

Subm	First name	Last name	Organisation Name	Do you believe it is appropriate to reduce the speed limit as indicated on the map?			If no, please provide your reasons and indicate your preferred option	Any other comments you wish to make
				Yes	No	Uncl		
1	Gerard	Farry	Future Properties Group	1				Change the bus route so that there are less busses where pedestrians are walking.
2	Andrew	Killen	Killen Properties Limited			1	A bus hitting you at 20km/h causes as much damage as a bus at 30 km/h. How about a campaign to stop people texting, listening to headphones etc. Look where they're going! There's a novel idea I learnt from 2 yrs onwards.	
3	Brian	Alderson	Kiwi T-Shirts Ltd			1	The problem which needs to be rectified is having buses going along narrow pedestrian filled main streets. It is a silly idea. Lowering the speed limit will only give people more time to chance it crossing the road.	
4	Robyn	Clareburt	Man to Man	1			As we sit opposite Bond Street, we support the closing of it out into Willis Street. The number of accidents and close calls each day would end! We would like to see Bond St smartened up, maybe tiled and plantings.	
5	Hamish	Vance	Vance Vivian Ltd	1				
6	Ash	Wells	Capital Watch Services	1				
7	William	Porteous		1				
8	Fong	Leng		1				
9	Geraldine	McDonald		1				
10	Ken	Turner		1				1/ I support the proposal to close Bond Street at the intersection with Willis Street. 2/ I support the proposal to relocate the Bond Street taxi rank to Mercer Street, <u>provided that</u> adequate loading zone spaces are provided in Bond Street, so that there is good access to the Dominion Apartments for tradesmen and deliveries/furniture removals.
11	Chris	Wilkinson	Photo Plus Ltd	1			1/Speed Limit should reduce 2/Bus driver behaviour is also an issue/aggressive driving/accelerating through orange lights 3/Closing Bond Street is vital - too many accidents	Temporary barriers erected following pedestrian and bus incident have significantly impacted commercial performance for our business.
12	Jordan	Read				1	I believe the only way forward in this area is limited to no bus use. No traffic (motorists) in this area. <u>Proposal:</u> Train/Tram or light rail from the train station up the 'Golden Mile' to the end of Courtenay Place (before the Embassy). This will ensure correct travel times, and increase pedestrian safety in the 'Golden Mile.'	Buses are a very poor solution to public transport. It is necessary for Wellington to move forward and create pedestrian/light rail only zones. Lower the number of buses and bring in a light rail/subway/train/tram. Anything that is more efficient than buses.
13	Stuart & Susan	Fraser					Question: What is the midblock speed under the 30km/h speed limit? It would appear to me and my wife that the new traffic signals at Chews Lane are slowing down the buses and other traffic - have you recently measured the speeds at other midblock points?	Perhaps the answer is to put in some midblock pedestrian traffic signals on Manners Street and opposite the closure on Bond Street. We do not think that lowering an already low speed limit is the answer - consider using more signalised pedestrian crossings and some pedestrian fences - you will get a better result. Unfortunately, I shall be overseas so I won't be able to make a submission
14	Johan	Bosch				1	The proposal is based on faulty logic, unsubstantiated claims, and is likely to induce greater risk-taking by pedestrians. The underlying problems are 'jay-walking' pedestrians, errant cyclists, and narrow roads. These are not helped by frequent roadworks, which further constrict visibility and access. Effective education and <u>enforcement</u> of pedestrian and cyclist behaviour will (over time) provide a better solution. The Council should not 'punish' the majority because of the actions of a minority	

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15	Caitlin	Taylor	Brooker United Travel	1			
16	Daryl	McLaren		1		Extend 20kph to also: 1/Drinking district Hunter/Grey Streets 2/Shop arcade district Hunter/Featherston Streets 3/Walking District Grey/Queens Wharf access	
17	Glenice	Houghton		1			
18	Jian	Brodie		1			
19	Bernard	O'Shaughnessy		1		a/ I suggest again speed limit in all of Wellington be 40km, 20 in CBD and pass all schools and hospitals. b/The injury to pedestrians in the CBD has been caused by 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.	YES: Bring back Manners Mall. 1) We didn't have the injury and deaths when Manners Mall was in place. 2) Have light rail along the waterfront.
20	Richard	Perham	Perham Pharmacy Ltd	1			
21	Alexander	Chang		1			
22	Fiona	Heron			1	In Willis St area 30km seems satisfactory and the new pedestrian crossing has changed pedestrian behaviour as there is less jay walking	
23	Mark	Dunajtschik	Lambton Quay Properties Nomene Ltd		1	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.	
24	Mark	Dunajtschik			1	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.	

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25	Mark & Jan	Dowland		1			As a resident with vehicular access from Bond St to our apartment in the Dominion Building we strongly support closing Bond St at the Willis St interesection and moving to taxi stand. At busy times taxis are double parked which exacerbates difficulties in moving from Bond to Willis. That intersection in itself restricts traffic flows because 1. It is tight 2. It is confused - the formation of the road does not make clear whether pedestrians or vehicles have the right of way. 3. Exgres from Bond to Willis St is cluttered and dangerous with these opposing traffic lanes, vehicles stopping for the lights in Willis and pedestrians thinking they are on a foot path.
26	Helen	Chambers		1			
27	Miaw-Yeou	Yeh		1			
28	Martyn	Robey			1		1. Slowing traffic in the Central City will only add to congestion and confusion. 2. Mixed speed limits in adjoining streets simply will not be observed. 3. Slowing traffic will make pedestrians even more complacent than they already are, encouraging further jay-walking and adding to the danger - not diminishing it. 4. By discouraging private cars in this area the Council has given the public the false impression that this largely a pedestrian zone ie. the wideness of the footpaths and the narrowness of the streets. 4. The solution is to decide whether this is a fully pedestrianised area - or not. If not, then the streets should be returned to their original width with cars, buses and motorcycles sharing the roadway. 5. This current experiment in traffic engineering has proved to be an utter failure - and a fatal one at that.
29	Adam	Harrison			1		Work in city on Willis and constantly see stupid pedestrians walking out in front of cars/buses. Its only Wellington people!! Melbourne and Sydney have way faster/bigger streets yet I see people waiting at crossings. Instant fines help!! Not slowing down couriers/buses because of stupid people!!!
30	Robb	Morison			1		I actually think a lower speed limit will result in more accidents, with slower speed people will take more risks to cross the road 'It's going so slow of course I can make that gap'
31	Markus	Lang			1		Hi - I totally disagree lowering the speed limit to 20 km/hr. That's just too slow! My preferrred limit is 40km/hr. May I suggest if 40km/hr is not introduced that you trial 29km/hr limit please. 20 km/hr is way too slow! You should try driving 20 km/hr when traffic is light.
32	Bruce	Cairns	Prime Hotels St George Limited	1			
33	Philippa	Lindsay	Mr Bun Café	1			
34	Hector	Jarin		1			To protect the 'walking' public from reckless drivers.
35	Howard	Tong		1			Good move!
36	Paul	De Bernardo			1		The speed limit is already low enough. Pedestrians need to take more care. Irrespective of the speed limit, it is not possible to prevent accidents to in attentive joggers, cyclists and pedestrians. - Especially those distracted by mobile phones and other head phones
37	Scott	Bellingham			1		Lowering the speed limit will not reduce jay-walking and the large number of ignorant pedestrians that cross the road with blatant disregard to traffic and/or traffic signals.
38	Chuan Ellen	Yang		1			No.

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39	Michael	Burt			1	I live in the Wellington/Hutt Valley for 23+ years. Please do not lower the speed limit to 20 km/h - try travelling at that speed in light traffic it's a joke - sure lower to 40 km/h - <u>but</u> not 20 km/h - drivers will end up taking risks - overtaking in area at a high speed etc for example the risk factor will increase.	I will be interested in hearing the full outcome and decision by WCC on this - please let me know
40	Maree	Libeau		1		I think that it is extremely important that the speed limit is as low as can possibly be allowed.	
41	Denny	Viatos	Viatos Ltd		1	Our view on lowering the speed limit to 20km/h along the Golden Mile is unnecessary and unreasonable. The current speed limit of 30km/h is adequate but we find motorists and especially buses ignoring the limit. It is not being policed effectively. If all traffic drove 30km/h there would be no problem. It is time pedestrians took responsibility for their safety, common sense should prevail. Lowering the speed limit further deters people coming into the city and would lead to the death of the CBD. Businesses are already vacating the city as it is too inconvenient for their customers to get to them - hence they go elsewhere!	
42	Stephen	Mackle			1	The opening introduction from the CRS Report item 2 - ROUTE WIDE ISSUES. First Sentence. 'The Golden Mile route is defined by its walkability and attractiveness as a pedestrian shopping and activity route.' Straight away you notice something in this sentence. This could be a description for a mall. Cars etc do not fit this definition therefore. If this is what the Planning City fathers foresaw then traffic management didn't get the message. Develop traffic routes away from the mile. Introduce a service and utilities lane only.	
43	Jim & Mercina	Viatos	J & M Viatos		1	In our view, lowering the speed limit to 20km/h along the Golden Mile is unreasonable and unnecessary. The current speed limit of 30km/h is adequate but motorists are ignoring the limit and it is not being policed effectively. If all traffic especially buses drove at 30km/h there would be no problems. Furthermore, it is time pedestrians took responsibility for their own safety. It seems no matter what Council does, there will always be those who do not use common sense when walking. A lower speed limit would further deter people from coming into the city and would lead to the death of the Wellington CBD (albeit a slow one). As it is businesses are already vacating the city as it is too inconvenient for their customers to get to them!	
44	Laurence	Zwimpfer		1			
45	Mark	Vickers	Macpac Retail Store	1		It would also be good to see Red Light Cameras installed to stop the buses and other vehicles who are currently driving through red lights.	
46	Carla	Tizzoni			1	The road is for vehicles, therefore it is the pedestrians responsibility to make sure when it's safe to cross the road! It was a good idea when it went from 50k to 30k any lower is ridiculous! The solution is simple! I travel on buses regularly and I sit in the front seat with full view of the road and the drivers have to deal with people darting out on to the road!	
47	Ian	Apperley		1			

