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Suzannee Ludwig

From: Wellington City Council [webcentre@wcc.govt.nz]
Sent: Sunday, 21 October 2012 9:23 a.m.
To: Safer Roads
Subject: Lower Speed Limit for Part of the Golden Mile - Confirmation

The following details have been submitted from the "Lower Speed Limit for Part of the Golden Mile" form on the Wellington.govt.nz website:

First Name: Catharine
Last Name: Underwood
Street Address: 14 Rimu Road
Suburb: Kelburn
City: Wellington
Phone: 48943717
Email: kt@danzat.co.nz

I would like to make an oral submission:
Yes

Oral submission phone:
048943717

I am making this submission:
as an individual

Organisation name:

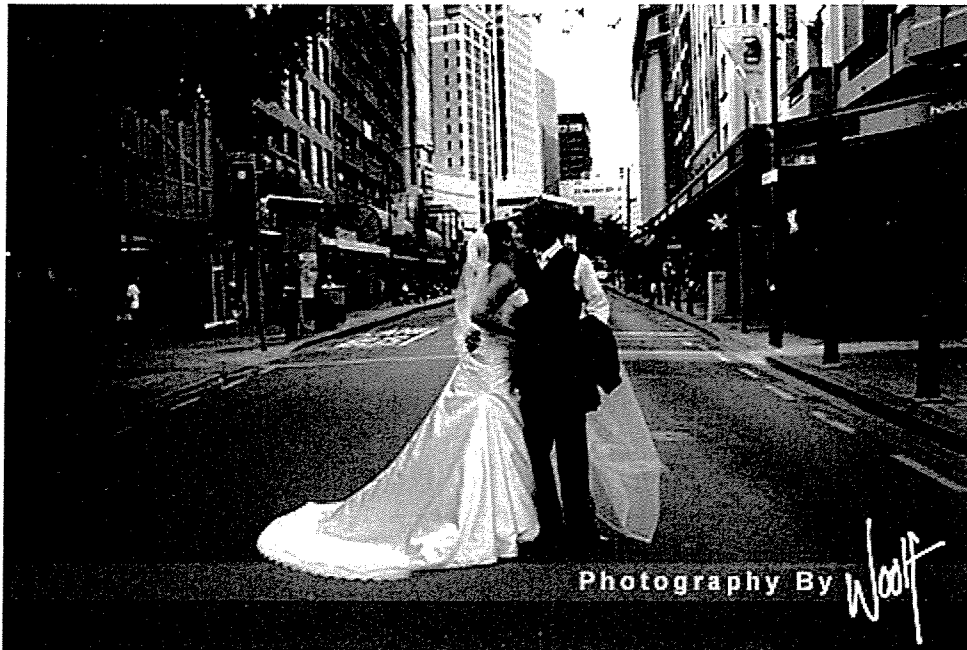
Do you believe it is appropriate to change the speed limit as indicated on the map?
No

If no, please provide your reasons and indicate your preferred option:
when the council first decided to change Manners Mall to become a bus route, to speed up passage through the city, I didn't really have an opinion one way or another. Since it has been done, there has a plethora of bad decisions made by the council to justify its initial bad decision. There are barriers along Willis st, there has been a lowering in the speed limit so buses take longer, there are more traffic lights. There is talk of closing off Bond Street to througuh traffic. Everything that has been done has been at the expense of drivers and cyclists. None of the measures have required pedestrians to take more responsibility themselves. And the council has continued to make the road look more and more like a foot path. An issue I raised many years ago with the speed bumpm in kilbirnie which pedestrians treat as crossings. There need to be consequences for pedestrians. While it is sad that they get injured, there is

usually no one to blame but themselves. Crossing the road while talking on the phone, crossing without looking, listening to music so can't hear cars coming, being arrogant enough to think that they won't get hit because it is the driver's fault regardless and drivers will take all action possible to avoid being hit. Pedestrians need to be responsible. I spend a lot of time driving around and am astounded at the stupidity and arrogance of pedestrians. There needs to be consequences apart from injury for them. Slowing the speed limit will only make them less careful. Neither option is acceptable to me. Return the speed limit to 50kms and make pedestrians responsible and if the foot path looks like a road and the road looks like a foot path make the council responsible for the accidents, not the drivers.

Any other comments you wish to make:

Please stop making bad decisions on bad decisions. Return the speed limit to 50kms.



(credit: Woolf)

17 October 2012 to saferroads@wcc.govt.nz

Cycle Aware Wellington supports the Council's proposal to improve pedestrian, cyclist and motorist safety on the Golden Mile by lowering the speed limit along part of this route from 30km/h to 20km/h.

We would like the Council to consider the following points.

1. Lower speeds reduce both the likelihood and severity of crashes.

2. CAW runs Being Cycle Aware workshops with Wellington region bus drivers (<http://can.org.nz/being-cycle-aware>) It is a half-day facilitated road safety workshop, which aims to give participants an understanding of the issues that people cycling face every day. It also aims to give cyclists an understanding of issues facing bus drivers. We found that bus driving is a demanding occupation, especially in the CBD. Lower speeds reduce the workload demands on the driver and thus reduce the likelihood of crashes.

3. We do not support the fencing of footpaths. This is not a proven safety measure. Apart from blocking escape routes for pedestrians, fences also block a last-ditch escape route for cyclists who are squeezed towards the curb by overtaking vehicles.

4. Good urban design works. Drivers, cyclists and pedestrians can have visual cues that a main bus route is crossing a pedestrian area.

5. It's a vote winner. Once speed has been reduced, it's hard to find anyone living in a 20 km/h area who wants it back at 30 or 50.

6. We note this proposal has support from NZ Bus, Greater Wellington Regional Council, Police, ACC and NZ Transport Agency.

7. Support from NZTA: 20 km/h when passing a stationary school bus
<http://www.nzta.govt.nz/traffic/students-parents/school-bus/speed-limit.html>

This suggests that 20 km/h is a good idea anywhere with lots of stopping buses and pedestrians -- especially where some of those buses carry schoolchildren.

8. Overseas experience shows that a lower speed limit also benefits drivers. From 20 is Plenty (UK campaign for safer speeds) <http://www.20splentyforus.org.uk/>

Far from being anti-motorist, slower limits give drivers many advantages. That's why 72% of drivers believe 20's Plenty on residential streets. (Note this refers to 20 mph, but these points still apply.)

Drivers save money, and are healthier when authorities adopt community-wide default slower limits without humps. Average trips take less than 40 seconds extra. Driver benefits include:

1 Fewer injured car users. Overall there were 22% fewer casualties in Portsmouth: drivers had 23% fewer and passengers 31% fewer. Elderly drivers had 50% fewer injuries and 40% fewer injured passengers.

2 Fuel use, CO2 and costs fall 12%.

3 Less Congestion. At lower speeds more cars occupy the same road space due shorter gaps between them, easing traffic 'flow'. Junctions are more efficient as drivers can merge into shorter gaps. Less risk encourages sustainable travel and public transport.

4 Easier parking. Fewer unnecessary car trips frees up road space and parking.

5 Cleaner air quality especially benefits motorists. They breathe in-car air which is three times more polluted than at the pavement. Standing traffic, which produces unnecessary fumes, reduces as traffic flow becomes smoother. Less fuel is burnt due to less acceleration and the transfer of some trips away from cars towards walking, cycling and public transport.

6 Motoring costs drop. As crashes fall in severity and frequency, so do legal and repair bills.

7 Repair bills fall. Vehicles maintain value from fewer crashes, less brake and tyre wear.

8 Stress reduces as drivers have more time to see and react to hazards. Fewer road rage incidents occur due to more considerate driving styles, including less dangerous overtaking and it is easier to pull out.

9 Less parents' taxi duty. Road danger reduction brings safer independent child travel, improves their life skills, and frees up parents for more productive activities than driving.

10 Society benefits. Fewer road victims frees up facilities for other health needs. Fewer work days are lost. Active travel cuts obesity and heart disease. Inequalities reduce as less children die. Fewer potholes. Quality of life rises.

Cycle Aware Wellington

(CAW) is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We are the local advocacy group for cyclists, with more than 100 financial members and over 700 people we are in regular contact with. We represent cyclists who use their bikes as a means of transport. Since our inception in 1994, we have worked constructively with Wellington City Council on a wide variety of projects.

www.caw.org.nz

Suzannee Ludwig

From: Patrick Morgan [patrick@can.org.nz]
Sent: Wednesday, 17 October 2012 5:20 p.m.
To: Safer Roads
Subject: Submission to Wellington City Council on 20 km/h zone on Golden Mile
Follow Up Flag: Follow up
Flag Status: Completed
Attachments: Cycle Aware Wellington submission 20kmh.pdf

See attached for CAW's submission.
Please confirm receipt.

--

Patrick Morgan
Project Manager
CAN – Cycling Advocates Network
Tel 04-210-4967, Mob 027-563-4733, skype patrick.morgan.can
PO Box 25-424, 2 Forresters Lane, opposite Tory St Bunnings, Wellington
Join us: <http://can.org.nz/> Find us on Facebook *More people on bikes, more often*

Suzannee Ludwig

From: Patrick Morgan [patrick@can.org.nz]
Sent: Wednesday, 17 October 2012 5:44 p.m.
To: Safer Roads
Subject: CAW's Submission to Wellington City Council on 20 km/h zone on Golden Mile
Follow Up Flag: Follow up
Flag Status: Red

and we'd like to speak to the Council about our submission.

Thanks

--

Patrick Morgan
Project Manager
CAN – Cycling Advocates Network
Tel 04-210-4967, Mob 027-563-4733, skype patrick.morgan.can
PO Box 25-424, 2 Forresters Lane, opposite Tory St Bunnings, Wellington
Join us: <http://can.org.nz/> Find us on Facebook *More people on bikes, more often*

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Suzannee Ludwig

From: Wellington City Council [webcentre@wcc.govt.nz]
Sent: Friday, 12 October 2012 7:57 p.m.
To: Safer Roads
Subject: Lower Speed Limit for Part of the Golden Mile - Confirmation

Follow Up Flag: Follow up
Flag Status: Red

The following details have been submitted from the "Lower Speed Limit for Part of the Golden Mile" form on the Wellington.govt.nz website:

First Name: Valerie
Last Name: Hagan-Pratt
Street Address: 14 Southgate Rd
Suburb: Island Bay
City: wellington
Phone: 3837071
Email: haganv@gmail.com

I would like to make an oral submission:
Yes

Oral submission phone:
837071

I am making this submission:
as an individual

Organisation name:

Do you believe it is appropriate to change the speed limit as indicated on the map?

