fix poorly designed dropped kerbs and bus stop access points for wheelchair users. For instance, newer dropped kerbs are less effective from a wheelchair user's point of view than the older ones such as those at Manners/Victoria Sts - all dropped kerbs in this proposal should be to the higher standard.

Other streets:

Mercer St – retain existing motorbike parking and loading zones with no angle car parks and make the north side a cycle lane

Similarly the north side of Wakefield St should be turned into a cycle lane with all car parking removed. A better place for a taxi stand would be inside the council parking area to the east of the MFC.

Dixon St should be traffic-calmed and the footpaths widened, in particular at the Cuba St crossing. This is a good opportunity to provide a dedicated cycle lane (remove north side of proposed car parks). Suggest the taxi stand would be better moved closer to Cuba St and some car parks moved to the current taxi stand

We strongly suggest that lower Cuba St (between Manners St and Wakefield St) be closed to vehicles at the Manners St end (access/exit solely from/to Wakefield St), making a better pedestrian environment.

Opera House Lane and Lukes Lane should have access from Wakefield St – some improvement to the existing arrangement from Wakefield St would be necessary.

We would like to speak to this submission.

Wellington City Council,
101 Wakefield St, Wellington
email: ?? sent c/o info@wcc.govt.nz



10 Laurent Place
Kingston, Wellington
20th March 2010
tel 043898071
email: mgtaylor@kol.co.nz

Proposed Traffic Resolution 40-10: "Golden Mile"

Dear Councillors,

Below is my personal submission on this proposal. I have been a Wellington resident and ratepayer for nearly thirty years and have travelled around Wellington by foot, pedal cycle, public transport and private motor vehicle. My submission is based on the documents available on the WCC website, the formal traffic resolution and the map (links from <http://www.wellington.govt.nz/haveyoursay/publicinput/2010-04-traffic-goldenmile.html>). It may be that, with the lack of explanation in the proposal, some of my points have already been resolved by officers or are my misunderstanding. If the council is to hold hearings on this proposal, or if I could speak during public participation at the appropriate WCC meeting, please contact me that I may have the opportunity to speak to my submission and clarification.

Yours faithfully,

Michael Taylor

(a) Two parts - the Map and the Resolution

It is easier for me, and I suspect most of the public, to understand, check and comment on the Map than on the Resolution detail. I have attempted to "translate" some of my comments and suggestions into the terms of the latter, but where I have not done so, or it is recognised that I have done so inaccurately, I ask that my submission be taken to request appropriate additional or corrected amendments to the Resolution.

(b) Background

I accept that a decision has been made to revoke the pedestrian status of Manners Mall to provide a bus lane (in both directions). My submission concentrates on ways to improve the advantage to public transport provided by that and to avoid, remedy or mitigate the adverse impact of changes on "active modes" and on open (motor vehicle free) space.

(c) Bus lanes

I note that although the labels in the Map refer to bus lanes (e.g. "proposed bus lane") and not bus only lanes, most of the road markings in the Map are "Only Bus". **It is important that pedal cyclists be allowed to use all the proposed lanes.** The wording in the Resolution also needs to reflect that.

(d) Parking

I am concerned that the proposal would "provide approximately 40 additional carparks". WCC and this proposal should be encouraging the use of public (bus) transport, not making provision for more use of private motor transport. I support the reduction in the number of taxi spaces and trust WCC traffic wardens have and exercise powers to stop taxis "parking" elsewhere in the roads (such "parking" behaviour is rife in Bond Street).

I also see that the proposal introduces a number of new angled car parks. This is one of the mechanisms by which the number of car parks is increased. It is unreasonable to provide more car parks at the risk to safety, particularly of cyclists. So that drivers have a better view of road traffic when pulling out I request all these be reverse in & drive out, or revert to parallel parks.

From **the Map** (generally ordered North to South)

(e) Willis Street / Mercer Street intersection

Removal of the pedestrian refuge means pedestrians are more likely to be delayed crossing here. I ask that the phasing of the lights be changed to compensate for that.

(f) Mercer Street Posting Box

It looks as if immediate access for clearing the posting box (on the south side) will be lost. Is it intended to move the posting box to the north side (adjacent to the loading zone) ?