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48	Dave	Shallcrass		1			I think barriers should be put in. At the moment the definition between road and footpath is blurred, particularly beside the old bank building and Manners St. Also the roads are very narrow (especially Willis) leaving little margin for error. Thanks	
49	Bryan	Pope			1		The existing 30 km/h speed limit is fine as is. The issue here is poor pedestrian behaviour not motor vehicle speed. Reducing the speed limit further just encourages the morons who wander out into traffic without looking.	Taken to the extreme the only 'safe' speed is zero. Any speed limit is a compromise between safety and transport needs. Safety can be addressed other ways but transport can not be continually slowed down or it ceases to be transport.
50	Helen	Matias		1				Also to remove Buses altogether from Manners Street, Willis Street and Lambton Quay altogether as in all capital cities no buses run in the arterial routes of the city, Pleas put speed cameras in Oriental Bay.
51	Ross	Browne			1		Current speed restrictions are regularly ignored, particularly by busses. It would be more appropriate to actively police the existing restrictions, perhaps by introduction of a low-threshold fixed speed camera, before the speed limit is reduced further.	Given that busses appear to be causing the largest number of casualties, and anecdotally busses exceed the 30kmh regularly, the GPS-enabled buses should have their speed monitored remotely so appropriate penalty clauses for non-compliance can be incorporated into their funding agreement.
52	Cameron	Ransfield		1				
53	Allan	Scadden			1		Because the change is silly. Getting through town is already tough with traffic and as a public transport commuter this will drastically increase the amount of time it takes to get from "a" to "b".. I'd rather see the council focus their efforts in improving wellingtons public transport, making it more reliable for users.	If you want people to stay safe when travelling through the city then please by all mean educate them in safety. Make it as clear and simple as possible. If someone walks out on the road and gets hit by a car then it's their fault. Focus your efforts in improving public transport and making it more affordable for students as well as more reliable. I'm stick of waiting an hour for my bus to arrive only to have it get to my destination an hour late. Bloody pathetic..
54	Sarah	Bramwell			1		The speed limit is fine at the current level 30km. There is no reason to change it - pedestrians need to use the crossings and the buses need to travel at a reasonable speed to ensure an efficient transport system.	Do not lower the speed limit
55	Dirk	Naish			1		The speed limit is already low enough - what next, do you want to have a man walking in front of the bus with a red flag!. the safety issue has been created by the lack of seperation from the footpath and the live traffic lane. When there were car parks along the side of the road, pedestrians knew when they were crossing the road, that they were stepping out into traffic and needed to be aware.	The traffic lane is now so confined that as a cyclist it is impossible to be on the road, no room for passing, need to ride fast to keep ahead of the bus.

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56	Brigid	McArthur			1	If no, please provide your reasons and indicate your preferred option The issue here is not vehicles, but pedestrians. To impose an even lower speedlimit than the existing one will unreasonably slow down traffic and add to congestion and frustration. Wellingtonians are notorious jaywalkers. It would be more sensible to do a combination of three things: - pass a WCC by-law that makes crossing other than at a pedestrian crossing/green sign illegal, and actively enforce this by-law with instant fines; - install more pedestrian crossings, with or without lights; and - erect more permanent fencing or structures that impede jaywalking. The result would be that pedestrians learn to take responsibility for their own actions, and the fencing/structures would save them from themselves. Installation of more pedestrian crossings would deter some vehicles from coming through these routes.	
57	Colin	Matcham		1			
58	Chris	Simpson			1	Lowering the speed limit to 20 km/h will result in drivers watching their speedometers, not the road. This poses a danger to other road users. Also pedestrians will become even more complacent expecting the slower traffic to stop, so will be even more likely to step out in front of vehicles.	Leave the speed limit at 30 km/h and place more bollards along the edge of the footpath to better define the transition between pedestrian area and vehicle area.
59	Julian	Smith			1	The speed is not the problem. The issues are: pedestrians being unable/unwilling to keep their feet on the footpaths, pedestrians seemingly being unable to look both ways, insufficient space on the carriageway between the footpath and the moving buses (for pedestrians to recover from "whoopsies") and not enough traffic (so pedestrians forget it's a road). It's already tortuous as a bus passenger having to travel no faster than 30kmh through this area without making it worse. Dropping the speed to 20kmh will not prevent pedestrians jumping under buses, in fact they may think there is longer to get over due to the lower speed, and a bus at 20kmh is still dangerous. Perhaps you should move some of the pedestrians or some of the buses to different routes	
60	Matthew	Hargreaves			1	Leave at 30km/h. If there are problems with pedestrian safety, then educate the pedestrians to cross roads properly and provide adequate crossings. 20km/h is too slow.	
61	Ken	Ho			1	30kph is the right speed to ensure buses and other vehicles move through the CBD at a brisk pace.	20kph is a knee-jerk reaction to pedestrians who are too preoccupied with themselves to be considerate.

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62	Peter	Christiansen			1	<p>If no, please provide your reasons and indicate your preferred option</p> <p>I was a professional driver with Jets Transport and drove a 25 tonne truck for them for a couple of years doing deliveries including in the Wellington CBD. The issue is not one of traffic but one of a complete failure of some people to take responsibility for their actions, and you are encouraging it. It is the responsibility of the driver to avoid accidents and keep within the road rules. It is also the responsibility of the pedestrians to NOT put themselves at risk of being hit by a car, truck, bus or motorcycle. This seems lost on them. "Stop, Look, Live". "Look left, look right, look left again, if safe proceed". How hard is that? We teach it to our kids so as adults we should remember and do it. My submission has 3 options (and they are in order of preference) 1/ Leave well enough alone and stay with 30kmph. 2/ If you wish to lower the speed limit then either make the area vehicle free, or 3/ Put up 2m high fences along the side of the street with gates at the intersections. Have the gates operated in unison with the lights and raise the speed limit to 50kmph again. Treat them like cheaps!</p>	A smart man named Buddha once said "When walking, walk". This means when walking concentrate on what you are doing, not the song, the txt or anything else. Multitasking and traffic don't mix.
63	Stephen	Davis		1			I support lowering the speed limit as indicated on the map. I also think the Central City and Te Aro should in general have speed limits of 30 or 40 km/h, except the few main arterials. Residential streets across the whole city should also be 40 or lower. In the long run, I'd prefer completely pedestrianising Willis St north of Manners, and Lambton Quay south of Whitmore. Busses could run in both directions along Featherston, Hunter and Victoria Streets, in dedicated bus lanes. Pedestrian safety, and our streets being pleasant and welcoming places to be, are far more important than a few hoons getting to the next red light two seconds faster. This hasn't been the philosophy of traffic engineers in the last century, but it should be in the next.
64	Clare	Woodford		1			
65	Guido	Seevens			1	I do not believe the issue lies with the drivers along these roads. the issue lies with the pedestrians. Even if the speed limit was reduced to 10km/h we would still have people being run over. I would rather see the money being spent on an advertising campaign and having parking wardens and your city walkers point out to people who cross without looking the error in their ways	
66	Shar	Miles			1	Lowering the speed limit will make the twits who think running in front of a bus feel even more safe, and even more surprised when they are hit by one. The impact of a bus on human flesh at 20Kmh isn't that much different from 30Kmh, so I say put the speed limit up. Then these pratts will see a large, yellow, speeding object and hopefully leap back onto the footpath. Poor bus drivers.	I feel sorry for the bus drivers having to put up with all these stupid people throwing themselves in front of a moving vehicle. For goodness sake, it's a ROAD! No matter what direction the traffic used to flow, it's still a ROAD for use by large, hard, moving objects which hurt when they collide with a body. Sheesh.
67	Zach	Andrew			1	Changing the speed limit as indicated is taking it too far. Keep it at 30km/h. Expecting drivers to respect this speed limit is naive, moreover it is just another opportunity for revenue gathering through speeding tickets. 30km/h is slow enough and I highly doubt reducing it to 20 would make a significant impact on the number of accidents which occur in the area.	