No

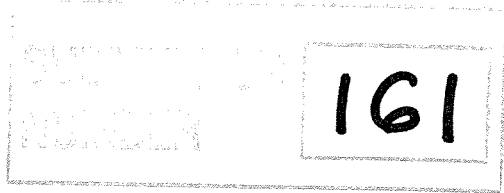
If no, please provide your reasons and indicate your preferred option:
I don't see any point in changing the speed limit if most people are already travelling at about the speed you want at busier times anyway. It is certainly not necessary to require people to travel at 20kph at times when there is no one around. So why not leave it as it is. A lower speed limit will just make careless pedestrians even less careful.

Any other comments you wish to make:

If pedestrians cannot see a bus coming towards them then clearly they are not looking so the speed limit is really irrelevant in that context. Why penalise the majority of Wellingtonians for the stupidity of a few. Barriers along the edge of

footpaths just mean that people can be trapped on the wrong side of them with the potential for injury to themselves and potentially others when they fall off should they need to climb or jump over them and nowhere to escape from oncoming vehicles if they can't. They are unsightly as well.

I WISH TO MAKE AN ORAL SUBMISSION TO COUNCILLORS



Suzannee Ludwig

From: Wellington City Council [webcentre@wcc.govt.nz]
Sent: Monday, 8 October 2012 4:56 p.m.
To: Safer Roads
Subject: Lower Speed Limit for Part of the Golden Mile - Confirmation

Follow Up Flag: Follow up
Flag Status: Red

The following details have been submitted from the "Lower Speed Limit for Part of the Golden Mile" form on the Wellington.govt.nz website:

First Name: Anthony
Last Name: Leaupepe
Street Address: 17 Tobago Crescent
Suburb: Grenada North
City: Wellington
Phone: 221360276
Email: aumaga_saoao@hotmail.com

I would like to make an oral submission:
Yes

Oral submission phone:
0221360276

I am making this submission:
as an individual

Organisation name:

Do you believe it is appropriate to change the speed limit as indicated on the map?
Yes

If no, please provide your reasons and indicate your preferred option:

Any other comments you wish to make:

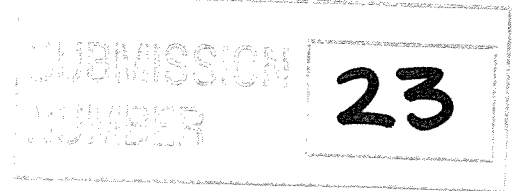
LOWER SPEED LIMIT PROPOSED FOR PART OF THE GOLDEN MILE SUBMISSION FORM

Wellington City Council would like your feedback on this proposal.

To have your say:

- Please fill out this submission form and post it back to us by **Friday 26 October** (no stamp required)
- OR
- Make a submission online in the 'Have your say' section at Wellington.govt.nz

Please phone 499 4444 for more information.



SUBMISSIONS CLOSE 5PM, FRIDAY 26 OCTOBER 2012

ENTER YOUR NAME AND CONTACT DETAILS	
Mr / Mrs / Ms / Miss / Dr (Please circle which applies)	
First name* MARK DUNAJSCHIK	Last name*
Street address* 9 WILKINSON ST.	
Suburb ORIENTAL BAY	City WELLINGTON
Phone/mobile 0274-384546	Email

* Mandatory fields

I am making a submission	<input type="checkbox"/> As an individual	<input checked="" type="checkbox"/> On behalf of an organisation
Name of organisation	LAMBTON QUAY PROPERTIES NOMINEE LTD	
I would like to make an oral submission to the committee considering the proposal in November.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, provide a phone number above so that a submission time can be arranged.	0274-384546	

Privacy statement

Please be aware that 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 Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

QUESTIONS – HAVE YOUR SAY

Do you believe it is appropriate to change the speed limit as indicated on the map? Yes No

If no, please provide your reasons and indicate your preferred option: **Traffic on Lambton Quay during peak time is already a stop start situation and therefore reduction in speed has no practical impact. Reducing the speed limit to 20km per hour would only help to issue traffic fines to a motorist that happens to exceed 20km in off peak times. Whilst the statistics might indicate some safety gain the fundamental problem is still carelessness and inattention by pedestrians. While there could be a minute difference of injury between being hit by a bus at 20 or 30km by watching before crossing the road a 100% safety could be achieved 20km is simply unrealistic speed in the 21st Century on a main thoroughfare**

Any other comments you wish to make:

Empty box for comments.

If you would like to make an oral presentation in support of your written submission, please complete the appropriate details on the other side of this submission form.

1st fold here – fasten here once folded

2nd fold here

Free Post Authority Number 2199

Absolutely POSITIVELY ME HEKE KI PŌNEKE WELLINGTON CITY COUNCIL Wellington PO Box 2199, Wellington, New Zealand



Freepost WCC
Golden Mile Speed Limit Change (KCIF02)
Wellington City Council (CAB2)
PO Box 2199
Wellington 6140

LOWER SPEED LIMIT PROPOSED FOR PART OF THE GOLDEN MILE SUBMISSION FORM

Wellington City Council would like your feedback on this proposal.

To have your say:

- Please fill out this submission form and post it back to us by **Friday 26 October** (no stamp required)
- OR
- Make a submission online in the 'Have your say' section at Wellington.govt.nz

Please phone 499 4444 for more information.

SUBMISSION
NUMBER **24**

SUBMISSIONS CLOSE 5PM, FRIDAY 26 OCTOBER 2012

ENTER YOUR NAME AND CONTACT DETAILS	
Mr / Mrs / Ms / Miss / Dr (Please circle which applies)	
First name* MARK	Last name* DUNAITSCHIK
Street address* 9 WILKINSON ST	
Suburb ORIENTAL BAY	City WELLINGTON
Phone/mobile 0274-384546	Email MARK POLO @ X.T.R.A. CO. NZ
* Mandatory fields	
I am making a submission <input checked="" type="checkbox"/> As an individual <input type="checkbox"/> On behalf of an organisation	
Name of organisation	
I would like to make an oral submission to the committee considering the proposal in November. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, provide a phone number above so that a submission time can be arranged. 0274-384546	

Privacy statement

Please be aware that 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 Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

QUESTIONS – HAVE YOUR SAY
Do you believe it is appropriate to change the speed limit as indicated on the map? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If no, please provide your reasons and indicate your preferred option: Traffic on Lambton @ Jay during peak time is already a stop start situation and therefore a reduction in speed has no practical impact. Reducing the speed limit to 20km per hour would only help to issue traffic fines to a motorist that happens to exceed 20km in off peak times. Whilst the statistics might indicate some safety gain the fundamental problem is still carelessness and inattention by pedestrians, while there could be a minute difference of injury between being hit by a bus at 20 or 30km, by watching before crossing the road a 100% safety could be achieved. 20km is simply unrealistic speed in the 21st Century on a main thoroughfare.

Any other comments you wish to make:

If you would like to make an oral presentation in support of your written submission, please complete the appropriate details on the other side of this submission form.

1st fold here – fasten here once folded

2nd fold here

Free Post Authority Number 2199

Absolutely
POSITIVELY
ME HEKE KI PŌHEKE
WELLINGTON CITY COUNCIL **Wellington**
PO Box 2199, Wellington, New Zealand



Freepost WCC
Golden Mile Speed Limit Change (KCIF02)
Wellington City Council (CAB2)
PO Box 2199
Wellington 6140



Suzannee Ludwig

From: Wellington City Council [webcentre@wcc.govt.nz]
Sent: Thursday, 18 October 2012 4:05 p.m.
To: Safer Roads
Subject: Lower Speed Limit for Part of the Golden Mile - Confirmation

The following details have been submitted from the "Lower Speed Limit for Part of the Golden Mile" form on the Wellington.govt.nz website:

First Name: Tom
Last Name: Law
Street Address: 134 Hanson St
Suburb: Newtown
City: Wellington
Phone: 3898202
Email: lawt@clear.net.nz

I would like to make an oral submission:
Yes

Oral submission phone:
3898202021791337

I am making this submission:
as an individual

Organisation name:

Do you believe it is appropriate to change the speed limit as indicated on the map?
No

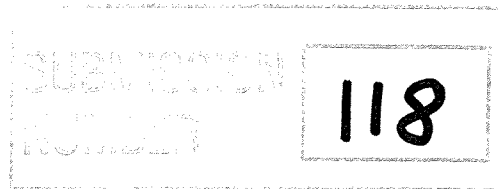
If no, please provide your reasons and indicate your preferred option:
Preferred option is to leave the status quo.

lowering the speed limit will not increase safety

Any other comments you wish to make:
Narrowing of the road (particularly Willis St) has made the road less safe for pedestrians.

The design features that have been implemented are focused on the on the movements of vehicles.

Pedestrians who are inattentive are a danger to themselves. Lowering the speed limit does not address the behaviour of pedestrians.



Suzannee Ludwig

From: Wellington City Council [webcentre@wcc.govt.nz]
Sent: Wednesday, 26 September 2012 4:29 p.m.
To: Safer Roads
Subject: Lower Speed Limit for Part of the Golden Mile - Confirmation

The following details have been submitted from the "Lower Speed Limit for Part of the Golden Mile" form on the Wellington.govt.nz website:

First Name: Kerry
Last Name: Wood
Street Address: 151 Cockayne Road
Suburb: Khandallah
City: Wellington
Phone: 9715549
Email: kerry.wood@paradise.net.nz

I would like to make an oral submission:
Yes

Oral submission phone:
9715549

I am making this submission:
as an individual

Organisation name:

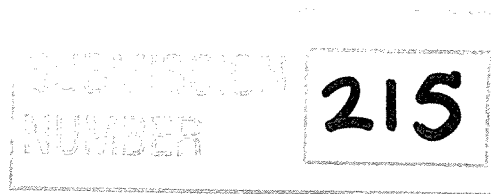
Do you believe it is appropriate to change the speed limit as indicated on the map?
No

If no, please provide your reasons and indicate your preferred option:
30 km/h is a safe speed around pedestrians and my preferred option. A driver who would be unable to apply the brakes before impact at 50 km/h can stop before impact at 30 km/h

20 km/h is impractical to enforce and will further slow buses.

The estimate safety improvement is small and ignores risk compensation: in practice 20 km/h might well be more dangerous

Any other comments you wish to make:



Submission on Golden Mile Speed Limits

This submission is made by Kent Duston of 117 Pirie Street, Mt Victoria, in my capacity as a private citizen and ratepayer of Wellington. I wish to speak to my submission, and can be contacted on kent@mtvictoria.org.nz or 021 536 873.