(g) Willis Street (+elsewhere) “Proposed widening of carriageway”, “corner to be widened” & “existing curb extension to be removed”

It appears that in many places this will result in reducing the provision for pedestrian traffic. I generally oppose narrowing pavements. Over the last several years WCC has rightfully widened the pavements in many parts of the CBD. Even so they still get very crowded. If narrowing is unavoidable I ask that signs (“sandwich boards”) be prohibited from pavements as partial compensation.

Further loss of pedestrian space on the north east corner of Willis/Manners/Boulcott due to “corner to be widened” will have a potential adverse safety effect on pedestrians waiting to cross from that point during peak pedestrian traffic periods – they may overflow on to the roadway.

(h) Wakefield Street Pedestrian Crossing

The Resolution deletes the existing provision and adds a new one (see my ((m))). The new specification is ambiguous. Nevertheless deletion and redefinition implies the intent is to move the crossing. If so the Map should show that or if not it should annotate the crossing as “existing crossing to remain”.

(i) Victoria Street bus stop (south bound)

It appears that this (between its Manners Mall and Dixon Street intersections) is being moved south. If that moves it further away from the halfway point between the stops on either side, as I believe it does, I oppose that.

(j) Dixon Street

The pedestrian area shared with vehicles (in Cuba St) is not adequate compensation for removal of a full Pedestrian Mall (Manners). To better balance the changes, at a minimum Dixon Street between Taranaki Street and Cuba Mall should be made pedestrian friendly with a single lane and speed humps for vehicles and seating/plantings etc for pedestrians, perhaps including extending Te Aro Park a little further south..

From **the Resolution** (in listed order)

(k) Presentation

The presentation details changes to columns in various tables of some schedules. By giving the column numbers (“one”, “two”, “three”) rather than the column headings, some items in the resolution are unnecessarily hard to interpret. For example the apparent “Southwest” qualification on the direction of a pedestrian crossing (Page 20). I ask that this and future traffic resolutions give the column headings rather than the column numbers and preferably also reference the location of the complete schedules, which I assume are related to the traffic bylaws, on the WCC website.

(l) Page 7: “Delete Manners Street no left turn into Willis Street”

I ask that this restriction, “at all times Northwest bound traffic [in Manners Street West] no left turn to Willis Street”, be retained. Currently this provides pedestrians with an extra phase of the lights (green for Manners Street) during which they have certainty that it is safe to cross Willis Street on the south side of the junction. That phase is positioned between the two unsafe phases (after green to Willis Street and before green to Boulcott Street) so that it halves the wait for such pedestrians. Although current bus

routes and other changes in the proposal might mean there would be no traffic available to make such a left turn, retaining the restriction provides certainty for everyone.

(m) Pages 20 and 32: Wakefield Street Pedestrian crossing

The first reference deletes this and the second redefines it. I can only assume this means the intention is to move it. The new location is unclear, but might be over thirty metres southeast. I oppose these actions if its location moves to the northwest or more than a couple of metres southeast. In the former case it would be closer to the turn of traffic left into Wakefield Street from Victoria Street and so mean less time to see pedestrians about to cross. In the latter case it would move the north side away from the heavily used entrance/exit of WCC, which is a common destination/source for pedestrians crossing. The result would be to increase the distance for many pedestrians using the crossing and an increased risk (by encouraging pedestrians to cross west of the crossing).

(n) **Missing Add Cuba Street One Way Restriction (between Manners Street and Wakefield Street)**

Although the southbound (only) restriction is deleted (page 7) to allow traffic flow northbound, I cannot find the addition of a northbound (only) One Way Restriction (between Manners Street and Wakefield Street) to prohibit flow southbound. **That is essential, as to have motor vehicle traffic in both directions mixed into a "shared" pedestrian area would be even more dangerous and increase congestion.**

(o) **Missing Manners Street West restriction**

For the efficient flow of buses eastbound other motor vehicles should be prohibited from eastbound use during weekdays between say 06:00 and 19:00 unless having business in Manners St. As Boulcott Street traffic is still allowed to turn right into Willis Street that should be the required route to reach Victoria Street (south).