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68	Laura	Aguero			1	Speed limit is already low. The problem is pedestrians cross where they are not supposed to.	You should consider fining pedestrians who cross the road out of the crossing area. You should consider make biking safer. There is no bile line in this road and bus lane is not for bikes.
69	Jarrad	Richter			1	I believe that 30 km/h is more than slow enough for what is not a particularly dangerous stretch of road. The purpose of speed limits should be to ensure that drivers are able to safely navigate an area without generating an undue danger to other road users. The speed limit should not be set so as to legitimise the unsafe behaviours of pedestrians, and doing so is an ultra vires use of the council's authority. The council should be focussed on addressing the root cause of accidents, such as timing of pedestrian crossings and aligning the bus lanes (for example, by making use of the centre gardens as bus stops in a similar manner to tram stations. Restricting the speed of traffic further will simply exacerbate the bottlenecks which occur on the stretch of road and disincentivise travel to the shopping areas along the golden mile.	
70	Ian	Vanstone		1			I appreciate that we have few options for vehicle routes through the city but I'd not only like to see the speed limit lowered but also for consideration of more shared spaces and/or pedestrian zones.
71	Maria	van der Meel	the City is Ours Inc.		1	Respectfully wait for the Coroners report we know the bus lanes are too narrow in Willis street, our preference still is to pedestrianize the Golden Mile starting in the middle of Manners Street.	Please sign the E-petition <a href="http://www.wellington.govt.nz/haveyoursay/e-petitions/ep/details/192">http://www.wellington.govt.nz/haveyoursay/e-petitions/ep/details/192</a>
72	Wayne	Pincott			1	I would like the Council to first try addressing what appears to be the core problem - growing pedestrian inattention, due to growth in personal distractions such as iPods and smartphones. This could, I believe be addressed by 'forcing' pedestrians into attention mode through use of barrier chains at a height of approx 0.6 - 1 m - not so high that they can't be stepped over, but high enough to force pedestrians out of their alternative reality, and to attend to their physical safety. Only if this measure fails to achieve the desired change should we adopt still slower speeds, which are declining inexorably to the point where we shall require a man with a red flag to precede all moving vehicles!	
73	Fred	Wotton			1	Reducing the speed limit will not stop accidents - all it will do is reduce the severity of some injuries. Anything less than 30kph and it will be quicker to walk. A 20kph speed limit will lengthen the time taken by all buses travelling through the golden mile.	A noise attachment be on the front of all buses and switched on by the driver when when entering the proposed 20kph route. Somehow make the front of buses more visible - i.e. brighter colour.
74	David	Thorp			1	Reducing the speed to 20Km/h can only be a stop gap measure. Even at 20Km/h, pedestrians will be injured when they carelessly intrude into the way of road traffic. The remedy should anticipate the requirements of the long term public transport model being considered for the cbd: light rail or bus. A speed limit of not less than 40Km/h would likely require a physical barrier to separate road traffic from pedestrians. A barrier, designed to harmonise with the streetscape, should be installed now to keep pedestrians off the road.	



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75	Conrad	Bullock			1		I strongly feel that the central city zone is slow enough already. The current speed limit and single lane for much of the zone already slows busses substantially, and this would make it even slower and less attractive to use public transport.. In addition this change will make it even less desirable for shoppers to come into town by car at the weekends, and given poor frequency of buses at the weekend will encourage people to go further afield. For those that need to come into town by car for work, this will exacerbate the congestion and poor traffic flow already hitting alternative routes that were affected by the <i>bypass changes</i> .	The changes already made (reduced speed, increased number of crossings, barriers everywhere, more signage) have substantially reduced the street appeal of the city and apparently have not stopped people stepping out into traffic without looking. Please don't make things even worse.
76	Ana Maea Chitara	Whangapirit a			1		Buses already crawl along the Golden Mile at reduced speed and it makes little difference. The only way to prevent people walking out in front of them is to put in permanent barriers as well as education. Lowering the speed limit is only making people more complacent about their chances to cross when conciously checking the street, which develops into thinking about their actions less.	As a public transport user I feel you are pressuring us and the busses further. The council is raising the bus fares again, and the slower limits may change the bus timetables. So either the buses will get later and less efficient or you will need to lay on increased buses, which is unlikely when considering the council's earlier attempt to cut bus numbers through the centre of town. More expensive AND slower, or more expensive and increased congestion? We've already lost the Snapper fare transfers when moving from bus to bus. Truly, the council's attempts to change the bus system increases the likelihood of our switching back to cars as the benefit of bussing is getting chipped away.
77	Richard	Jackson			1		The present speed limit is fine. slowing it further will simply see more stupid people wandering across the road where ever they feel like it. Putting it back up to 50km/h would at least make people stay off the road. Or fine them for j-walking in the problem areas. Busses already go painfully slow. it takes just as long to get from Waterloo in Lower Hutt to Wellington station by train as it does to get from the basin reserve to the train station. Stupid, stupid stupid.	
78	Dave	Robinson			1		How about you make the traffic lights more pedestrian friendly. If you didn't have to wait ages and wait while there was no traffic people wouldn't need to jay walk, easy as that. Make it more pedestrian friendly during rush hour and lunch time there are far more people on foot than in cars so the crossing should favour that.	Remember a guy called Darwin and evolution. It is the survival of the fittest and weeded out people who have low situational awareness
79	Nigel	Brunsdon			1		The current maximum speed is low enough already. Many cars will struggle to maintain a steady 20kph and will instead perform a bunny-hop motion. If idiots are going to cross the road without looking then they deserve what's coming.	When you reduce it to 20kph and another 5 idiots get hit what will you do? Reduce the limit to 10kph??? Its about time that the pedestrians took some personal responsibility instead of blaming the vehicles. Have any vehicles found to have been at fault in any of these incidents? If so, it will be tiny proportion. I often walk the stret and see idiots step out without looking. They ignore the safety routine we were taught at school to look right, look left and then right again BEFORE stepping out.
80	Jeetan	Parbhu			1		It will only encourage more people to jaywalk. Leave it as it is please.	How are you going to monitor cyclists? They are just as bad as motorists and think they own the road!

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81	Darren	Stafford			1	What you need to do is change the behaviour of pedestrians, not continue to indulge them wishing to break the law and act stupidly. So many times, people fail to use crossings or cross against the lights, and there will still be injuries and/or death - if not here, then in other intersections and crossings. What this plan admits is that it is OK to keep breaking the law, and others must change their actions to allow them to keep doing it. What you need is just like in Melbourne where Police stand and ping pedestrians for jaywalking. Over there, there are many dumb people that still decide that they will jaywalk when a policeman is standing next to them. Once you start fining people, they change their behaviour pretty quickly. Make it a fortnightly blitz, and you will soon find that behaviours change.	As both a driver and pedestrian, it amazes me that you would have really dumb people that put themselves and their children at risk daily. Often I see people run onto the road against the lights, then whilst on the road, slow down and make cars adjust their behaviour. If a car uses their horn to warn of the danger, then people either stop, give them the finger or shout abuse. Really ? What has the world become when we allow buffoons like this to dictate how cars should travel on roads. It won't just be here, it will extend out further to other parts of the city, and move Wellington further away from being the coolest little capital.
82	Keila	Moon		1			Even though the speed limit is currently 30, some buses tend to speed due to impatience, heavy traffic & being behind schedule etc. I think bringing down the speed limits, specially during the peak times of the day 7am-6pm would be a good idea.
83	James	Archibald		1			Safety of pedestrians along Wellingtons premiere shopping area should be of paramount importance.
84	Tim	Rees			1	Lowering the speed limit in isolation, whilst cheap, is not the answer - PLEASE look at what other treatments should be done. Have a look at Swanston Street in Melbourne to see what we achieved there!	
85	David	Derby			1	its the dsign of the street not the speed of the vehicles	Its the only part of the centre of town with trafaic one way each way without a pedestrian mediam strip. If we have to have buses in manners mau! we need to have a safe zone midway, which will remind walkers how the traffic flows
86	Andrea	Brooking			1	I think the Council have done enough to reduce the risk and it's time for pedestrians to take ownership of their behaviour. The extra crossing on Willis Street has definitely reduced crossings in a vulnerable spot. I confess to jay walking but I am hyper aware and I would rather assume the traffic is moving at 'normal' speed and be cautious. I think the reduced speed limit will only encourage risk taking by some pedestrians.	As a rule I oppose zoned speed limits. I think it encourages risk taking by pedestrians who are aware of the limit and are confusing for drivers due to the RIDICULOUS number of signage they are bombarded with - by the time you've registered all the driving signs - you've probably missed the kid on the tricycle. Norway have one of the lowest car vs pedestrian rates and also has minimal road signage due to the reduced visibility in the Winter months - they are just expected to follow the basic rules and be mindful. Wellington roads are SO heavily signed that expectations on drivers is contradictorily low.

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87	Mark	Leckie			1		Changing the speed limit will encourage pedestrians to take more risks and further impede traffic flows (we've all seen motorists who have to give way to the mob mentality crossing at the Taranaki St lights) If you reduce the risk of serious personal injury people will be more comfortable taking a risk as the potential for it going bad for them is less. You'll still get the tuned out people stepping in front of traffic regardless of the speed limit. Perhaps a better idea is to put up chain link 'ropes' and (and I hate to suggest it) have one of those horrible cobble style speed bumps between breaks in the chain rope barrier, kind of like a raised un-official crossing. I'd suggest 20-30m lengths of the barrier, this should force pedestrians to wait - sometimes in the mob mentality there are smart people who value their personal safety, the tuned out people would more than likely take the sheep approach and not cross if there's someone else standing there. Maybe try the barriers without the cobble style speed bumps initially, try the barriers for a significant period of time before adding another set of speed bumps	
88	Michael	Calderwood			1		Lowering the speed limit would further encourage the irresponsible attitude to road safety displayed by many pedestrians in the inner city - jaywalking, not using crossings, talking on mobile phones, listening to ipods etc as they move around. A better idea would be to remind us all that roads are for traffic, footpaths are for pedestrians and that we need to take more care and responsibility for our actions, ie spend a bit more on education and less on restricting traffic into and around Wellington. Regional shopping malls are already looking increasingly attractive to many!	
89	Geraldine	McCormick		1				
90	Lance	Collier		1				
91	Jeremy	Rose		1			I suspect a time/speed analysis would show very little impact on the overall time - as buses presently spend very little time at the maximum speed.	
91a	Jeremy	Rose		1			Apologies - this is my second attempt. I'd like to add that I think the whole golden mile should be opened up to cyclists. I think this would make the road safer, provide an incentive for people to ride bicycles and generally make it a nicer place to be.	