Executive Summary

The changes to the speed limits on the Golden Mile have been proposed as a result of the work undertaken by a Steering Group set up by the Wellington City Council, following a spate of crashes on the altered bus route. However the Council decided not to have any pedestrian input into the Steering Group – it was composed of WCC, GWRC, NZRA, ACC and the NZ Police – so its recommendations are coloured by an apparent desire to simply blame pedestrian behaviours rather than looking at the root causes of the crashes. This is reflected in the terms of reference for the Steering Group:

- Pedestrian behaviour – an observational study to determine the level of awareness of traffic
- Psychology of pedestrians in the city
- Crash causes and potential engineering solutions – undertake a crash reduction study
- Bus design – a review of the types of buses involved in crashes to see if there is a safe vehicle solution

It simply beggars the imagination that pedestrians would not be involved or consulted in the assessment of the crashes that are leading to the deaths and injuries of pedestrians. Effectively, the Council elected not to speak to any of the people who are most affected by these crashes, which does rather beg the question – whatever next? Will Council not be inviting iwi to discussions on Treaty matters? Will sports people be excluded from consultation on artificial turf? Will Steering Groups of the childless be convened to decide the locations of schools and kindergartens?

Accordingly, it's difficult to take the speed limit reduction proposal seriously. If we look at the problem analytically, there is no evidence that reducing speeds will in any way decrease the crash rate; rather, it will simply decrease the severity of the impact – assuming drivers follow the new speed limit, which is by no means a certainty.

Further, the proposed reduction in the speed limit is only one of the recommendations in the Steering Group report, some of which – such as the decreasing wait times for pedestrians at intersections – could have been implemented by officers long before now. Accordingly, it's a bit hard to take this proposal seriously; in my view this is a piece of "safety theatre", intended to provide the

impression of safety without doing anything material about the underlying causes of the high crash rate on the Golden Mile.

The Pedestrian Behaviour Myth

There seems to be a view – certainly held by the Council’s traffic engineering staff, given they wrote the terms of reference for the Steering Group – that the crashes on the Golden Mile are predominantly due to poor pedestrian behaviours. If one were to read the utterances of the Tramways Union, for instance, the local bus drivers seem to be paragons of angelic driving ability, with the responsibility for crashes resting solely with pedestrians – in Nick Kelly’s words:

But, there is little bus drivers can do to prevent these accidents and a wide range of approaches must be used to address the problem, Mr Kelly says. “The jaywalking mentality is a major issue in the central city and this is something [Wellington City] Council needs to recognise when designing roads in Wellington,” he says.

However a simple reading of the road rules shows that it’s perfectly legal for pedestrians to cross the road, providing they are more than 20 metres from a marked crossing – which describes the vast majority of the Golden Mile. And perhaps the rampant red light running, speeding and regular blocking of intersections undertaken by his members has rather slipped Mr Kelly’s mind.

It’s also not clear why Wellington pedestrians have suddenly become such a collection of suicidal dummies. Unless the Council has been adding something to the water supply to lower the collective IQ of pedestrians, it’s hard to account for the sudden upswing in crashes – unless, of course, it’s been brought about by the changes to the road made by the Council, rather than by any sudden collective change of behaviour from tens of thousands of pedestrians.

Occam’s Razor says that the simplest explanation is likely to be the correct one. If we look at what has changed, it’s the roading network, not the pedestrians. So blaming users for the faulty design of the network seems rather like getting cause mixed up with effect; the changes to the Golden Mile have significantly and materially worsened the environment for pedestrians, and it’s my view that these negative changes are the largest contributor to the crash rate, not pedestrian behaviours.

Golden Mile Changes and the Walking Policy 2008

As a submitter on the changes to the Golden Mile, I was a supporter of the alterations made to the bus routes in an endeavour to improve public transport journey times. I was a supporter irrespective of the fact that I am an occasional-to-never user of bus services; in the vast majority of cases, I walk to and from work, and around town on various work and personal errands.

While the pedestrian environment has never been particularly amenable in Wellington – the continual decline in the number of CBD pedestrian crossings over the last few years has been lamentable, for instance – I had the view that the proposed changes to the Golden Mile would at least make things no worse for pedestrians. I was wrong about this, and so I am forced to conclude that it was a mistake for me to support the Golden Mile alterations.

In my naivety I assumed that the Council's Walking Policy from 2008 would have effect when the traffic engineers came to balancing the needs of cars, buses, commercial vehicles and pedestrians. After all, the Walking Policy pre-dates the changes to the Golden Mile, and is quite unequivocal about how the transport hierarchy should be approached:

- Policy 1.1: Walking is the most basic and important transport function and **should be given priority** over other modes of travel where it is safe and appropriate
- Policy 2.2: Every opportunity to make the city as safe as possible for pedestrians must be explored
- Policy 3.1: Frequent safe crossing points must be available on all roads and crossing signals **must enable pedestrians to cross frequently and meet their needs**
- Policy 3.3: Every opportunity must be explored to make the Central Area as interconnected as possible for pedestrians
- Policy 4.1: Explore every opportunity to make the walking routes from areas within 25 minutes potential walk from the central area **as interconnected as possible for pedestrians**

The reality, however, is that the anti-pedestrian design of the Golden Mile means it now takes me around 15% longer to get to work than it previously did. This is because of the removal of on-demand pedestrian crossings, the much longer cycle times at key intersections (such as Taranaki Street) and reduced pedestrian phases at practically all traffic lights. Pedestrian quality of service has been significantly and materially degraded by the traffic engineers – the direct opposite of what the Walking Policy stated would be the case.

When I questioned Council officers about this, I was told that they had not taken pedestrian impacts into account in the design, and that no modelling had been undertaken to see whether there would be any negative effects on the tens of thousands of pedestrians who use the Golden Mile on a daily basis. As the traffic engineer explained to me, the pedestrian impacts were “irrelevant”.

It's just a pity that this was never mentioned in any of the documentation about the Golden Mile changes, because the complete silence about the negative consequences for everyone on foot could easily be construed as the traffic engineers attempting to actively deceive the ratepayers of

Wellington about the consequences of their design – a design that has since resulted in a significant number of deaths and injuries to the very pedestrians they have actively disadvantaged.

The Real Behavior Issue

If you ask a New Zealander why they “jaywalk”, you get a pretty consistent answer; the road was clear (enough) and I didn’t want to wait. Most of the behavior so thoroughly criticized by the Council’s Steering Group and widely discussed in the media comes down to simple impatience. In the vast majority of cases, this impatience is completely harmless and people cross the road with impunity; however in a small number of cases they display bad judgment and step out at the wrong time – in some cases with a fatal result.

As it turns out, impatience and bad judgment are not restricted to pedestrians. New Zealanders kill themselves in vehicles at a rate 150% greater than Australians, 200% greater than the British, and nearly 300% greater than Germans. In terms of deaths per 100,000 people, we’re marginally better drivers than the Lithuanians but significantly worse than the Portuguese.

The reason for mentioning this is not to have a go at drivers; rather, it’s to point out that bad judgment and poor decisions are consistent across the population, irrespective of whether we’re on foot, behind the wheel, on a bike or driving a bus. We all make good and bad decisions every day, and the very behaviors that cause our road toll to be higher than it needs to be are also the ones that have people dashing across the road in front of oncoming buses. People are entirely consistent irrespective of their mode of transport; they don’t suddenly get stupider or magically have all their good decision-making abilities leak out the bottom of their shoes as soon as their feet hit the pavement and they turn into pedestrians. Yet this obvious fact seems to have been completely lost in the rush to blame the victims for the consequences of the poor road design in the Golden Mile.

When there are a spate of car crashes on a particular stretch of road, calls go out to look at the design and see whether changes need to be made to ensure it’s safer in the future. Recently this has occurred at the Paekakariki Hill Road intersection on SH1, where the NZ Transport Agency is spending \$4 million to improve the road, as there have been a number of serious crashes there over the last five years.

The parallels between this intersection and the Golden Mile are stark. In both cases, the core problem is a disadvantaged group (drivers existing from the Hill Road into SH1; pedestrians) getting impatient and proceeding against the main flow of traffic. When they make bad judgments about the speed or distance of oncoming vehicles, crashes (and sometimes fatalities) result.

But the parallels stop as soon as solutions are discussed. In the case of the Paekakariki Hill Road, apparently spending \$4 million on roading improvements to keep people from being killed and

injured is a worthwhile investment; in comparison, not a single dollar has been proposed in pedestrian-centric safety changes to the roads along the Golden Mile.

As a friend pointed out, the difference in the public discourse about this is fascinating – if it's a crash involving a car, we blame the road; but if it's a crash involving a pedestrian, we blame the victim.

We Need Consultants to Tell Us This?

All of this is obvious to anyone with a modicum of common sense. People cross the road when they think it's safe; they don't like to be kept waiting unnecessarily, either while in a car or on foot; they sometimes make bad decisions and misjudge the speed and distance of oncoming vehicles.

Yet for some reason, the Council's traffic engineers decided they needed to spend \$85,000 of ratepayers funds on two consulting companies to tell them the exact same things. It goes without saying that they could have received exactly the same advice for free, had they taken the time to actually invite any pedestrians to participate on their Steering Group.

However the Steering Group did make a number of recommendations, which are worth repeating here:

1. Carry out social marketing campaigns to promote safer pedestrian behaviour.
2. Use engineering solutions to help pedestrians crossing.
 - encourage crossings in open locations
 - reduce wait times at signalised crossings
 - red light cameras
3. Install more driver speed feedback signs to ensure vehicles are compliant in the 30km/h area.
4. Improve the delineation of the margin between the footpath and road, including the removal of obstructions that could limit visibility.
5. Take measures to lower the speed limit on Manners and Willis Streets to 20km/h.
6. Carry out a trial in an area before and after installing intensive infrastructure, and then to survey crossing behaviours to judge the most effective treatment.
7. Investigate ways to further improve bus visibility and presence.
8. Investigate ways to improve the visibility of approaching vehicles when pedestrians are crossing from behind buses.

As can be seen, the group did identify the fact that long wait times for pedestrians are undesirable and are a contributing factor to the impatience that leads to dangerous road-crossing behavior.

Clearly, altering the traffic light phasing to reduce pedestrian delays will in turn lead to a safer CBD. However at the time of writing there have been no modifications to phase along the Golden Mile.

This seems a little strange given that making changes to the software is practically a zero-cost option compared to the time and complexity of proposing, consulting on and then reducing the speed limit. This does rather lead to the conclusion that the speed limit changes are as much about being seen to do something, rather than being a genuine investment in the safety of pedestrians. After all, in a rational world you'd think that the Council officers would undertake the quickest and cheapest change first – they would maximize the bang for the (ratepayers) buck. It's puzzling to me why this has still not been done.