(p) **Missing Manners Street East restriction**

For the efficient flow of buses westbound and prevent through traffic using the "shared" pedestrian section of Cuba Street, entry into Manners Street East to travel north east for motor vehicles other than buses should be prohibited unless having business in Manners St East or Cuba St.

Additional Points

(q) **Map - Parking**

The Map lists Parking Changes (in a column at its right) in categories "Car Parking", "Loading Zones", "Taxi Spaces", "Bus Stops" and "Coach Stops" but not motorcycle parking. If there is not a standard way of estimating the number of motorcycles that can be parked in an area from its size and shape, then at least the kerb length and area for motorcycle parking should be listed. It is clear from the Resolution that motorcycle parking has been changed. The implied disregard of the importance of provision for motorcycles is offensive. Although not as good as active modes, motorcycle use is more environmentally sustainable than private car use and I believed WCC recognised that and so was supportive of provision for motorcycles. However, on careful inspection I see the Map was not produced by WCC but by a private company, "CPG NZ Ltd". Consequently I suggest WCC cease using that company and that WCC produce such maps itself.

(r) **Resolution Page 7: Deletion of Cuba Street (i.e. Mall between Manners & Dixon Streets) no entry from Manners Street**

This, "No entry to Cuba Street south from Manners Street.", needs correcting.

(s) **Resolution Page 31 (and elsewhere)**

The column three detail is incomplete in several entries. The first example I happened to find (there may be others earlier there certainly are more later) is the third item on page 31 - loading zone detail "Southwest side, **commencing 22 metres from its intersection** with Pringle Avenue, and extending in a north-westerly direction ...". That does not say whether the distance from the intersection is in a south-easterly or north-westerly direction. Such ambiguity allows two very different results and is avoided elsewhere by stating the direction from the reference point (intersection). For example the detail of the first no stopping on this page is "Southwest side, **commencing 86 metres northwest of its intersection** with Taranaki Street, and extending in a north-westerly direction ...". Other examples notably include the pedestrian crossing (page 32) "Southwest side, commencing 114 metres from its intersection with Cuba Street".

I assume that grid coordinates have excluded from all the added items in the Resolution because some of these cannot be determined so far in advance of the physical work, which will move edges of some of the referenced intersections small distances.

(t) Page 32: Wakefield Street no stopping detail

This, "Southwest side, commencing 136 metres from its intersection with Cuba Street, and extending in a north-westerly direction following the kerbline for **12-5** metres. ", needs correcting or it could be argued that the restriction is 5.5 metres shorter than intended !

(u) Page 32, "Willis Street South bound traffic, no right turn to Manners Street. "

I cannot make sense of this as it stands. As I cannot see a specific restriction (deletion or addition) for the existing right turn into Manners Street for traffic southbound on Victoria Street and such a restriction seems to be part of the proposal, I assume that this is meant to be "Victoria" rather than "Willis".

(v) Missing ? Bond Street no left turn on to Willis Street

Given that Willis Street southbound is a bus lane I wonder if the Resolution needs to add a restriction on motor vehicles turning left from the western end of Bond Street. Even if it isn't needed in the traffic resolution then I would expect there to be a sign for west bound traffic in Bond Street.

(w) Missing ? Dixon Street / Victoria Street junction

Given that traffic northbound from this junction is solely for Edward Street, I wonder if the Resolution needs to add a restriction on northbound entry to Victoria Street at this point (and possibly on turn right from Dixon Street) that it is only allowed for access to Edward Street. Even if it isn't needed in the traffic resolution then I would expect there to be signs for west bound traffic in Dixon Street and north bound traffic in Victoria Street. One certainly needs to avoid any driver attempting a U turn in Victoria Street on finding travel north of the Edward Street intersection is impossible.

That thought also raises a concern on the use of the two space loading zone immediately south of the Edward Street intersection. Is it intended that southbound vehicles will cross the road and park facing south or that northbound vehicles will park facing north and leave by driving into Edward Street and turning round within its confines ? The Resolution, not to mention the planted island, would seem to preclude them going north of Edward Street and backing into Edward Street to effect a safe turn.