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92	Hugo	Rusbridge			1	<p>1) If , as your notes (on the page at left) say, "(the proposed limit) is "in line with the speed that many motorists and buses already travel", and "It is not expected to affect bus journey times", they why do it? It couldn't be that you want to be "seen to be doing something", could it?</p> <p>2) If it <u>does</u> increase bus journey times, this negates most of the justification for spending \$11 million on the Manners Street busway - which was to reduce bus journey times! 3) If time saving and transport efficiencies don't matter, and if safety is an absolute, why not require every motor vehicle to be preceded by a pedestrian carrying a red flag? (As they did in England some 115 years ago).</p>	There's nothing wrong with the roads, or the Manners Street busway, or the buses or other vehicles, or with the drivers. The problem is the pedestrians who walk out in front of them. My "preferred option" is to leave the speed limits alone, and put more emphasis on public education - "cross at the lights, and look before you step out."
93	Karen	Skews			1	<p>I feel it is about time that we start making people responsible for their own actions. As a child I was taught to look right, look left, look right again before I crossed the street - those days cars travelled at the excepted National Speed Limited and in both directions. Now cars travel in one direction and lower speeds than the National Speed Limited due to the restricted flow of traffic in our city and yet still people manage to get hit. This is purely on themselves for not crossing where they should and more specifically not paying attention to traffic movement as they cross the street. Wellington City Council should stop making rules to suit a few less than responsible citizens</p>	
94	Chris	Jack			1	<p>If no, please provide your reasons and indicate your preferred option: 30km is slow enough! People need to watch were they are walking and also not to jaywalk.</p> <p>People say its the speed or motorists that cause the accidents. It is really the stupid people who cross the road where they want to and don't even look for traffic.</p> <p>We need to start taking responsibility for our own actions and stop blaming others when someone gets hurt.</p> <p>From what I have read, not one single death/injury has been the fault of the driver but the fault of the person who was injured.</p>	
95	Bonnie	Riley			1	<p>It is pointless to reduce the speed limit to 20km/h. Pedestrians will still jaywalk and it will completely defeat the purpose of creating the new bus lane in the first place - to save time. At this rate it will take longer to get anywhere on the bus just because of a number of people who refuse to follow laws or rules put in place for their own safety.</p>	
96	William	Simmers			1	<p>30km/h is more than slow enough for normal traffic</p>	If you want to make a real change lower the speed limit for busses to 30km/h on willis and manners
97	Natasha	Carlisle			1	<p>The speed limit has already been lowered in these areas and incidents still happen, keep the speed limit at 30kph. The council needs to crack down on jay walkers, issue instant fines to people who are crossing the road against the signals. Start an advertising campaign to promote the dangers, since some people seem to lack any common sense.</p>	
98	Ben	Rainey			1	<p>Pedestrian complacency</p>	

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99	Nigel	Woolf		1			Ideally there shouldn't be any motor vehicles in the streets in question but if we must have them, slowing them down is the sensible thing to do. I would also suggest the addition of speed bumps (or other obstacles) to ensure vehicles are forced to slow down. The new pedestrian crossing with traffic lights in Willis Street has proven to be very effective at slowing down the buses in Willis Street and ensuring pedestrians cross the road safely. Perhaps we need more of these too.
100	Susan	Ferris			1	I do not believe lowering the speed limit to 20km/hr will stop pedestrians jay-walking to cross the road, if anything, it will encourage them to do so with the false sense that they have more time to cross between the approaching vehicles. What is required to improve pedestrian safety is barriers along the most dangerous parts, so that pedestrians are forced to use the lights and/or pedestrian crossings to cross, where the approaching traffic has stopped at a Red light. With increased use of such 'safe crossing' areas, vehicles will quickly become aware that the lights/pedestrian crossings are high-use areas, and be prepared to stop. This could be reinforced by a 'blitz' by police (either infringement ticketing or warning) on vehicles accelerating through Orange lights, rather than stopping.	I drive my motor scooter along part of this route every day and am constantly experiencing pedestrians crossing in front of me - they simply don't seem to even see me! I frequently cross Lambton Quay, Willis Street and Manners Street at lunchtimes and use the lights to cross safely (as I'm worried I will accidentally step out in front of a bus approaching from the other direction to that in which I'm looking! - now that the bus lanes/directions have changed in recent times.)
101	Raquel	Graham		1			I have seen close calls with people almost hit by a bus. Scary stuff.
102	Mark	White			1	Why should my bus have to run even later through the city just because so many Wellingtonians forgot to teach their children (and themselves) how to cross the road properly? Let Darwinism weed out those that can't follow simple road rules and put the speed limit back to 50km/h!!!	
103	Sylviane	Lebon		1			Wellington should be a lot more pedestrian friendly with larger footpath and where possible no vehicle traffic at all. Buses should possibly not run through Willis St or Manners St but instead use Victoria St and the previous route. Traffic light should react a lot faster to pedestrian requests for crossing (and not make pedestrian wait for the next cycle then grant them just enough time to reach the middle of the road before turning red). Also there should be more options to park cars on the outskirts of the golden mile that do not cost an arm and a leg to entice people to walk instead of using cars, limiting the choice between either up to 2h prepay or the commercial car parks (where I had to pay \$30 for 2.5h parking yesterday, to volunteer for charity!), means that most people will be tempted to park their car for short periods and move it as they do things in different parts of the centre instead of parking it and doing everything on foot. You need to create an integrated plan, not just tiny little measures on an ad hoc basis

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104	Ngie	Tang					Even if you turn the whole of Wellington CBD into pedestrains only area, you will still get injuries to predestrains! Better to outlaw inattentive pedestrains, pedestrains who listen to music with earphones and post your zealous parking-cum-pedestrian wardens art every street corner. Reducing speed to 20km/h won't prevent pedestrains getting hit by slow moving behemoths, viz. your buses!!!
105	Karen	Kingston			1	<b>NB- quite a detailed response - see printed email</b>	
106	Christopher	Stokes			1	A large part of the problem identified recently is that pedestrians believe themselves capable of ducking through traffic. Reducing the speed will only make them even more likely to do so. Would prefer to see better enforcement of jaywalking provisions	Has it really been that much of a problem especially when the problem has been created by carelessness upon the part of the perpetrators?
107	John	Pearce			1	movement at 30k is satisfactory. 20k brings further frustration and provokes irrational action. Safety is primarily attitudinal not just a function of 30-50k	A pathetic unthinking knee-jerk action that is NOT a solution. A few more well communicated/staged accidents would quickly change attitudes and behaviour.
108	Joanthan	Meikle			1	i have noticed the 30km/hr zones in courtney place , aro valley and although many slow somewhat i fail to see how it is advantageous lowering it further when there is always a percentage that take little notice of the limits. residential zones on hilly area need the 30km/hr zones but policing is often difficult and expensive to enforce.	
109	Jene	du Plooy			1		
110	Tuffy	Schott			1		
111	Liam	Drew			1	Leave as is. You state in your proposal that it will have no effect during high volume times as traffic already travels at these speeds during the day, so the only effect will be to force traffic to crawl through this area at night or risk a speeding fine.	Busses are big and yellow, stepping out in front of them is a stupid thing to do, and this proposal is not going to reinforce that understanding, but undermine it by sending the message that it's the bus's fault for being on the road in the first place. I am a regular cyclist and walker in the wellington CBD, I rarely use a motorised vehicle there, so this is not some 'I have rights too, damn the pedestrians' rant, it's about the fact that vehicles are already segregated from pedestrians, and it's about time that pedestrians actually took the same level of repsonibility as I do when crossing the street, TO ENSURE THAT IT IS CLEAR.
112	Richard	Mercier			1	Daily observation indicates to me that the major problems are i) pedestrian behaviour, ii) pedestrian proximity to buses. Reducing the speed limit would have no impact on either of these. At busy times the road is already sluggish, slow, stop/start. At quieter times there is no obvious need to travel below 30 km/hr.	
113	Tony	Lovrich			1		
114	Susanna	Stevenson			1		Definitely support keeping the speed down and making it a more pedestrian friendly area. Southern Lambton Quay works because it is narrow, but Willis etc are very unfriendly, car dominated areas.Many cars and esp buses are always exceeding 30km limit so by lowering to 20km they will be kept under 30atleast!