After all, the WCC policy environment should positively promote the sorts of improvements that would come from a more equitable phasing of the traffic lights. Just to re-state some main points from the Council's Walking Policy 2008:

- Policy 1.1: Walking is the most basic and important transport function and **should be given priority** over other modes of travel where it is safe and appropriate
- Policy 2.2: Every opportunity to make the city as safe as possible for pedestrians must be explored
- Policy 3.1: Frequent safe crossing points must be available on all roads and crossing signals **must enable pedestrians to cross frequently and meet their needs**
- Policy 3.3: Every opportunity must be explored to make the Central Area as interconnected as possible for pedestrians
- Policy 4.1: Explore every opportunity to make the walking routes from areas within 25 minutes potential walk from the central area **as interconnected as possible for pedestrians**

The emphasis is mine. But it's apparent that no new policy development is required before officers can take active steps to reduce wait times and increase safety; they simply seem disinclined to do so.

Enforcing the New Speed Limit – Or Not

Even if the Council were to introduce a lower speed limit, it's apparent that there would be negligible enforcement. The Police are on record with the Dominion Post as saying that they will not enforce the lower speed limits in suburban areas, and their lack of interest in CBD enforcement is borne out by the fact that there is no road policing plan for Wellington City.

This is quite remarkable given that – as far as I have been able to ascertain – the Wellington CBD has the highest rate of crashes involving death and injury per square kilometer of anywhere in the country. If we were a national highway or a regional road, rather than a city, we would be regarded as an accident black spot.

Again, it's interesting to see the contrast between the attitudes between vehicle and pedestrian crash rates. In response to spiking rural crash rates in the Waikato in 2008/09, the Police put in place a plan with the local authorities and NZTA, which saw officers redirected to rural road policing, FTE numbers increased overall, and in some areas of activity – such as speed cameras – the staff allocated to the work nearly doubled. Yet in response to Wellington's spike in CBD pedestrian crashes, there appears to have been negligible change to the entirely apathetic way that the Police have approached enforcement here.

The fact that the Police don't have a road policing plan for Wellington City tends to reinforce what I see (or at least, don't see) on my pedestrian commutes. I've witnessed Police conducting enforcement on the Golden Mile exactly three times in 11 years of walking to and fro from work. In comparison, my work colleagues who commute from the Hutt Valley each day by car and motorcycle tell me that they see the Police on SH2 at least once a week. Clearly the Police are interested in seeing that vehicle-bound commuters get to and from home safely, but pedestrians ... not so much.

Given the lack of a plan and statements saying that speed limit enforcement is not a priority in lower-speed areas, it's highly likely that actual vehicle speeds through the Golden Mile will only change marginally, and only from the more responsible drivers.

Summary

It's my view that the issues that gave rise to a spike in pedestrian deaths and injuries following the changes to the Golden Mile are not being addressed by this review – nor does there seem to be any intention from Council to grapple with the substantive problems.

The Golden Mile changes may well have been successful from a public transport perspective, but they have been disastrous from a pedestrian one; although in hindsight, perhaps this is to be expected, given that officers did not take into account the impact on us when they designed and implemented the alterations.

So I think it's almost immaterial whether the Council lowers the speed limit or not. It's clear that we're a nation of pretty average drivers, with a Police force that's entirely apathetic about enforcement in the CBD, so the effects in the real world are going to be marginal at best. And the issues that give rise to pedestrian impatience and the poor decision-making that comes from it remain completely unaddressed by a group of officers intent on brushing off all the problems as merely "pedestrian behaviors".

I had hoped that after the Walking Policy was ratified, after people had lost their lives, after high-profile crashes and serious injuries, the Council would be in a mood to take pedestrian concerns

about the poor design of the Golden Mile seriously. However I see that it's not the case, and that us pedestrians are still the niggers of the Wellington transport hierarchy.

Suzannee Ludwig

From: Kent Duston [kent@mtvictoria.org.nz]
Sent: Friday, 26 October 2012 4:36 p.m.
To: Safer Roads
Subject: Submission on Golden Mile speed limit changes
Attachments: Submission on Golden Mile Speed Limits.pdf; ATT00001.htm

Dear Sirs,

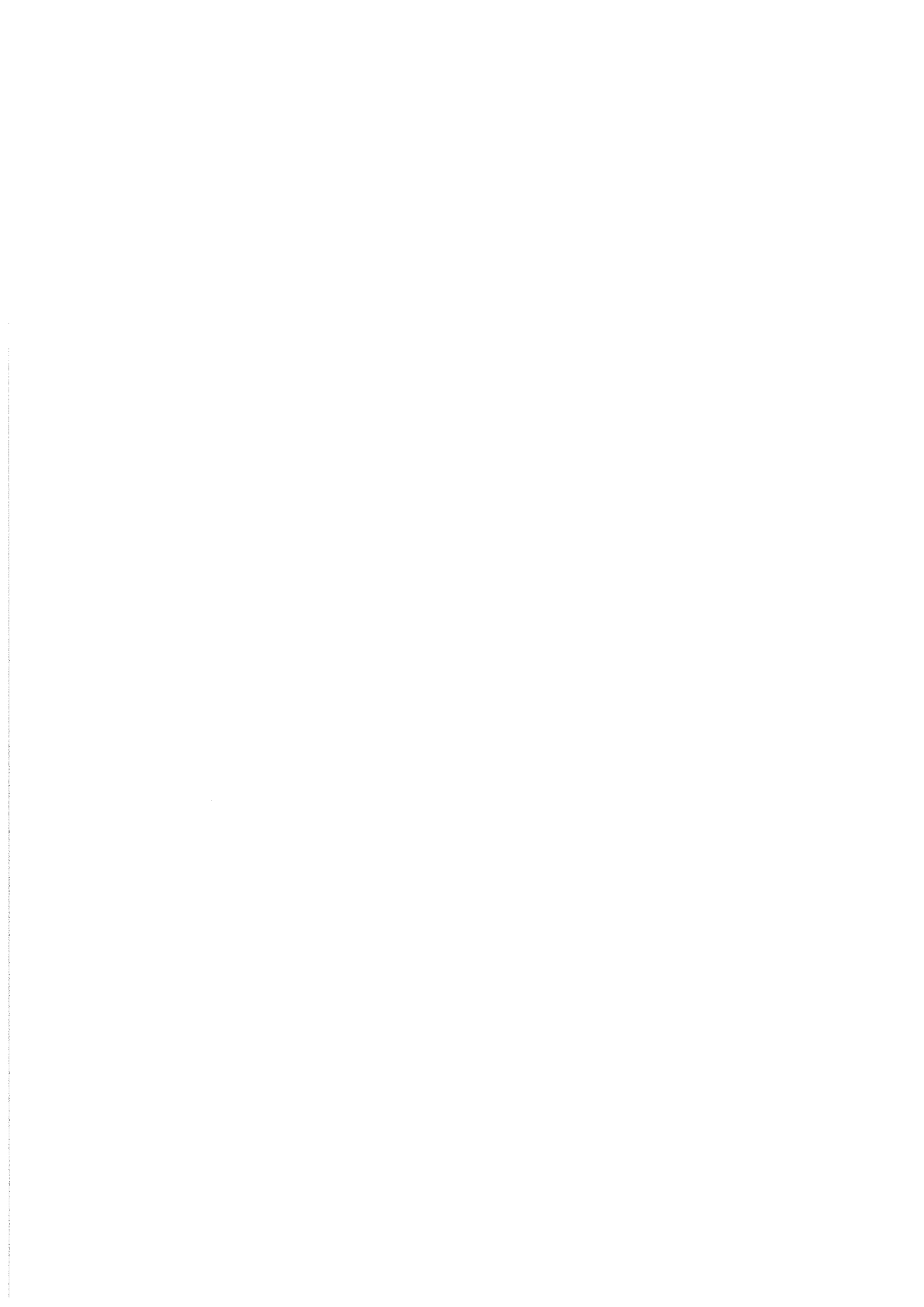
Please find attached my submission on the proposed changes to the speed limits on the Golden Mile. I would like to speak to my submission and can be contacted on the address below.

Kind regards

Kent Duston

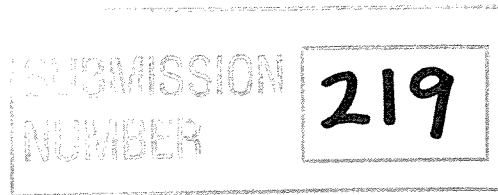
e: kent@mtvictoria.org.nz
m: +64 21 536 873

The Mt Victoria community on the Interwebs: <http://mtvictoria.org.nz>



Suzannee Ludwig

From: Peter Kennedy [peterkennedy21@gmail.com]
Sent: Friday, 26 October 2012 5:59 p.m.
To: Safer Roads
Cc: fourseasonsflorist505@yahoo.co.nz
Subject: Golden Mile



Have Your Say

The proposed change in speed limit – I oppose

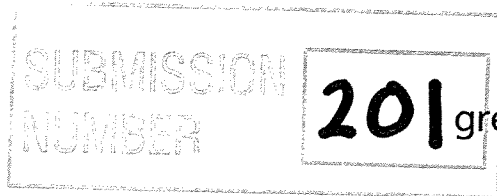
Why? Having spent \$11,000,000 of ratepayers money, now this vile Council wants to 'slow' traffic down to 20 kph. Ridiculous. It should be kept at 30 kph.

Comments.

Those who proposed the initial change in the bus routes and the narrowing of the roadway have been shown to be utter fools. The leader of the WCC Transport Portfolio is an imbecile.

Peter Kennedy
21 Buckingham Street
Melrose
Wellington 6023
PH. 970-7874
Peterkennedy21@gmail.com

And yes – I would like to make an oral submission, as an individual.



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

25 October 2012

File No: ST/08/01/05

Golden Mile Speed Limit Change (KCIF02)
Freepost 2199
Wellington City Council
PO Box 2199
Wellington 6140

PO Box 11646
142 Wakefield Street
Wellington
New Zealand
T 04 384 5708
www.gw.govt.nz

Dear Sir/Madam

Submission on Wellington City Council's Golden Mile Speed Limit Change proposal

Attached is a copy of a submission made on behalf of Greater Wellington Regional Council.

This submission was approved by the Economic Wellbeing Committee of Greater Wellington Regional Council on 25 October 2012.

The Council wishes to be heard in support of its submission.

If you have any questions please feel free to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read "Wayne Hastie".