SUBMISSION
NUMBER

27

Suzanne Eynon

From: Political Busker [the_political_busker@yahoo.com]
Sent: Friday, 7 May 2010 4:23 p.m.
To: Suzanne Eynon
Cc: Maria
Subject: Traffic resolutions objection - TPB.
Attachments: Busker's objection.pdf

Tena koe Suzanne Eynon,

please find attached a survey I have compiled and my objection to the traffic resolutions. As I have indicated, I wish to be heard on my objections. My direct focus has been on the loading zones as you will determine from my first question on the survey - with the secondary information on the Rugby World Cup 2011.

The Council's open disregard to secure the retail revenue of the RWC as rightful revenue for the performing retail sector of Manners Mall is directly consistent with my wider concerns on the lack of responsible consideration for those people most affected by the proposal to put buses through Manners Mall.

Yours sincerely,
Benjamin Easton.

Benjamin Easton
PO Box 24415
Manners Street
Wellington
the_political_busker@yahoo.com

027390216

To the Wellington City Council

RE: OBJECTION TO TRAFFIC RESOLUTIONS AS COMPILED BY THE
POLITICAL BUSKER – A CIRCUIT BUSKER ON MANNERS MALL.


07 May 2010

Tena tatou katoa,

The information is an objection to the Traffic Resolutions as compiled by the Political Busker. Its purpose is to identify for the Council that its *consultation processes* have not adequately provided for the interests or given consideration to the retailers of Manners Mall. The information is to be filed in affidavit form for Court proceedings but in this capacity it suggests there is considerable disquiet on the mall itself as to how the retailers have been treated.

I ask to be heard on the matter of this submission and the objection.

Yours sincerely,
Benjamin Easton



The Political

Manners Mall retail survey on proposed Traffic Resolutions AND Rugby World Cup 2011 Taken 7 May 2010 -

Compiled by: The Political

Do the loading zones provided in the proposal suit your loading and servicing requirements when no vehicles will be allowed into the mall area at any time?

YES	NO	DON'T KNOW
9	13	4

Will your business be negatively affected by the planned changes to Manners Street?

YES	NO	MAYBE	DON'T KNOW
20	3	2	1

Do you want the mall dug up before or after the Rugby World Cup or not at all?

BEFORE	AFTER	NOT AT ALL	DON'T MIND
0	5	19	2


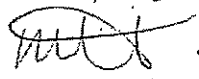


SHOP

STAFF/MANAGEMENT

SIGNATURE

Coffee Stop
Siller fern
DISCOUNTER
panistexas
FIX MANNERS
Hurricane
Vignu

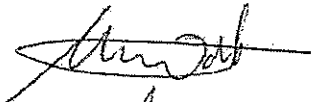

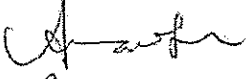
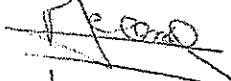

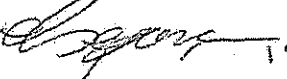


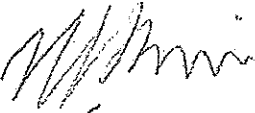


Toni
staff
~~panistexas~~ Staff
staff
manager
staff


scatel.

abyme



KOREAN COUNTRY - House. Kam Lee

Wellington Rockshop
VODAFONE
Fancy world
hepes a gogo
MAI Sushi
Burger fresh
Real Grace
Time zone
CELAR CAM
Aly Beas
Bank shus
ABRA KEBABRA

Max Watt
VIJAY AMARGALINGGAM
Anna Ji
Florgare
Raymond
Chris Garcia
Jennifer Moss
Dane H
HAREM CAFE
MATT MORRIS
staff
STAFF

SHOP

STAFF/MANAGEMENT

SIGNATURE

Game land Internet Cafe /wayne

Junglss. Style
Dotti

Ultra Slaves
Hawoc

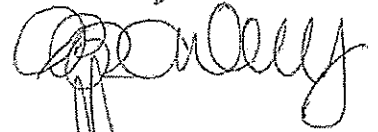
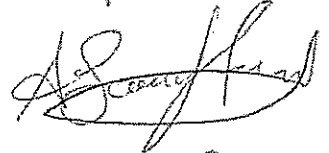
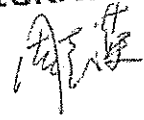
DSE

