

# Petition: Officers' Response

**Title:** Test Perrett's corner for bus chaos before the buses start to run

**Primary Petitioner:** Maria van der Meel (the City is Ours) of Island Bay Wellington  
**Total Signatures:** 45 (via ePetition)

**Presented by:** Maria van der Meel  
**Contact officer:** Stephen Harte  
**Director responsible:** Stavros Michael

## Officers' recommendation:

Officers recommend that the Committee:

- 1) *Receive the petition*
- 2) *Note the Officers advice that a trial will be conducted on Sunday 28<sup>th</sup> November 2010 and NZTA approval is not required*

## Background:

The ePetition 'Test Perrett's corner for bus chaos before the buses start to run ...' was initiated by Maria van der Meel (the City is Ours) on 20<sup>th</sup> August 2010 and closed on 20<sup>th</sup> November 2010.

The purpose of the petition is to ask the Council to conduct a physical road test of the Golden mile improvements in conjunction with the Greater Wellington Regional Council and Go Wellington testing two way bus traffic in opposite directions with a focus on Willis/Taranaki Street precinct including Perrett's corner and Manners/Victoria streets intersection and recorded for NZTA approval.

The petition was open to all members of the public with internet access to the Council's website. It received 45 signatures.

## Officers' response:

It is proposed to open the new route for buses through Manners Street on Sunday 28<sup>th</sup> November. There will be a number of trials carried out on Sunday 28<sup>th</sup> November to ensure the route is operating correctly for all bus activities so that it is ready for service on Monday. The trials will include the final set up and running of trolley buses through the route by Go Wellington. The new route from Willis/Mercer Streets intersection including Willis/Manners (Perretts corner) and Victoria/Manners intersections will be tested. We are confident having modelled the route using specially designed software, AutoTurn version 6.1 for predicting heavy commercial vehicle turning movements that the route is fit for purpose. The points raised by the petitioner have also been exhaustively tested through the court system and found to be robust. It is pertinent to note that a number of places in the city run with lane widths less than the 3.5m lanes built in Manners Street, notably the Mt Victoria Tunnel which carries more than 30,000 vehicles a day and is only 6m wide kerb to kerb, giving 3m lanes.

We are happy to record, on video, the first buses travelling through the area but there is no legal or other requirement to present video footage to NZTA before formally opening the route.