Wayne Hastie
General Manager, Public Transport

DD: +64-4-8304211
wayne.hastie@gw.govt.nz

WGN_DOCS-#1137928-V1



Greater Wellington submission on Wellington City Council's Golden Mile Speed Limit Change proposal

25 October 2012

Introduction

Thank you for the opportunity to provide feedback on the Golden Mile Speed Limit Change proposal. Greater Wellington supports the proposal to reduce the speed limit from 30km/h to 20km/h along the Golden Mile from Panama Street through to Taranaki Street as part of a wider package of measures to improve pedestrian safety in this important pedestrian and public precinct.

The Golden Mile is an important public transport spine through the Wellington City CBD and plays a crucial role as part of the wider public transport network. Providing reliable journey times through this part of the city is very important and measures to improve the level of service for public transport through the corridor will be an ongoing objective for the Council. However, Greater Wellington is also strongly committed to improving safety outcomes for all, including pedestrians, and recognises the need to balance safety of pedestrians and effective public transport through this corridor.

Policy context

The Regional Land Transport Strategy (RLTS) sets out the strategic policy framework for development of the regional transport network. The RLTS promotes a multi-modal approach to achieving its broad objectives. The strategy seeks to increase the uptake, and improve the level of service, of public transport. It also seeks to increase walking trips and to improve safety for pedestrians.

The Wellington Regional Public Transport Plan (RPTP) gives effect to the public transport service components of the RLTS. The plan includes a hierarchy of public transport service layers and describes a different role and level of service associated with each. At the top of the hierarchy is the 'Rapid Transit Network' which is considered to be the backbone of the public transport network. The public transport corridor following the Golden Mile through the Wellington CBD is identified as part of this rapid transit network layer. Consequently, the public transport services through this corridor aim to provide a high level of service in relation to capacity, reliability, journey times, and frequency.

The RPTP also recognises the importance of safety in relation to the public transport network. Policy 5.3 of the RPTP is to 'Advocate for improved personal safety and public transport road safety'. In addition to addressing the safety and personal security of public transport users when on board a services and when waiting at stops/stations, this policy recognises the importance of improving safety outcomes for all users. The methods under policy 5.3 include Greater Wellington working with transport operators, local authorities and other parties to improve the safety of public transport operations and to reduce pedestrian accidents, and advocating for improved pedestrian

safety in high risk areas¹. We note that Greater Wellington was represented on a joint steering group to review pedestrian safety along the Golden Mile.

Impact on bus travel times

Observational information suggests that for much of the time buses along this corridor are unable to reach speeds near the current 30 km/h speed limit due to congestion, traffic lights, etc. However, during a limited survey² a small number of buses were recorded travelling in excess of the current 30km/h speed limit between stops/signals

Speed limit reductions are focused on, and generally have the largest impact on, reducing the high speeds of traffic (often the 85th percentile speeds) rather than average speeds. Analysis of actual bus speeds along the Golden Mile at present using real time information shows that average speeds of most services³ are already below 20km/h⁴. Lowering the speed limit is therefore expected to have a positive impact on safety by reducing the speed of those individual vehicles at the top end, without having more than a marginal impact on average travel speeds and bus journey times through the corridor overall.

Theoretically, a change in the speed from 30km/h to 20km/h could result in a maximum increase in travel time of 1 minute, 12 seconds across the entire subject length of road (1.2 km), in completely free flow conditions. However, in reality there are 4 stops and 7 signalised junctions along the subject stretch of the Golden Mile and buses would probably be accelerating or decelerating for around 50% of the time that they will actually be moving. This, together with the fact that buses are operating in congested conditions for much of the day, means that the impact on overall travel time will be significantly less.

Bus journey time analysis using real time information shows that across all time periods travelling south (Manners Street to Lambton Quay), only 15% of services currently operate at an average speed greater than 20 km/h and the estimated average increase in journey time for those services is 41 seconds. Travelling north (Lambton Quay to Manners Street), only 20% of services currently operate at an average speed greater than 20 km/h and the estimated average increase in journey time for those services is 44 seconds. There would be no impact on services already operating at an average speed less than the 20 km/h speed limit in either direction⁵. This is not considered to represent a significant reduction in the level of service for bus passengers, particularly taking into account the relatively small proportion of services affected, and on balance it is considered to be reasonable given the pedestrian safety concerns in this corridor.

Greater Wellington notes that measures to continue enhancing bus journey time reliability through the Golden Mile, in addition to improvements coming out of the Wellington City Bus Review, may require the relevant agencies to look further at traffic signal phasing, bus priority measures, and optimising bus stop locations.

¹ Greater Wellington Regional Council, *Wellington Public Transport Plan 2011-2021*, page 20.

² Greater Wellington Regional Council, Sustainable Transport Team, File Note: Golden Mile Bus Speed - Manual Radar Test - October 2012

³ 80% or more during the AM peak, PM peak, and Inter-peak

⁴ Greater Wellington Regional Council, Public Transport Group, Bus Journey Time Analysis based on data from Real Time Information. Note: The calculation of average speed excludes dwell time spent at bus stops, but includes any time spent stopped between bus stops at traffic signals or for any other reason.

⁵ Greater Wellington Regional Council, Public Transport Group, Bus Journey Time Analysis based on data from Real Time Information

It is important to acknowledge that, longer term, the issue of appropriate speed limits will need to be re-considered in light of future vehicle types, technologies, infrastructure changes and route alignment for the public transport spine through the Wellington CBD. A feasibility study looking at options for a future high quality public transport spine is currently underway with a report on the options due out next year, while implementation of a preferred option is likely to be some time away.

Impact on pedestrian crashes and severity

Along the Golden Mile between Panama Street and Taranaki Street the road corridor is relatively narrow with limited ability to provide a buffer between pedestrians and vehicles. It is also an area with high pedestrian, vehicle and bus movements, and therefore a higher likelihood of conflict between these different road users. Vehicular speed, particularly speed at impact, is widely recognised as one of the most important predictors of pedestrian injury severity or fatality⁶. Hence a lower speed limit to reflect the characteristics of this particular environment is considered appropriate.

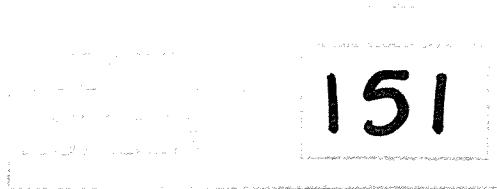
A number of overseas studies have shown that the relative risk of severe injury or fatality to a pedestrian in collisions involving buses is significantly higher than a collision between a pedestrian and all other vehicle types. The proposed reduction in speed from 30km/h to 20km/h has the potential to reduce the stopping distance of buses by half⁷. Lowering the speed limit as a means to reduce the risk of severe injury and fatality as a result of collisions between pedestrians and buses is therefore strongly supported.

Conclusion

While the trade-offs between pedestrian safety and bus travel speeds associated with this proposal are recognised, pedestrian safety is very important and on balance the potential safety benefits are considered to off-set any marginal impact on bus journey times. This proposal is therefore supported as part of a wider package of complementary measures to improve pedestrian safety through this corridor by addressing pedestrian behaviour, the road environment and vehicles.

⁶ University of Washington and US Department of Transportation (February 2007) Research Report: Managing Pedestrian Safety I: Injury Severity

⁷ Estimate based on application of the Heavy Vehicle Brake Code formula from page 6 of Land Transport Rule: Heavy-vehicle Brakes, 2006.



Suzannee Ludwig

From: Wellington City Council [webcentre@wcc.govt.nz]
Sent: Saturday, 29 September 2012 2:10 p.m.
To: Safer Roads
Subject: Lower Speed Limit for Part of the Golden Mile - Confirmation

Follow Up Flag: Follow up
Flag Status: Red

The following details have been submitted from the "Lower Speed Limit for Part of the Golden Mile" form on the Wellington.govt.nz website:

First Name: allan
Last Name: probert
Street Address: 10 churchill dr
Suburb: wilton
City: wellington
Phone: 272414393
Email: miramar@wellingtonvets.co.nz

I would like to make an oral submission:
Yes

Oral submission phone:
0272414393

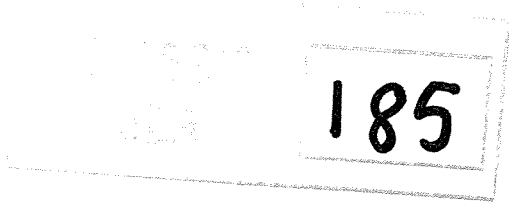
I am making this submission:
as an individual

Organisation name:

Do you believe it is appropriate to change the speed limit as indicated on the map?
No

If no, please provide your reasons and indicate your preferred option:
keep at the current level

Any other comments you wish to make:
these changes will only confuse people and will further affect business on the golden mile. Either make it pedestrian only and take buses up featherston st or get together with local businesses and consult properly on measures that will maintain this areas reputation as a great place to shop. While it is sad people have been injured or killed; the speed limit is already low enough to reduce this.



Suzannee Ludwig

From: Wellington City Council [webcentre@wcc.govt.nz]
Sent: Friday, 19 October 2012 4:19 p.m.
To: Safer Roads
Subject: Lower Speed Limit for Part of the Golden Mile - Confirmation

The following details have been submitted from the "Lower Speed Limit for Part of the Golden Mile" form on the Wellington.govt.nz website:

First Name: Roland
Last Name: Sapsford
Street Address: 23 Epuni Street
Suburb: Aro Valley
City: Wellington
Phone: 21651105
Email: roland@actrix.gen.nz

I would like to make an oral submission:
Yes

Oral submission phone:
021651105

I am making this submission:
as an individual

Organisation name:

Do you believe it is appropriate to change the speed limit as indicated on the map?
No

If no, please provide your reasons and indicate your preferred option:
The "no" above relates to the areas where speed is being reduced rather than the idea of speed limit reductions!

Reducing speed limits generally provides positive benefits in terms of safety, travel efficiency and environmental impacts. However much of this is conditional on speed reductions across an area.

My concern with the proposed reduction to 20km/hr is the proposal to retain a

50km/hr limit throughout the rest of the CBD.

The bulk of pedestrian injuries in Wellington are from pedestrian car interactions. Despite high profile incidents, buses remain relatively safe especially on a per passenger-kilometre basis.

The proposals as outlined will create a "red zone" where maximum speeds are only 40% of those on streets in the remainder of the CBD. There is a significant risk that the transition between these environments will be confusing for some pedestrians and that the benefits of speed reductions will be lost.

A much more preferable option would be to create areas of 20km/hr and 30km/hr speeds based on the characteristics of roads and pedestrian flows. This would be a logical precursor to adoption of more pedestrian friendly policies generally.

Any other comments you wish to make:

Creating a safe, attractive and vibrant CBD requires a focus on the volume of traffic overall as well as bus traffic. Tackling perceived issues with bus safety in isolation could have perverse outcomes.