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115	Roger	Walker		1				Can the trolley and diesel buses have speed governors fitted? ( which can be turned off, outside the limits )
116	Tony	Skews			1		There is nothing wrong with the current 50kph speed limit. Most of the time it isn't possible to actually travel at 50kph but to limit the speed to 30kph at all times is totally unnecessary.	
117	Emily	Tutaki			1		I think pedestrians should take more responsibility for crossing the street. There are now plenty of lights to cross at along Willis and Manners Street.	
118	Kerry	Wood			1		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.	
119	Paul	Butler		1				
120	Matthew	Oliver		1				
121	Yixiang	Liao		1				
122	Robert	Wimsett			1		If 20km/h is already "in line with the speed that many motorists and buses already travel" then changing the speed limit is just a waste of time and money, given the goal has already been achieved. It is difficult for vehicles to even get up to 30km/h during a lot of time periods, so on the occasions that they are able to it makes a welcome change. Congestion will increase, which is a negative. Congestion is already fairly bad on this area of road. Pedestrians shouldn't be in the middle of the road to begin with (except at signposted pedestrian crossings etc) in a high density area, so the focus on reducing harm to pedestrians should be focusing on altering the behaviour of pedestrians not of ordinary, rule abiding road users. My preferred option is to keep the speed limits at 30km/h.	
123	Tina	Wood			1		I don't really think it would make a difference in reducing the accidents.	
124	Geoffrey	Leech			1		1. Reducing speed limits just makes pedestrians more complacent - it will not improve pedestrian safety 2. The observation has already been made that most vehicles now travel through those streets at around 20kmh. How can putting a law around the reality change safety? 3. Many motor vehicles do not have speedometers that can accurately measure or display speeds as low as 20kmh 4. Can such a low speed limit be effectively policed and enforced? If not then it is a pointless change	Pedestrian barriers may be the best way to improve pedestrian safety

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125	Jeffrey	Bell			1		Road rules are common knowledge and common sense. We are taught at the earliest age of comprehension that you look both ways when crossing the road. Look right, look left, look right again. It's simple. Yet for some reason the rightful users of the golden mile roads (vehicles) are going to be punished because of people's idiocy and laziness. The problem isn't the vehicles it is the pedestrians that choose to ignore the rules. So why penalise the drivers when the root problem needs to be addressed? It needs to be harder to jaywalk or there needs to be some sort disincentive that is going to make pedestrians think twice.
126	Jesse	Finn			1		The reason so many people are injured on this stretch of road is because they do not follow the rules. They walk out onto the road without a second thought. Here's an idea, station a few police officers up and down the Golden Mile for a couple of weeks and hand out tickets to every single jay walker. Don't put additional strain on an already lethargic bus service by lowering the speed limit.
127	Don	Mackie			1		This is getting to a ridiculous situation where the answer to Road safety by Authorities seems to be to reduce the speed limit, yet again. There has to be some accountability with pedestrians. Why penalise motor vehicles for poor inattention from pedestrians. What next, back to 1910 with someone walking in front of the vehicle with a red flag. Please get into the Modern age and do not penalize Motor vehicle drivers for poor Pedestrian behaviour. To rectify this would be for a Pedestrian Education campaign, their life is in there own hands.
128	Jared	Mulinder		1			roads are for cars : Pedestrians need to WISE UP
129	Hamish	Forbes			1		The issue isn't the vehicles. Knee high barriers or jay-walking fines are more appropriate here. Also, wasn't millions of dollars just spent in order to speed up public transport?
130	Anastasia	Morris			1		Because the speed limit is low enough and it isn't the drivers' faults that people are too lazy to wait for the lights and j-walk DON'T DO IT
131	Sarah & David	Webb			1		We have lived in Willis Street, in the section between Mercer St & Lambton Quay for 12 years now and in all that time we have never felt the need to cross the road anywhere other than at the traffic lights and if we can do that so can every other pedestrian on Willis St. Our preferred option would be bollards and chains like outside the Intercontinental in the Customhouse Quay area which would then limit the ability of pedestrians to cross or at the very least cause them to look before they cross. Lowering the speed won't stop pedestrians crossing where they shouldn't. Pedestrian and cars/buses do not mix. If the speed limit is reduced we would like to know how you propose to ensure compliance. Also how do you propose to ensure pedestrians do not jay-walk? Stopping this would solve the problem full stop!
132	Jenny	Davies		1			It is a good idea to make the city more pedestrian friendly and to discourage cars. I am a motorist myself and do drive in the city but it is better if cars and buses have to travel slowly. Similary we should open the bus lanes to cycles as part of encouraging alternatives to cars.



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133	Raj	Parbhu			1		no if it were any lower we all might as well walk everywhere.	Wellington doesnt have a population of over million people so why change the speed limit? if our roads were designed better we could have cars and public transport going at speed that is acceptable 50km+
134	David	Bond		1				But I strongly believe that the main public transport artery must be removed from the pedestrian environment as the two do not mix satisfactorily. The obvious answer is to extend the rail system on its own right-of-way. This has been recently suggested as an option by transport consultants AECOM but Greater Wellington rejected it rather than examine all options as to how it might be achieved. Without this or something like it, abysmally slow buses and pedestrian-danger will remain an unresolvable trade-off
135	Phil	Austin			1		Reducing the speed limit is an 'ambulance at the bottom of the cliff approach' and is quite contrary to the publicly stated reasons for turning Manners Mall into a bus only street - to reduce the time taken for buses to move through the central city. Pedestrians should be stopped from absent mindly walking into the path of buses by some sort of barrier. There are already fenceposts in Lmabton Quay, around Cable Car Lane, and in Willis Street near Willeston Street. A simple rope barrier (similar to rope used for tying ships up) would be quite adequate	
136	Alistair	Sutton			1		As pedestrians are the main reasons for the accidents. By lowering the speed limit it will not reduce people walking out without looking, if anything it will encorage more people to as they will think that the cars are travelling slow. The cost involved in change everything will have no benefit.	
137	Robin	Allen		1				Travelling at 20 Km/h will give motorists more time to avoid pedestrians who step on to the road without looking.
138	Ray	Whelan			1		These are public ROADS with a speed limit of 30kph which is currently being observed. A 20kph limit which would transpose into a 15kph actual limit is absolutely ridiculous. The next alternative would be to turn these roads into pedestrian only areas.	Council recently spent \$10 MILLION + on opening Manners Mall to buses so is now admitting FAILURE. So a few people have stepped onto a road without looking then we should educate and enforce some basic rules. Motorists get fined so why not pedestrians. Our 5 year olds are taught to LOOK before stepping onto a ROAD. Bus travel times shortened by the Manners Mall \$10M change will be nullified-yet another Council blunder. Speed limit is low enough. Are we admitting that Wellingtonians cannot adhere to some basic safety rules and become the laughing stock of the country--and no doubt be reported around the world.
139	Kylie	Haines			1		Lowering the speed limit will only further encourage road crossing complacency by pedestrians. Pedestrians need to be fined for not using appropriate crossing areas as opposed to lowering speed limits for vehicles any further than they already are.	
140	Wendy	Hsu			1		I believe the accident will decrease if both pedestrian and drivers can obey the rules. If accident happens because pedestrian don't cross the street properly, then I believe it's fairer to educate pedestrain, not to penalise drivers. Reducing speed would just make the traffic less smooth, make drivers more impatient, and damage the road safety more.	

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141	Victoria	Leachman			1		
142	Terry	McAlister			1		Public transport that needs to travel through the City, most bus services are now too slow. Also it is time people became responsible for their actions. Leave where it is now.
143	Terry	Peters			1		Current speed limits are acceptable
144	Paul	Balmer			1		1. This is treating the effect, not the cause. The cause is that once in a while a pedestrian is careless on the road. The effect is they are struck by a vehicle. Careless pedestrians need to change their behaviour, not the vehicle drivers. 2. Of course lowering the speed limit results in less severe accidents. But if that is an argument for lowering the speed limit then where do you stop? Is the council being irresponsible by not lowering it to zero and making the road a pedestrian mall? 3. The slower the vehicles move the closer the pedestrians will mingle with them. And the closer distance in front of a vehicle jaywalkers will attempt to cross the road. Conversely the faster the vehicles move the more respect the pedestrians will have and the more space they will give them. 4. 30km/h is already slow. 5. Drivers are expected to be responsible to assess the appropriate speed to drive safely according to conditions at the time. PREFERRED OPTION: Do not reduce speed limits.
145	Richard	Chu			1		
146	Denise	Egan			1		I would like to propose the Golden Mile becomes a mall with no vehicle traffic. This would bring the accident tally down to zero and expand space for more boutique stalls and create a more social and attractive area for the public

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147	Yew	Ho		1			Your arguments for the change based on pedestrian safety is intellectually dishonest and convenient. Another motherhood statement, such speed and injury being quoted. What about listening to your iPod and walking onto the road? You have cited the cases of accidents and injury over the period, but do not give due weight and consideration to design of roads and traffic follows, the actual facts of those incidents. If WCC were to be sensible, than there is a need to dramatically limit the speed of all heavy vehicles (only) in the area or ban them altogether. However, if WCC were to adopt a ZERO tolerance, accident injury whatever, I believe you should have all traffic banned, and or have bearers built all along the pavements. I am a motorist and is sick of being asked to change my actions and blamed for every accident or injury. WCC had been beating up on the motorists for years. It is time to stop the blame and focus on the problem. Best regards Wellington driver
148	Maree	Housiaux		1		Restricting the speed limit (yet again) gives rise to the belief it would be safer, there would be more time and opportunity to cross the road at will, therefore giving increased opportunities for collisions. Transport/public journey times will be further delayed if the speed limit is lowered. Preferred option: Restrict people crossing the roads at will. Install barriers at the edge of the footpaths, along the lines of the temporary barriers in Willis Street, to stop random crossings, Have well located controlled pedestrian crossings and make the waiting time pedestrian friendly. People do not want to wait very long before they cross the road. Installing barriers and user friendly controlled crossings will improve both pedestrian and vehicle flows. For your information. I avoid using the bus in the city centre as it takes such a long time of stop start driving to get from the rail to Webb Street. I prefer to walk then catch the bus from Webb Street.	Would welcome electronic bus time table displays in the Mornington area. Currently I do not know if a bus service has left or is yet to arrive. This morning the bus arrived 12 minutes after it was due to arrive. This meant I spent a total of 20 minutes waiting at the stop as sometimes the bus arrives early.
149	Elizabeth	Lawrence		1			Since living in the Inner City I have come to realise the Wgtn is a city for cars, not pedestrians and bikes. Please provide more safe walking spaces, more pedestrian crossings, less time between green lights for pedestrians (especially on Victoria Street), more and safer bike lanes, fewer roads for cars and more lanes for pedestrians and bikes. As we all know, people will walk and bike if given this as a safe and relatively quick option, and this is better for our health than driving (and sitting in traffic jams).