IPLty

Amber Scott-Harvey
Simone' Bromley
Regional Manager

Niki (Manager)
Katy Thalokias
Mareoa (manager)

BRONT COLLETT



On 15/04/2010, at 11:02 AM, Political Busker wrote:

Tena koe ano Dr Stewart,

As I have written previously I am now acting independently of the City is Ours Incorporated (CIO).

I am contacting you again as importantly prior to the Court decision or further proceedings of judicial review. I am contacting you to avoid the need for judicial review if the Court decision should go against the CIO. The review would be fair where the part of the information I bring to you here could not be made available in full to the Court.

I am asking you to consider the technical difficulties I have exposed in the plan you have designed for the revocation of Manners Mall where putting the buses along the entire route of what is known as 'the Golden Mile'.

To qualify the reasonableness of my request I wish to draw your attention to the Court reply on behalf of the Respondent (WCC). At paragraph 12 of the reply counsel stated:

"... The Council has done the prudent thing and scoped the options, made a decision and then done work on detailed design. This was supported by Dr Stewart who stated that this approach 'is consistent with all projects I have undertaken. Details change, even under construction'."

As you will be aware the Proposed Traffic Resolutions have been put out for public consideration and the public consideration period closes on 30 April 2010.

I have in part distributed this information to concerned parties because there may be some (probably considerable) difficulty with the servicing of retail and money machines. To emphasise the point that I would like you to consider I have included a link to the mapping plan. It should be noted that the map can be viewed on a 100 (or better 125 ratio) scale for the detail to be clear.

<http://www.wellington.govt.nz/haveyoursay/publicinput/pdfs/2010-04-traffic-goldenmile-map.pdf>

While the map does not have coordinates I ask that you go to the Manners Street west intersection with Victoria Street intersection and view the right hand centre turning lane. The width of the lane at its forward most point is 3 meters. The inside (continuum) lane as well is 3 meters. These are narrow carriageway widths. The lane coming across the intersection from the present Manners Mall region is 3.5 meters.

The points I raise with you for consideration for modification of the plan prior to its implementation:

1. The inner continuum lane is not designed as a full bus length and it should be noted that if a bus was for any reason to stop inside its length without impeding the Victoria Street traffic flow its back wheels would need to ride up on the kerb.
2. As you are aware and I believe are concerned about; the plan as drawn includes merging general traffic into the southern bound route on Manners Street west.

This decision appears to have been made as inconsistent with your Opus report and benefit cost ratio and certainly is not included in the WCC traffic resolution proposal. Personally, I find this very alarming because it appears to be a decision made by Council Officers and without an influence of the elected councillors. If it is, as you agreed and accept, an effect that would alter the results of the benefit cost ratio then I feel very confident the Court will give this full consideration.

3. However, this inclusion as measured against my own concern about two (or more) 7, 8 or 9 route numbered queuing buses tiered for the centre lane significantly magnifies that concern. With general traffic included with only the centre lane available for a southern bound exit of Manners Street west the traffic in the entire street could well be predominantly destined to use the centre lane. This would mean that the larger number of general routed buses would require several light sequences on the center lane to be exhausted before the inner lane can be used. The impact on bottlenecking back into Willis Street is then extraordinary.
4. Additionally, I question the two tree images on the map on the inside pavement strip of the Manners Street west northern footpath for this intersection. I believe these trees would have to be planted under the eaves of the buildings.

While it is that I repeat much of the material I have already supplied it is under the stress that it is me who will file the appeal if the Court decision goes against the CIO (and my own representation under the form 37 speaking to the CIO notion) and if as you suggest plans can change I wish to be informed of those changes to avoid any unnecessary filing in the High Court. Additionally as I have maintained my vigil on this proposal and the Court proceedings over an extensive period without any income I am soon to be evicted from my WCC flat. I will not vary my living or employment circumstances while I maintain my ability to lodge any appeal.