Submission to Lower Speed Limit for Part of the Golden Mile

Golden Mile Speed Limit Change (KCIF02)

Name and Contact Details

Mr Stefan Collins

36 Amesbury Drive

stefancollins@xtra.co.nz

021 703 028

I am making a submission **as an individual**

I **would** like to make an oral submission to the committee considering the proposal in November

1. This submission is **opposed** to the lowering of the speed limit on the 'Golden Mile' (the "Proposition").

2. Introduction

- 2.1. There is little doubt that one can make a compelling case in support of Council's role in contributing to a safe environment for all constituents. Indeed, it is almost certainly possible for Council officers to link the core of the Proposition to Council's role to promote the four well-beings. That is the beauty of the four well-beings – they potentially provide a local government entity with a very broad mandate.
- 2.2. In my view, however, the Proposition is fundamentally flawed.
- 2.3. These flaws are exposed around five key themes: Current Driving Behaviours, Measures for Success, Targets, Individual Responsibility and Problem Definition.
- 2.4. As such, I oppose the Proposition.
- 2.5. My preferred option is the retention of the current state.

3. Current Driving Behaviours

- 3.1. The Council's website notes that...

*"Lowering the speed limit from 30km/h to 20km/h is considered safer and more appropriate for this part of the route, and is in line with the speed than many motorists and buses already travel. It is not expected to affect bus journey times."*¹

- 3.2. In the absence of a comprehensive review of the detailed analysis provided to Council by Opus and GHD, this statement clearly suggests that many drivers are already required to reduce their speed through the Golden Mile area in response to factors such as traffic

¹ www.wellington.govt.nz/haveyoursay/publicinput/2012-09-goldenmile.html

congestion, light phasing, bus only lanes, weather conditions and various other factors influencing traffic speed.

3.3. If there is already a core of drivers who have reduced their speed to 20 km/h in response to various environmental factors, why is there any necessity to formally reduce the speed limit further? As there are no opportunities for passing, surely these slower drivers will naturally reduce the speed of the overall traffic flows when conditions dictate that a safe driving speed is at some point less than the current 30km/h.

3.4. I submit that the Proposition is redundant as conditions already dictate driver behaviours in line with the desired outcome.

4. Measures for Success

4.1. Any proposed change should be supported by a definition for success. In the case of the Proposition, the implied measures for success are:

- The number of road crashes (less likely given the Proposition's focus on pedestrian safety)
- The number of road crashes involving pedestrians (more likely given the Proposition's focus on pedestrian safety).

4.2. To be clear, these measures for success are implied only. Nowhere does the Proposition clearly state which of these measures for success (or other potential measures) will be measured and reported by Council officers to Elected Representatives and constituents.

4.3. In the absence of such measures, how will Council officers, Elected Representative and constituents begin to assess the success of the Proposition if implemented?

4.4. I submit that any Proposition that lacks clearly defined and stated measures for success must be rejected as it is impossible to objectively assess and comment on the extent to which the implementation of the Proposition will contribute to the desired outcomes.

5. Targets

5.1. As an extension to measures for success, any proposed course of action must state the desired target performance levels.

5.2. The Proposition briefly discusses the findings of Council investigations into the likely outcome of the Proposition. Indeed, it is carefully noted that:

"...for every 1 km/h we lower the speeds, we can expect a two to three percent reduction in the number of crashes..."²

5.3. Unfortunately, the Proposition does not state the Council's target levels of performance or, more simply, the specific expected outcome from implementing the Proposition.

² Lower Speed Limit Proposed for Part of The Golden Mile

5.4. It would appear that, from the Council's investigations, a reduction of 10km/h in the speed limit through the Golden Mile will likely reduce the number of road crashes involving pedestrians (presuming that this is, indeed, one of the stated measures for success as noted above) in the order of 20-30%. The Proposition does not state the target and, as such, it is impossible for anyone to objectively assess the likelihood that implementation of the Proposition will achieve the stated target. The lack of targets also makes assessment of success impossible.

5.5. I submit that the implementation of the Proposition cannot proceed without specific targets for objectively measuring the success of the Proposition coupled with communication of that set of specific targets to constituents and other interested parties.

5.6. I also submit that without targets it is impossible for the Elected Representatives to direct, at some point in the future, the reversal of the Proposition if it is not shown to have the desired effect.

6. Personal Responsibility

6.1. Reading through the recently publicised incidences of road crashes involving pedestrians, such as the cases of Venessa Green and Tim Brown³, and the Council-commissioned analyses of the issues and potential mitigation actions is an interesting process. Clearly, the impact of such incidents is unquestionably significant to the individuals directly involved, their families and a range of other impacted parties.

6.2. While there is ample discussion of traffic calming measures, options for reducing speed limits, physical barriers to guide pedestrian behaviours, improved bus visibility and a range of other potential solutions there is an obvious gap. The phrase 'personal responsibility' does not, to the extent I was able to search, present itself in any Council, Opus or GHD report.

6.3. At the end of the day, individuals such as those most prominent in media coverage of the issue appear to have made personal decisions that have had a serious consequence. We teach children how to cross the street and, in fact, it's actually pretty simple. You cross at a signal, a pedestrian crossing, or with tremendous care and attention at other places. You carefully listen for and look out for oncoming traffic in both directions. You do not strap music source or communications device to your ears and believe you can proceed without consideration of what's around you. You don't simply step out into the street without being sure of your actions.

6.4. It is my strong view that Council's role is not to replace personal responsibility in every instance. There is nothing in the Proposition or the supporting documentation that indicates Council is, in parallel with the core components of the Proposition, proposing to engage in an aggressive campaign to remind people of their personal responsibility to keep themselves safe.

³ <http://www.stuff.co.nz/dominion-post/news/wellington-central/7862067/20kmh-speed-limit-for-Golden-Mile>

6.5. Instead, there is a recommendation to the steering group that Council 'carry out social marketing campaigns to promote safer pedestrian behaviour'. I interpret this as being materially different to an aggressive campaign to remind people that their safety requires the demonstration of a high degree of personal safety. This is not Council's responsibility. This is not drivers' responsibility. It is not bus companies' responsibility.

6.6. I submit that the Proposition must be rejected on the basis that Council does not have a role to protect all people from their collective poor judgement and, ultimately, their lack of personal responsibility as it relates to their personal safety.

7. Problem Definition

7.1. Finally, the Proposition is simply at risk of not actually addressing the root problem. It would seem to me that the majority of highly publicised incidents have not been as a result of vehicles being in the wrong place – they have been as a result of pedestrians being in the wrong place.

7.2. I completely fail to see how reducing the speed of vehicles in the right will address the root problem which is pedestrians in the wrong place at the wrong time. If my own behaviours are a sensible baseline upon which to hypothesise about future behaviours, I'd suggest that a reduction in speed limit will increase my propensity to take a chance – there is a reduced severity of the consequences of a misjudgement, gaps in traffic may appear more accessible, etc.

7.3. I submit that Proposition must be rejected as the core problem has been poorly defined by Council officers, and that the Proposition fails to address that core problem – pedestrians are in the wrong place at the wrong time.

Suzannee Ludwig

From: Stefan Collins [stefancollins@xtra.co.nz]
Sent: Friday, 26 October 2012 3:34 p.m.
To: Safer Roads
Subject: Submission to the Golden Mile Speed Limit Change (KCIF02)
Attachments: Submission.doc

Dear Sir, Madam

Please find attached my individual submission in opposition to the referenced proposal. Should you have further queries, please do not hesitate to contact me.

Yours faithfully
Stefan Collins

LOWER SPEED LIMIT PROPOSED FOR PART OF THE GOLDEN MILE SUBMISSION FORM

Wellington City Council would like your feedback on this proposal.

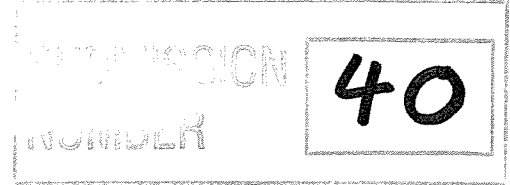
To have your say:

- Please fill out this submission form and post it back to us by **Friday 26 October** (no stamp required)

or

- Make a submission online in the 'Have your say' section at Wellington.govt.nz

Please phone 499 4444 for more information.



SUBMISSIONS CLOSE 5PM, FRIDAY 26 OCTOBER 2012

ENTER YOUR NAME AND CONTACT DETAILS	
Mr / Mrs / Ms / <u>Miss</u> / Dr (Please circle which applies)	
First name* MAREE	Last name* LIBEAU
Street address* FLAT 32 14 BATCHELOR ST	
Suburb NEWLANDS	City WELLINGTON
Phone/mobile 0272142731	Email —

* Mandatory fields

I am making a submission	<input checked="" type="checkbox"/> As an individual	<input type="checkbox"/> On behalf of an organisation
Name of organisation		
I would like to make an oral submission to the committee considering the proposal in November.		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide a phone number above so that a submission time can be arranged.		

Privacy statement

Please be aware that 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 Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

QUESTIONS – HAVE YOUR SAY
Do you believe it is appropriate to change the speed limit as indicated on the map? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, please provide your reasons and indicate your preferred option: I THINK THAT IT IS EXTREMELY IMPORTANT. THAT THE SPEED LIMIT IS A LOW AS CAN POSSIBLY BE ALLOWED.

Any other comments you wish to make:

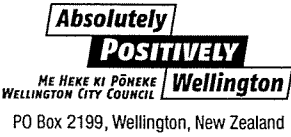
[Empty box for comments]

If you would like to make an oral presentation in support of your written submission, please complete the appropriate details on the other side of this submission form.

1st fold here – fasten here once folded

2nd fold here

Free Post Authority Number 2199



Freepost WCC
Golden Mile Speed Limit Change (KCIF02)
Wellington City Council (CAB2)
PO Box 2199
Wellington 6140

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09.OCT.12 010-11 019020

LOWER SPEED LIMIT PROPOSED FOR PART OF THE GOLDEN MILE SUBMISSION FORM

Wellington City Council would like your feedback on this proposal.

To have your say:

- Please fill out this submission form and post it back to us by **Friday 26 October** (no stamp required)
- or
- Make a submission online in the 'Have your say' section at Wellington.govt.nz

Please phone 499 4444 for more information.