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150	Steven	Truscott			1	There is already congestion in that area of town. There must surely come a point where the reduced speed limit is actually more hazardous. Delays cause frustration. Frustration causes neglect (and anger, and intolerance, etc.). A speed limit of 40km/h is already low, 30km/h is ridiculous. Reducing this to 20km/h is intolerable! Pedestrians and drivers should be better educated, or alternative controls, such as traffic lights, under / overpasses, etc. should be considered. Looking at the VERY LIMITED statistics your provide, you use terms like 'largely' been working and 'in most cases' ... This means that it is not entirely successful, or requires additional complimentary measures. I do NOT support the lowering of limits here. In fact, I support INCREASING the speed limit, putting more effective routing of traffic in place, providing complimentary safety capabilities, such as controlled pedestrian crossings, and improving education and policing of the area (if wardens are actually active in the area, laws will be better adhered to)	There is a misconception that reducing the speed alone will solve your problem. Your research is flawed and at best only partially correct. You are not providing the public with all the facts and options. You are creating the perception that you are solving the problem and while you ARE addressing it, it is not the most appropriate solution!
151	Allan	Probert			1	keep at the current level	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.
152	Ned	Peko			1	My preferred option is to go back to the 50kph speed limit that was in force previous to the change to 30kph.	The drop in the speed limit has not made any difference to the safety of this area, because the usual average speed there is less than 20kph anyway. The conditions on that strip of road already dictate a very low speed, and mucking around with ridiculously low speed limits is to miss the point. Driver education through TV campaigns (not graphic crash and burn adds as we see now) and higher standards for driver licensing, is a solution. Continuing to dumb people down to slower speeds without an effort to raise driver awareness is folly. Dictating our every move as drivers is patronising, think outside the square please.
153	Bruce	Prothero			1	I live in the central city and am concerned at the number of pedestrian accidents however I don't believe that reducing the speed limit further with help. It is the policing of the limit that needs to be increased. At the present 30km/h limit, the majority of vehicals travel well in excess of 30km/h.	
154	Theresa	van Lent			1	There is little point to lowering the speed limit if, regardless of the level its at, breaches of the speed limit and driving through (including speeding up to drive through) red lights are not going to be punished. Lowering the speed limit will mean less damage in the event of an accident. However, the speed limit is not the issue.	I accept that pedestrian behaviour is a high percentage of the problem, and pedestrians should be responsible for their own safety, such as crossing at the correct signals and checking the roads are clear (basic road safety skills). However, many buses can be spotted driving through red lights, speeding up when the light turns yellow so as not to have to stop and other deliberate breaches of the road code. Perhaps cameras could be installed on all traffic lights to catch these offenders.
155	Miles	Athea			1	Jaywalkers should be fined under the existing law. My preference is for the the speed limit to return to 50kph.	Stop lowering the speed limit and increasing car journey times.

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156	Philip	Orchard			1	If no, please provide your reasons and indicate your preferred option The policy of constantly lowering speed limits has proven to be a failure, as it further reduces the perceived hazard and makes accidents even more likely (people think that "I'll have time to cross"). A return to a 50km/hr (or even higher speed limit as is the case overseas) would return the perception that crossing the road outside of controlled crossings was dangerous and should be avoided.	
157	Tilmann	Steinmetz		1			The current situation is remarkably dangerous and accident statistics almost seem to leave no room for NOT lowering the speed limit and taking every other conceivable action to reduce perceived and evident dangers to pedestrians in what should be the most livable, thus walkable and usable part of the city.
158	Dany	Hovinga			1	Keep the limit at 30kph. As both a pedestrian and car user in town I consider it more of a pedestrian responsibility issue than a problem with car speed. Each morning I am breaking in my car for people that just step onto the road or while walking people ignore the crossing lights. A slower speed will just encourage more of the same behaviour and make it worst as the considered risk has been lowered, which could have the opposite affect increasing the number of pedestrian hits. Maybe it is time to fine pedestrians like they do in Melbourne, Australia for incorrect use of crossings.	
159	Malcolm	Gunn		1			I think that with a lower speed limit, thought should be given to allowing cyclists to use what are now designated as "Buses only" lanes too.
160	Alan	Bawden			1	Roads are for vehicular traffic, pedestrians are not motorised nor licensed to 'drive' on roads. There used to be a rule, look both ways, then again before attempting to cross. Today, pedestrians simply walk out onto the road as an extension of the footpath. They are not made of steel and get crushed. I believe there is something wrong with how this problem is being addressed if slowing the traffic down is seen as the ultimate answer. I believe the answer is really the other way round! The pedestrians are at fault and they should be 'ticketed' for 'jay-walking'. After all, thats what happens in other cities around the world, why are we so special that vehicles cop the rap for no fault of their own. Leave the speed limit at 30Kph. Build sky bridges for pedestrians if you must (no-one will use them, too high/too far to walk) or more crossings. Thats another story - have you noticed that pedestrians think the strrets are massive pedestrian crossings that all motorists must stop for them! Look at Kilbirnie for example - the bumps thro the village are NOT recognised crossings but most think th	
161	Anthony	Leaupepe		1			

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				Yes	No	Uncl	
162	Iain	Southall			1		i am not sure the benefits outweigh the costs. by my calculations there is 8 crashes a year involving pedestrians and the proposal would see around a 20-30% reduction which equates to 1.5-2.5 crashes involving pedestrians a year would be saved. i am also concerned that this would slow the journey times for buses in the central city. i am also skeptical about how such a speed limit would be policed.
163	Grant	Jones		1			I endorse the proposal in the interests of public safety: lessening the risk of accidents.
164	Justine	Ropata	Injury Prevention Network of Aotearoa New Zealand	1			The Injury Prevention Network of Aotearoa, New Zealand (IPNANZ) is the leading national network advocating for a reduction in the incidence and severity of unintentional and intentional injury in Aotearoa, New Zealand. Our mission is to promote awareness that supports all New Zealanders and others to live, work and play free from injury. We have over 520 members. IPNANZ unreservedly supports the proposed reduction in speed limit for the Golden Mile, including the closure of Bond Street to vehicles. The high incidence of accidents along this busy stretch of Wellington streets is unacceptable. There is an over-representation of pedestrian involved crashes along the Golden Mile, especially those involving buses. While interventions targeting pedestrian behaviour are also necessary, a further reduction in vehicle speed will undoubtedly reduce the incidence and severity of pedestrian involved crashes. The slower a vehicle is traveling the longer a pedestrian has to react and avoid a collision. While it would be my pleasure to make an oral submission to the committee on this issue, I understand the committee is hearing submissions. I thank you for the opportunity to submit on this issue, and IPNANZ and
165	Bronwen	Lumsden			1		<b>See attached email quite a detailed response</b>
166	Jim	Baltaxe			1		30kph is already slow enough to provide enough time for drivers to see and assess the situation. When traffic is heavy congestion will slow traffic even more; when it is light, people will drive at a comfortable and conventional speed anyway, which will be closer to 30kph than 20. The only thing that does is create yet another artificial situation where traffic tickets will be issued. This will be seen as only a revenue grabbing exercise, whether or not the perception is true. I have already heard people assume this is the real motivation for the speed reduction. The other rationale for this change is to protect pedestrians. This is likely to have the opposite effect since it encourages pedestrians to feel a false security and they will pay even less attention to traffic than they do now. More effective would be making it clear that bus drivers will not be held responsible in case of an accident involving a pedestrian being in the wrong place at the wrong time. On the other hand, banning jaywalking altogether won't work either. The question is how to get people to pay attention whenever and wherever they do cross

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167	Peter	Cowley			1	1) Having rearranged the route through Manners Street and Willis St to make it (marginally) quicker for buses, you now propose to reduce the speed for pedestrians who don't look before J-walking. That is rewarding the wrong action! 2) Pedestrians who don't look before stepping out are at fault if they get hit or killed then it is their own fault. Whilst unfortunate, think of it as natural selection in operation. 3) Don't reward the stupid, inept or careless - that just encourages lack of self responsibility	You could discourage J-Walking by putting chains between the new bollards in Willis Street . They would look pretty good and they have been used with success in Cuba/Ghuznee Streets in the past. Also the bollards at the start of Lambton Quay. This would eliminate the majority of the problem I suspect and still look good.
168	Richard	Dunning			1	Reducing the limit will not prevent careless pedestrians from stepping out in front of vehicles and may in fact increase the occurrence. Increase the number of pedestrian crossings and prosecute those who cross outside these crossings with significant fines for those convicted.	Lowering the speed will require cars to engage a lower gear which will increase fuel consumption and pollution. Ban the use of earphones when crossing roads and fine those who do.
169	Barbara	Cribb			1	<b>See attached email quite a detailed response</b>	<b>See attached email quite a detailed response</b>
170	Gordon	Hanson			1	There are more important social projects the Council should spend its resources ( people and financial ) on. The speed limit should be increased to 40 kph.	
171	Robert	Jones	Robert Jones Holdings Limited		1	<b>See attached letter quite a detailed response</b>	
172	Chris	Adams			1	This will nto fix the problem, I drive this road to work everyday and back, the issues I have is jay walkers and bikes who do not wait for lights to change, but mostly buses they drive too fast pull out without looking and drive in the middle of the lanes, the driving is the worst thing, have you watched the way they operate, take some time out, as I feel like videoing them, a bit hard when driving	A lower speed limit not the best option, some easy to go over speed humps/sleeping policemen a much better option, ie: ones you can go over at 20km.
173	Valerie	Hagan-Pratt			1	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.	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
174	Phil	Drummond			1	It's basically insane to reduce the speed limit along the "Golden Mile" when it should be increased. By reducing the speed the existing bus service will be degraded further by adding addition time it takes to transit from Wellington Railway Station through to Courtenay Place. Also it will make people more likely they think they can outrun buses & other vehicles. At 50kmh people thought twice; at 30kmh people think they can beat the bus or squeeze through traffic. BUT at 20kmh they're think they supermen and any bounce of a bus won't hurt as much	Lowering the speed will not prevent people from the idiotness of themselves. It will increase accidents from people believing that they're faster than a fully laden bus - even at 20kmh one of these will still do significant damage to the stupid who can't seem to take responsibility for their own actions.