I anticipate your response and ask you to note that I am not publishing this material.
This material is not open to publication without my consent.

Yours sincerely,
Benjamin Easton
LAOS (*the people*) NZ.

22 April 2010.

Submission re Proposed Traffic Resolutions for Restoring the Golden Mile Project

I make this submission on behalf of Arty Bee's Books Ltd, a business which will be directly affected by your proposals.

We have made written and oral submissions at every opportunity throughout this process and still have major concerns about the final proposals.

Now that the decision has been made to proceed, we are focused on what we can do to mitigate the potential negative effects on our business.

Our major concerns are three-fold:

1. Vehicle access to our shop for staff, customers and charities who are dropping off or picking up large quantities of heavy books;
2. The location of the paraphernalia associated with a busy bus stop at our door and the effects of these on access to our door and to our windows; and
3. The disruption to our business and others during the construction phase.

Item 1 Access

I have been assured that the proposed loading zone in Manners Street East will be available for 5 minute parking for anybody and not be restricted to goods vehicles only. This is a positive but it is only 2 spaces (which would become 1 if there is a truck or large van making deliveries) and it is easy to imagine that it will not meet the needs of surrounding businesses. There will be no other parking at all on this stretch of road and the next nearest parking will be on Lower Cuba or Dixon Streets.

Our preference would be for a 3 space loading zone, available for all vehicles.

Item 2 Bus Stop

On the current plans there is a bus shelter for the proposed bus stop outside our door. I have since been informed that the shelter is no longer planned but there would be seating for waiting bus passengers. I have looked at other bus stops in the city and note that where seating is provided, it is normally at the rear of the footpath alongside the building. In the case of the proposed bus stop this would mean seating and waiting passengers along the length of our windows, which are an important part of our attempts to entice customers into our shop (and we also pay good rent for our extensive window frontage). I have been informed that Opus has predicted 900 passengers per hour using this bus stop at peak times. This is a lot of people milling about and potentially blocking access to our windows and our door.

We request that the waiting passengers be separated from our shop frontage to leave the footpath free for pedestrians and browsers (as in the existing Lower

Cuba Street bus stop). This was what was shown on the map which has gone out for consultation. This would be our preference so long as the proposed shelter was not right outside our door but to the east of it.

We request that the bus stop begin to the east of our shop door. This will lessen the chance of idling buses pumping diesel fumes directly through our door and into our shop. This would create an unpleasant health hazard for our staff and customers. It would also mean that waiting passengers are not blocking access to our shop.

Could the bus stop not be moved to adjacent to Te Aro Park, already a public space with plenty of room for waiting passengers without causing disruption to any businesses?

Item 3 Disruption

The disruption to all the businesses in and around Manners Mall will be huge. There will be dust, noise and difficult access for many months. I trust that the contract documents specify a speedy completion date and that they will also include specifications for minimising disruption and access to shop doors. I have in mind several projects in and around the city over recent years, which have ground on for many months with on-going disruption and lack of communication with affected businesses. We hope that this project will be managed in a more sympathetic and timely manner.

Is the Council planning any compensation for loss of business due to disruption beyond the shop owner's control?

I am happy to meet with council officers to discuss any of these points further.

Pippa Burch
Arty Bee's Books Ltd

Addendum to Submission re Proposed Traffic Resolutions for Restoring the Golden Mile Project

Two documents relating to footpath design have been brought to my attention.

The first is the NZTA Footpath Design Requirements, which state that all new and improved developments should comply with minimum footpath dimensions. This appears to stipulate a 2.4m through route and a 0.75m frontage, which should be left clear for pedestrians and shoppers/browsers.

The second document is WCC's own Footpath Management Policy. This has a clear statement that pedestrians should have priority on footpaths and that for Manners Street there should be a minimum continuous unobstructed footpath width of 3 metres.

I trust that these two documents will be adhered to when the bus stop outside Arty Bees Books is designed. With Opus predictions of 900 passengers per hour using this bus stop at peak times, it will be critical for retailers and pedestrians that the design of seating/shelters is well thought out and complies with all policies.