19

SUBMISSIONS CLOSE 5PM, FRIDAY 26 OCTOBER 2012

ENTER YOUR NAME AND CONTACT DETAILS

<input checked="" type="radio"/> Mr / <input type="radio"/> Mrs / <input type="radio"/> Ms / <input type="radio"/> Miss / <input type="radio"/> Dr (Please circle which applies)	
First name* BERNARD	Last name* O'SHAUGHNESSY
Street address* 139a Daniell St	
Suburb NEWTON	City WELLINGTON
Phone/mobile -	Email Bernardboss@yahoo.co.uk

*Mandatory fields

I am making a submission	<input checked="" type="checkbox"/> As an individual	<input type="checkbox"/> On behalf of an organisation
Name of organisation		
I would like to make an oral submission to the committee considering the proposal in November.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, provide a phone number above so that a submission time can be arranged.	E Mail me first! 021-1888-289	

Privacy statement

Please be aware that 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 Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

QUESTIONS - HAVE YOUR SAY

Do you believe it is appropriate to change the speed limit as indicated on the map?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If no, please provide your reasons and indicate your preferred option:		
<p>(a) I suggest again speed limit in all of WELLINGTON be 40 km, 20 in CBD + pass all schools + hospitals.</p> <p>(b) The injury to pedestrians in the CBD has been caused by</p> <ul style="list-style-type: none"> a) the road being too narrow b) the buses being too big c) the route being wrong d) BAD PLANNING BY POOLE (TEENA P) AND ENDORSED BY COUNCIL. 		

Any other comments you wish to make:

- YES : Bring back Manners Mall.
- (1) We didn't have the injury & deaths when Manners Mall was in place.
- (2) have light rail along water front

If you would like to make an oral presentation in support of your written submission, please complete the appropriate details on the other side of this submission form.

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2nd fold here

Free Post Authority Number 2199

Absolutely

POSITIVELY

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

PO Box 2199, Wellington, New Zealand



Freepost WCC
Golden Mile Speed Limit Change (KCIF02)
Wellington City Council (CAB2)
PO Box 2199
Wellington 6140

**SUBMISSION
NUMBER**

18

Sharon Bennett

From: Wellington City Council [webcentre@wcc.govt.nz]
Sent: Tuesday, 16 October 2012 11:58 p.m.
To: BUS: Policy Submission
Subject: Taxi Restricted Parking Areas - Confirmation

The following details have been submitted from the "Taxi Restricted Parking Areas" form on the Wellington.govt.nz website:

First Name: Tom
Last Name: Law
Street Address: 134 Hanson St
Suburb: Newtown
City: Wellington
Phone: 21791337
Email: Lawt@clear.net.nz

I would like to make an oral submission. Yes Confirm phone number: 021791337 I am making this submission: as an individual Organisation Name:

Which of the following best describes you? Other Other - details: Wellington resident (Newtown)

Taxis using pay and display parking: How much of an issue do you think this is? 2

Your comments:

Taxis occupy parking spaces that would in normal circumstances be used by members of the public

Proposed changes to traffic bylaw: Do you think creating taxi restricted parking areas is the right approach? Yes

Your comments:

Areas where use of pay and display parking by taxis generates complaints: Do you think taxi restricted parking is necessary in these areas? Yes

Your comments:

And in other areas.

Are there other areas where you think taxi restricted parking is necessary? Yes

Specific location: In other areas, taxis are observed parking in other parking areas of nearby suburbs. On 15 October 7 taxis were observed parking in the 30 minute zone of Riddiford St in

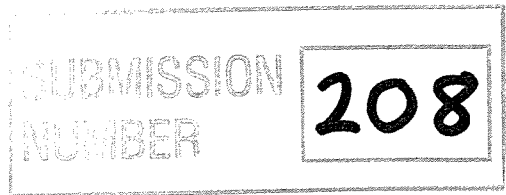
Newtown. 5 had drivers sitting at the wheel. 2 others were in talking to other drivers.

They progressively drove off as they appeared to be called for fares.

Moving them from Bond Street, Pipitea Street, Waring Taylor Street, The Terrace by Aurora Terrace, and parts of Featherston Street may create problems in other areas and prompt action may be required.

How to balance competing demands: Do you have any ideas or suggestions that could help resolve this situation?

Do you have any other comments about this proposal?



Suzannee Ludwig

From: Wellington City Council [webcentre@wcc.govt.nz]
Sent: Thursday, 25 October 2012 8:08 p.m.
To: Safer Roads
Subject: Lower Speed Limit for Part of the Golden Mile - Confirmation

The following details have been submitted from the "Lower Speed Limit for Part of the Golden Mile" form on the Wellington.govt.nz website:

First Name: Maria
Last Name: van der Meel
Street Address: 2/20 Trent street
Suburb: Island Bay
City: Wellington
Phone: 3834993
Email: thecityisours1@hotmail.com

I would like to make an oral submission:
Yes

Oral submission phone:
0273226311

I am making this submission:
on behalf of an organisation

Organisation name:
The City is Ours Inc.

Do you believe it is appropriate to change the speed limit as indicated on the map?
No

If no, please provide your reasons and indicate your preferred option:
Buses are already running at that speed according to the expert. Wellington road policing manager Inspector Pete Baird said most buses trundled along the Golden Mile at between 13kmh and 17kmh but getting hit by a 12-tonne bus "is like getting hit by a car at 140kmh"

<http://www.stuff.co.nz/national/7728737/Brakes-on-Wellingtons-Golden-Mile>

Any other comments you wish to make:

The whole idea of opening a pedestrian mall was to speed up the bus service and why people voted for it after they saw there was plenty of room for buses in Manners Mall on page 25 of the Golden Mile Statement of Proposal.

Notwithstanding this 1: 500 scaled Map had the major matter, the legal size of buses down scaled to one third of their legal measurement so fooling the public in consultation in order to progress this project. We have seen no reports on how the new route has improved the bus service as claimed by WCC. A visit to Greater Wellington Transport Quality Team revealed there were no concerns with the reliability of the NZBus service and showed on the graph that between 2009/11 scheduled buses ran 99.0 to 99.9% on time.

Pedestrian Safety on the Golden Mile

Wellington City Council is currently investigating potential changes to the Golden Mile as a reaction to several accidents involving pedestrians and buses. The scope of this consultation has been narrowed to a proposal for imposing a 20 km/h speed limit along several road segments. Because of the limited scope, my comments will be arranged in two sections: whether 20 km/h is appropriate; and, why this is the wrong question to ask.

Reducing the speed limit

The consultation map defines a length of the Golden Mile of interest. Buses in the area currently average around 17 km/h through this section at peak hour, largely due to bus congestion. As a result, I don't expect to see much change in average travel times between Courtenay Place and the railway station at peak hour. In the case where the Wellington City Bus Review proposal comes into effect, reducing the peak-hour bus traffic into the range of 60 buses/hour, the lowered speed limit could have a substantial effect on travel times. With bus congestion out of the way, the speed limit would contribute to the lower bound for travel time.

Average speed may be misleading. As a bus commuter, I am very aware that peak speeds can easily exceed current speed limits. A lower speed limit would still require enforcement. I have personally complained to NZ Bus regarding driver behaviour and was told that it was a police issue. Drivers who are behind their timetable have incentive to ignore the speed limits and have very low likelihood of being punished for it. I don't expect that a lowered speed limit would improve this behaviour, but may actually increase the incentive for late buses to catch up.

A better approach to reducing the peak speeds would be the use of targeted speed cameras. There are several installations of speed displays along the Golden Mile. Each of these should also be used for enforcement. What we want to accomplish is less variance. The average speed is fine, but the top speed may be dangerous.

To summarise, I think that lowering the speed limit to 20 km/h would fail to address the problem of speeding buses, but that speed cameras would work better.

We are asking the wrong question

The idea of slowing buses comes from an ideal to reduce both the instances and impacts of accidents. Slower vehicles have shorter stopping distances and cause less damage. This is straightforward. However, both aspects of this approach assume that there is already an accident in progress. As such, the proposal is treating the symptom instead of the problem.

I see the problem as a question of economics, specifically a cost-benefit analysis. The benefit of crossing away from pedestrian crossings or against signals is getting to a destination quickly. The cost is the time spent waiting for pedestrian signals and the extra distance required to get to the destination. To be blunt, pedestrian phases at many intersections are punitive. In some

instances, a safety-minded pedestrian could be waiting several minutes before a short burst of legal crossing time occurs. This is often compounded by a default-off policy, which may require the safety-minded pedestrian to wait for nearly two full cycles before getting the Green Man.

Taking a quote from Jarrett Walker, a public transport consultant and author, "frequency is freedom". In areas where high pedestrian activity meets high traffic volumes, frequent short pedestrian signals would be an incentive to use safe crossings instead of risking ad-hoc crossings. When we reduce the instances of risky crossings, we reduce the instances of accidents, which is the ultimate goal of this exercise.

In conclusion, instead of reducing the speed limit along the Golden Mile from 30 km/h to 20 km/h, I would implement speed cameras in several locations and adjust pedestrian phases to guarantee that pedestrians can cross the street within 30 seconds or arrival at a safe crossing.

Suzannee Ludwig


From: Greg Bodnar (Google Drive) [greg.bodnar@gmail.com]
Sent: Friday, 26 October 2012 1:37 p.m.
To: Safer Roads
Subject: Submission - 20kph Golden Mile (saferroads@wcc.govt.nz)
Follow Up Flag: Follow up
Flag Status: Red
Attachments: WCC Submission - 20kph Golden Mile.pdf

Attached: WCC Submission - 20kph Golden Mile

Please accept this submission toward the proposed speed reduction along the Golden Mile. I have attached it as a PDF. If there are any issues with the document, don't hesitate to contact me and I'll remedy the probably as quickly as possible.

I would like to make an oral submission. I can be contacted by email or by phone at 021400982.

Kind Regards,
Greg Bodnar

 WCC Submission - 20kph Golden Mile

Google Drive: create, share and keep all of your stuff in one place.

Google



Suzannee Ludwig

From: Wellington City Council [webcentre@wcc.govt.nz]
Sent: Friday, 26 October 2012 4:51 p.m.
To: Safer Roads
Subject: Lower Speed Limit for Part of the Golden Mile - Confirmation

The following details have been submitted from the "Lower Speed Limit for Part of the Golden Mile" form on the Wellington.govt.nz website:

First Name: Chris
Last Name: Renwick
Street Address: 4/4 Frederick Street,
Suburb: Te Aro
City: Ponoke
Phone: 2151593
Email: chris.renwick@gmail.com

I would like to make an oral submission:
Yes

Oral submission phone:
02511593

I am making this submission:
as an individual

Organisation name:

Do you believe it is appropriate to change the speed limit as indicated on the map?
No

If no, please provide your reasons and indicate your preferred option:
Re-instate the mall and shift the bus route onto the far wider and safer Wakefield St route.