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175	Mark	Warrior			1	If no, please provide your reasons and indicate your preferred option Most buses already travel faster than the 30kph limit. Making it 20kph will make no difference. There should be more enforcement of the current 30kph limit (speed camera in Willis would be good). Just yesterday I saw a bus speed up Willis St towards the New World Metro junction, the speed sign flashed "slow down" so it was going over the limit, and it just sped thru the intersection with the horn going. Please don't expect a bus to be doing 45-50kph in a 30kph zone. Put speed cameras in. 30kph should be enough.	
176	James	Laurenson			1	Lowering the speed limit will increase pedestrian confidence to cross the road whenever they feel like it and frustrate drivers who are forced to slow to a crawl. Either have a speed limit of 0km/hr or don't do anything.	Perhaps Manners mall should have never have been dug up? then there would certainly be nobody hit by buses on it.
177	Peter	O'Brien	One Third Limited		1	The problem is a pedestrian problem. People need to take responsibility for their own actions. Provision of new traffic light controlled crossings have slowed the traffic in any event. My preferred option is to leave the speed limit at 30kph.	No thank you.
178	Alex	Robertson	BM Holdings Ltd		1	Problems have only ocured since Council widened the footpaths and narrowed Willis Street and also opened Manners Mall to buses. Council need to install barriers or similar NOT reduce the speed any further, as reducing the speed hasn't worked since speed was reduced from 50km/h to the current 30km/h.	
179	Andrew	Bowman			1	I do not believe that the proposal will actually result in an improvement in safety for pedestrians. Slowing vehicles further as indicated on the map will merely encourage more pedestrians to cross the road unsafely - potentially worsening safety outcomes. The solution must lie in ensuring that motorists have sufficient visual cues to understand how to behave in this environment, and that pedestrians respect the roading environment. this requires additional education, improvements to street furniture and trees, and the council not taking responsibility or the blame for some pedestrians' poor choices.	
180	Lynne	Pomare			1	I frequent one part of this route or another every day either as a pedestrian, cyclist or bus passenger, depending on the weather or circumstances. The present 30kph limit is fine. Pedestrians' behaviour will not change with a lower limit; they'll just have more time to get away with their jay-walking. Lowering the speed limit will slow down bus journeys, necessitating the rejigging of timetables and just making trips from A to B too slow. Pedestrians need to start taking responsibility for their own actions.	Ban Skateboarders from city streets. These people wear NO protective clothing, helmets etc and are allowed to skate streets day and night with impunity. They skate bus lanes and bus routes day and night and are hazardous for bus drivers, pedestrians, cyclists and drivers of other vehicles.
181	Patrick	Morgan	Cycling Aware Wellington	1		<b>See attached email quite a detailed response</b>	



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182	John	van den Beuken			1	30 Km is about the speed of a bicycle and a good minimum for resonable street traffic flow. 20Km could encourage walkers to ignore the moving traffic and take more risks eg stepping out with shorter distances to traffic.	Walkers need to be disaplined to look in both directions well before entering the road. With accidents to date this should reinforce this basic road safety skill. I think part of the issue may be that the moving traffic buses in particular are now very close to the curb in Manners, Willis and Lambton Quay, especially buses being less than 0.5m. A painted line near edge of the foot path may or other visual signals may help in danger spots. But your own research suggests walker behaviour is the real problem eg so many people are not looking before crossing the street this needs to change. I dont think forcing people to use pedestrian crossings and lights is the answer. We like to cross when we can....
183	Tom	Law			1	Preferred option is to leave the status quo.	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.
184	Michael	Turnbull		1			
185	Roland	Sapsford			1	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 friendl	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.
186	Euan	Galloway			1	These are roads, not pedestrian thoroughfares. I reluctantly accept 30kph but not a crawl of 20kph. Leave the speed limit as it is.	Look Right in bold print on the edge of the foot path is good to remind those who want to chance their life the direction from which they will be hit.
187	Kristina	Wickham		1			

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188	Catharine	Underwood			1	<p>If no, please provide your reasons and indicate your preferred option</p> <p>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 throguh 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 bump 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 arcc</p>	Please stop making bad decision on bad decision. Return the speed limit to 50kms.
189	Philippa	Boardman			1	<p>If the speed limit is reduced then the duration of both car and bus trip times through the golden mile route will naturally prove longer at especially peak hours. People should be given every encouragement to use Public transport and this could prove a disincentive, therefore, if the journey for those to work is longer by reducing the bus speed to 20 kmh. This whole route which seems to have unfortunately attracted an increase of jaywalkers resulting in accidents, since the major changes were made, with their main purpose to improve the journey time for buses, would consequently end up achieving quite the opposite effect of a longer travel time. The reason for the accidents happening is purely 1. the road along Manner's St. (the old Mall) is too narrow and gives the false impression with the wider footpaths that it favours pedestrians similar to the refurbishment of the Lower Cuba St. precinct area and 2. the jaywalkers themselves are completely at fault in most cases. The traffic therefore should not be penalised further to accomodate carefree pedestrians. Rather than adopting the lower spee</p>	I can't see that adopting a lower speed limit is the answer through sections of the Golden Mile and this would cause only congestion and impatience for drivers. Also more fuel which is already at a premium price, will be consumed through slower vehicle travelling. Educating the Pedestrians is the answer. Perhaps also more warning signage along that route and/or attractive barriers would be a far better solution.
190	Brian	Roberts	The New Zealand Automobile Association		1	<b>See attached letter quite a detailed response</b>	<b>See attached letter quite a detailed response</b>
191	Paula	Warren			1		<b>See attached email quite a detailed response</b>
192	Rosemarie	Bowers			1		Speed limit to be reduced from 30km/h down to 20km/h: The speed limit to be the same for the whole length of the Golden Mile. From the Railway Station to Courtenay Place. Pedestrians need to be responsible when crossing the streets. Be more careful when buses are passing through to and from the Golden Mile.
193	Dale				1	<b>See attached email quite a detailed response</b>	
194	Nigel	Lucie-Smith			1	<b>See attached email quite a detailed response</b>	

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195	Sharon	McIntosh			1	While reducing the speed to 30 is acceptable I believe 20 is too rigorous. People need to take responsibility for the way they use the road. I don't want to see anyone hurt or worse but I am against reducing the speed any further	
196	Annette	Barnes			1	I am not in favour of lowering the speed limit along the golden mile. There is no point in having transport if you can walk just as fast. Create more barriers along the road side so people are forced to walk into a zig zag which should remind them to look before they put foot on the road. Regards Annette	
197	Rita	Hunt			1	I think 20kmh is too slow because it also means that people who want to cross the road have to wait even longer. 40kmh would be sufficient as long as it gets enforced. BUT, re Willis Street spade of accidents: Do not blame the pedestrians for wanting to shop there! It is a very interesting shopping street with interesting shops on both sides. Proposal: Make Willis Street from Lambton Quay to Manners Street totally pedestrian area only and direct all vehicular traffic through Victoria Street (which is a totally boring street). This would make a wonderful shopping and city friendly area with opportunities for sitting in the middle and zipping a latte. Kind Regards Rita Hunt No thank you, I do not wish to speak on this matter. Rita Hunt 57 Sunrise Boulevard Tawa Wellington 5024 rhunt@vodafone.co.nz	
198	Bernice E.	Kelly			1	1. From my observations like incidence of jaywalking has not been reduced by lowering the speed limit from 50kph to 30 kph, e.g. Willis St from Mercer St to Lambton Quay, especially from New World Supermarket. 2. 20 kph is <u>too low</u> to motivate pedestrians to change their behaviour, including use of cell phones and other devices; they seem to assume that slower moving traffic makes it easier to wip across the street without risk. Narrow carriageway - Lambton Quay to Panama Street adds to the problem. 3. Bus timetables will need revision to avoid passengers frustration and missed connections and appointments. As a regular bus user I don't appreciate very slow travel times thru the city. Therefore <u>retain 30kph</u> , apply "toughlove" and not weak-kneed pedestrians who act carelessly, recklessly or dangerously by jaywalking without consideration for other road users are guilty of the same offences as vehicle drivers who display these behaviours. <u>They should be subject to a scale of instant fines</u> - Apply the Road Code provisions. I don't pay my rates and donate to emergency service organizations eg. Wath Free Ambulance Better driver and pedestrian awareness /training and removal of pedestrian vision obstructions would make more difference for safety.	WCC needs to accept that Manners St carriageway is too narrow and take remedial action for safe bus movements. Thank you Bernice E. Kelly 24/10/2012
199	Colin	Gerrard			1		