Any other comments you wish to make:
We told the WCC when you decided to bulldoze Manners Mall that it was going to be a bad move and so it has proven.



Suzannee Ludwig

From: Wellington City Council [webcentre@wcc.govt.nz]
Sent: Thursday, 25 October 2012 7:25 p.m.
To: Safer Roads
Subject: Lower Speed Limit for Part of the Golden Mile - Confirmation

The following details have been submitted from the "Lower Speed Limit for Part of the Golden Mile" form on the Wellington.govt.nz website:

First Name: Benjamin
Last Name: Easton
Street Address: Court of Appeal, Molesworth Street
Suburb: Thorndon
City: Wellington
Phone: 273902169
Email: occupy_capital@yahoo.co.nz

I would like to make an oral submission:
Yes

Oral submission phone:
0273902169

I am making this submission:
as an individual

Organisation name:

Do you believe it is appropriate to change the speed limit as indicated on the map?
No

If no, please provide your reasons and indicate your preferred option:
The plan will further constrain what has now evolved as a fatally dangerous public transport bus route and sidestep that the original purpose of the changes to roading was to speed up commuting – and the plan now to slow the route down further, blankly refuses to acknowledge public responsibility and administrative fault without any discussion on appropriately remedying the problem by switching to the Wakefield Street option which was finely time saving competitive with the Manners Street application, significantly wider and demonstrably less pedestrian heavy, offering as well a premium bus stop and acclimatisable sheltered area in Lower Cuba Street.

Any other comments you wish to make:
The matter of legal responsibility to the Public Spaces Bylaws to the

construction codes and as well central government's liability and responsibility to section 157 of the Local Government Act 2002 must be part of the consideration of the route changes.

012

DRAFT NORTH KUMUTOTO DESIGN BRIEF SUBMISSION FORM



To have your say:

- Please fill out this submission form and post it back to us by **5PM, MONDAY 5 NOVEMBER** (no stamp required) or
- Make a submission online in the 'Have your say' section at Wellington.govt.nz

Please phone 499 4444 for more information.

ENTER YOUR NAME AND CONTACT DETAILS

Mr / Mrs / Ms / Miss / Dr (Please circle which applies)

First name*	BERNARD	Last name*	O'SHAUGHNESSY
Street address*	1399 Daniell St		
Suburb	NEWTON	City	WELLINGTON
Phone/mobile	021.1888-289	Email	Bernardboss@yahoo.co.uk

Mandatory fields

note ↑ UK

I am making a submission As an individual On behalf of an organisation

Name of organisation

I would like to make an oral submission to the committee considering the proposal in November. Yes No

If yes, provide a phone number above so that a submission time can be arranged.

Please tick if you would like to be added to our mailing list, so you can receive information on developments in north Kumutoto

Please post information to me at the above address I would prefer to receive information by email.

Privacy statement: All feedback (including name and contact details) may be 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 Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

GIVE US YOUR VIEWS ON THE DRAFT DESIGN BRIEF

INCREASED AMOUNT OF PUBLIC SPACE IN NORTH KUMUTOTO

Site 8 is to be developed as public open space rather than being built on.

What are your views on this? What activities would you like to see here?

Just a simple grass area where bands / Music / Art can be held.

REDUCED SIZE OF POTENTIAL BUILDINGS IN THE AREA

New buildings on sites 9 and 10 will be of a scale that reduces their impact on the surrounding area. The building development envelopes are now:

- Site 10 (between the Whitmore Street gates and Shed 21) – 4 storeys (22m) with the building form reading as more than one building, and with a setback of at least 9m on the seaward side to allow for pedestrian movement and servicing
- Site 9 (south of the Whitmore Street gates alongside Customhouse Quay) – 4 storeys (19m) stepping down to 3 storeys (16m) on the south side.

What are your views on this aspect of the design brief?

Have no buildings at all.
When are Council OFFICERS AND COUNCILLORS

Do you think the reduced scale of the building envelopes is more in keeping with the surrounding area?

GONNA GET IT INTO YOUR HEADS THAT WE THE PUBLIC JUST WANT NO BUILDINGS ON THE waterfront.

BALANCING NEEDS

We see the need for a balance between public open space and new building development in north Kumutoto. At the moment the area is exposed to the elements and has little shelter available. The brief recognises that buildings can help to provide more sheltered, comfortable, higher-quality public spaces that attract people to the area.

To what extent do you think the principles outlined in the brief for open spaces and buildings (see sections 3 and 4 of the brief) reflect the desired balance?

NO - NO BUILDINGS

YOU DESTROYED MANNERS MALL - NOW YOU WANT TO STUFF UP THE WATERFRONT

FUNDING FOR PUBLIC SPACES AND OTHER IMPROVEMENTS

The Council has budgeted on the basis that the development and enhancement of public open space in this area (and other improvements such as wharf strengthening) will be funded from the commercial proceeds of new building development. This approach helps ensure affordability and reduces the impact on Wellington City ratepayers.

NO NEW BUILDINGS

What are your views on this approach?

This is a rouse or route.

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OTHER COMMENTS

Do you have any other comments or suggestions on the draft design brief?

You wasted \$11M on digging up Manners Mall yet still pedestrians. - you WASTED \$50 million on the Kibbourn Underused sports area that was built in great haste for the expensive boring Rugby world cup. All decisions over the waterfront SAY YOU HAVE GOT IT WRONG YET

Feel free to attach additional information.

you still want buildings there -

PLEASE RETURN YOUR FEEDBACK FORM AND ANY ADDITIONAL INFORMATION YOU WISH TO SUBMIT BY 5PM, MONDAY 5 NOVEMBER 2012. AFTER MADNESS!

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Absolutely
POSITIVELY
ME HEKE NI PŌNEKE
WELLINGTON CITY COUNCIL **Wellington**
PO Box 2199, Wellington, New Zealand

Carried by
NEW ZEALAND
26 OCT 12 610-11 1945
Free 

FreePost WCC
North Kumutoto Draft Design Brief (COCM02)
Wellington City Council
PO Box 2199
Wellington 6140

Submission to the WCC Lower Speed Limit for Part of the Golden Mile

Title: Mr
First Name: Tony
Surname: Randle
Street Address: 20 Truscott Avenue
Suburb: Johnsonville
City: Wellington
Phone: (27) 484 2622
Email: wellingtoncommuter@gmail.com
This submission is on behalf of the: Johnsonville Progressive Association (JPA)
Would you like to present your submission to the Committee considering the proposal? Yes.

Do you believe it is appropriate to change the speed limit as indicated on the map?

No.

If no, please provide your reasons and indicate your preferred option:

The JPA submits that reducing the speed limit on part of the Golden Mile from 30km/hour to 20km/hour will not significantly change either the likelihood or the impact of pedestrian accidents, especially if this change is made in isolation as in this proposal.

The JPA previously submitted in support of the WCC plan to convert the Manners Mall into a busway as part of an improved CBD public transport service and continues to actively support improved PT access to the CBD on behalf of Northern Suburb residents. Like the WCC, the JPA has also been surprised and disappointed with the poor pedestrian safety record of the WCC busway. It notes that the June 2006 bus lane implementation included a speed reduction from 50km/hour to 30km/hour . . . the streets should have been made safer as a result of the previous speed reduction but they are not. It is therefore **not** obvious that a further speed reduction will significantly improve safety levels.

The JPA believes the WCC urban and transport planners should formally acknowledge their original design for the Manners Street busway is unsafe. It is now apparent that the combination of narrowed streets, widened walkways and 2-way bus lanes does not deliver the safe environment required for such a busy, complex environment!

The WCC does not appear to have specifically examined the benefits of changing any of these elements. In particular, the WCC should consider moving the southbound bus back to Wakefield/Cuba Streets route that, by past experience, is proven to be a safer path through the CBD (northbound buses could continue to use Manners Street).

The WCC's own emphasis on widening pedestrian pavements at the expense of road width should also be reviewed. It is notable that the same 2-way bus route that is so unsafe in Manners Street has been proven to be much safer along the northern part of Lambton Quay and in Courtney Place (i.e. where the road is wider).

The JPA believes the best approach to fixing this problem is through good design, proper consultation and a real level of investment in public transport. Only then we will get both improved pedestrian and improved public transport service through Wellington's CBD. Restrictive rules are a win/lose approach that attempts to improve pedestrian safety at the expense of degraded public transport services.

Any other comments you wish to make:

The WCC long term strategy includes both improved public transport as well as increased densities of residents through the CBD area. This approach should be reviewed and if necessarily stopped until the high pedestrian accident rates along the golden mile have been reduced and this route is shown to be made safe.

It is also disappointing that this proposal does not appear to link to or be informed by the GWRC Bus Review that is also proposing major changes along this route. Even though the WCC is supposed to be a major partner in this and the longer term Spine Study, this proposed change still appears to be an isolated response instead of one of a coordinated series of responses to improve wellington PT services.

In the longer term, the WCC should also look towards the proven approach used in major cities to provide high capacity public transport through the CBD **and** a safe CBD for pedestrians. This is to separate the public transport corridor from streets by moving it underground. This is the approach used by Brisbane that has moved both it passenger rail and bus services to underground station across the CBD.

Unfortunately, the obvious place to examine this option, the Wellington Spine Study being lead by the GWRC in partnership with the WCC, has already eliminated examination of any underground options. They are only considering on-street bus and light rail options for higher capacity public transport that will not really separate pedestrians from PT vehicles and may even prove to increase the accident rates through the narrow part of the Golden Mile for which the 20km/hour speed restriction is proposed.

The JPA recommends the WCC ask that Spine Study include and report on an option for a bus tunnel under the proposed area of the 20km/hour section. Even having such a tunnel for north-bound buses would significantly improve safety (as surface buses would only be one way) and PT service capacity/reliability (as northbound buses would then also have a continuous dedicated bus corridor through which to operate). Even if a bus tunnel is too expensive, the real cost of this option should be well understood as part of the longer term selection of how we implement the major improvements to Wellington's core public transport service.

Suzannee Ludwig

From: Wellington Commuter [wellingtoncommuter@gmail.com]
Sent: Friday, 26 October 2012 5:45 p.m.
To: Safer Roads
Subject: JPA Submission on Lower Speed Limit for Part of the Golden Mile
Attachments: 121026 JPA Submission to the WCC Lower Speed Limit for Part of the Golden Mile.docx

Hi

Please find attached the submission from the Johnsonville Progressive Association on the "Lower Speed Limit for Part of the Golden Mile" Proposal.

Can you please confirm your receipt and acceptance of this submission by email ?

Sorry it is bit late :)

Cheers

Tony Randle
Chair - JPA
027 484 6266