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200	Susan	Allen			1		Speed is only one small aspect of the safety picture. I don't think the current speeds along the Golden Mile are excessive. A better safety measure would be to remove the barriers along the side of the roads that separate the road corridor from the footpath. Mingling the two (ie bus & pedestrian) transport modes in the same space works well overseas in terms of safety. Having a distinct and separate road corridor leads people and drivers to feel that the road is for buses and they can do what they like. Another great measure is to stop buses running red lights. I walk down the Golden Mile daily and red light running is a regular occurrence.	Take an overall picture of road safety - its not all about speed. The use of the road/pedestrian space is critical and can be a far more effective safety measure than speed limits.
201	Wayne	Hastie	Greater Wellington Regional Council	1				<b>See attached letter quite a detailed response</b>
202	Anita	Taggart	Regional Public Health	1				<b>See attached letter quite a detailed response</b>
203	Kay	McCall			1		If you lower the speed limit again, more people will walk out onto Manners Street, Willis Street and Lambton Quay as they will see the bus going slower so they think they have more time to cross the road which is defeating the purpose of saving lives. It will be very hard for buses to actually slow to 20k. Also cars think it is just for buses. Also, if you lower the speed limit bus timetables will need to change to compensate for the lower speed. Preferred option is to leave the speed limit as it is and educate pedestrians to cross at intersections not half way down the street. Also change your look left first to look right we are in NZ not America. Having painted Look left than look right has probably caused carnage as well.	The issue is not the buses it is pedestrians they are lazy and do not cross where they supposed to be intended. My husband is a bus driver and he has stated that people do not look just walk out in front of the bus, he has had several near misses. Please do not change the speed limit as this is just going to encourage pedestrians to walk out onto the road as they will think they have more time to get across. Other option also is to put cameras in for cars and buses running red lights which I see all the time.
204	Chris	Scahill	Wellington Central Police Station - New Zealand Police	1				<b>See attached letter quite a detailed response</b>
205	Oliver	Blair		1				Hello, Firstly, a key concept for this issue must be that the lives of pedestrians outweigh a longer trip down the golden mile. Thus, I believe the speed limit should be much further reduced, to the speed of walking pedestrians in the area (5kph?), the pedestrian must have priority, aka, the whole golden mile should be a zebra crossing. How fantastic would that be? What a lovely city Wellington would be, that we cherish the lives of our inner city pedestrians over a speedy trip through them.

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206	John	Smith				1	Lowering the speed limit to 20kmh is going to mean drivers are going to have to focus alot more on looking at their speedometer which means their concentration is going to be more on looking at their speedometer than looking at the road. I would think most drivers are not used to driving at such a slow speed for that long. Lowering the speed limit to 20kmh may cause people to brake suddenly for fear of going over it and being fined. And I do not believe drivers should have more restrictions put on them for the mistakes pedestrians make by not looking both ways before crossing. My preferred option would be to erect multiple pedestrian signs that have flashing lights on them so drivers are aware that pedestrians may be crossing. If you do not agree with my preferred option I guess I could accept a compromise of having a 20kmh speed limit that only applies between the hours of 9am-1pm Mon-Fri and outside of those hours(including on Weekends) the speed limit should be Increased t o 50kmh.	
207	Benjamin	Easton				1	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.	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.
208	Maria	van der Meel	The City is Ours Inc.			1	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" <a href="http://www.stuff.co.nz/national/7728737/Brakes-on-Wellingtons-Golden-Mile">http://www.stuff.co.nz/national/7728737/Brakes-on-Wellingtons-Golden-Mile</a>	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.

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209	Noel	Hall			1	<p>Reducing the speed limit below 30 km/h will drive away all people from the central city. I occasionally use this route to get to a certain retail place in the city, but would never want to do it more often - even with the current 30 km/h. Changing to 20 km/h will certainly force me to find another way around, but the other options are not designed for the additional traffic and will just result in time delays and frustrations. Rather than blame motorists, who in most cases have been driving to rules, responsibility has to be placed on pedestrians to look after themselves (by looking and listening - without noises being drowned out by phones, Ipods or being distracted by iPhones). Reducing the speed limit further will only cause more traffic to be diverted to other roads, but the other roads (such as the motorway through the Terrace tunnel and onto The Terrace) are already congested because of the traffic restrictions (single lanes through the tunnel, traffic lights immediately after exiting the tunnel, traffic lights on all parts of the "bypass"). There is no doubt that the option of not "undergrounding" the Golden Mile is the best option for reducing traffic through the Golden Mile is to bite the bullet and reduce the speed limit to 20 km/h.</p>	<p>I fully support the proposal to stop traffic at the intersection of Bond Street and Willis Street. I also believe that traffic emerging from Boulcott Street should be forced to turn left (making Willis Street fully one-way). This will make for more even traffic down Willis Street (from the southern suburbs), and may even force some motorists who use this as an access from the motorway to cross the city, to use the "bypass". It will automatically reduce the traffic wanting to go along Willis Street from Boulcott Street. The statement that "for every 1 km/h reduction in speed there will be a 2 to 3% reduction in crashes" may be true at a higher speed and for the first few km/h, but for a limit which is already at 30 km/h, it doesn't make sense, and I would challenge the authors of this comment to come up with the evidence that reducing the speed limit to 20 km/h will mean a 20 to 30% reduction in crashes. If one took this to the extreme, by stopping all traffic (0 km/h), there would only be a 60% reduction in crashes - the other 40% of crashes must therefore be caused by pedestrians themselves. Reducing the central city speed limit to</p>
210	Cruz	Johnson			1	<p>The Golden Mile is a key route for much of Wellington's traffic, and reducing the speed limit further will extend journeys for all road users without providing any benefit. I would much prefer to see a 50 km/h limit along the Golden Mile, as much of the road space is suited to this. I would also like to see fines introduced for people acting immaturely, such as pedestrians who do not look before crossing the road, and drivers who run red lights or exceed the speed limit.</p>	
211	Gavin	Smith					<b>quite a lengthy comment - see attached email</b>
212	Greg	Bodnar			1		<b>see email quite a detailed response</b>
213	Stefan	Collins			1		<b>see email quite a detailed response</b>
214	Selwyn	Kenneally			1	<p>The road belongs to vehicles and the footpath belongs to the pedestrians. The extending of the footpath so close to the road is and was your plan to do so. It has had disastrous consequences. It is the lack of attention to the road rules by pedestrians that is causing the problem and creating the increase. I have worked in this City now for 25 years and it is the worst City in the world I know of for jaywalking. NO-ONE would get away with this breaking of the law any where else! It appears that the Council is taking a step that supports this issue and not paying enough attention to the law. Today I saw people with small children in a push chair crossing 5 metres from a crossing even prepared to cross in front of the bus in the left lane, not being able to see what could be coming in the right lane. Slowing the traffic is NOT going to solve the problem and is designed to be over protective and reduces individual responsibility.</p>	<p>In the past few years and during the period of fatal injuries I have seen any police or the City wardens take any action against blatant jay walking. It seems the Council is prepared to take considerable effort to ensure parking is very policed with even "spy" cars to do so, yet it has not interested in taking any action to enforce its own pedestrians. A bit of enforcement and a few fines would do wonders. Why are we slowing the City down through a lack of policing for a few weeks? No other City in the world I know tolerates this behaviour by stupid inattentive people. Now they know the buses go slower may even exacerbate the problem. We have a "nanny" state now, do we really want a "nanny" City?</p>
215	Kent	Duston			1	<b>see email quite a detailed response</b>	<b>see email quite a detailed response</b>
216	Reg	Jones			1	<p>I do not want the speed limit changed because it is already very slow as it is. Surely something else could be done to make the road safer for pedestrians without changing the speed limit.</p>	

Subm	First name	Last name	Organisation Name	Do you believe it is appropriate to reduce the speed limit as indicated on the map?			Any other comments you wish to make	
				Yes	No	Unclear		
217	Chris	Renwick			1		Re-instate the mall and shift the bus route onto the far wider and safer Wakefield St route.	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.
218	Alexandra	Bridgman			1		I strongly urge the council to keep the speed limit at 30km/h or preferably raise it to 50km/h. I believe that pedestrians have become complacent, since the speed limit was lowered in 2006. At that time, a bus driver complained to me that lowering the limit to 30km/h would make pedestrians more complacent and, unfortunately, he was right. Lowering the limit further will only make pedestrians more likely to attempt to cross in front of oncoming traffic, if they think it is slow moving. Pedestrians can also become impatient while waiting for slow-moving traffic to pass, and are more likely to dodge between vehicles. When traffic is moving faster, pedestrians are not only more alert to it, but also more likely to wait for vehicles to quickly pass before crossing safely behind them. Ultimately, lowering the speed limit will only serve to encourage jaywalking, and increase the risk of accidents occurring. We need to DIScourage this behaviour.	
219	Peter	Kennedy			1		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.	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.
220	Laura	Newcombe			1			I oppose the speed restriction of 20km on the Golden Mile, because this contradicts the purpose of losing our Manners Mall for a faster bus journey at the price of twelve million dollars. The WCC is demonstrating again how they are disconnected to the ratepayer, retailers, shoppers and residents of Wellington city. There needs to be some accountability from the transport leader, he should resign now.
221	Tony	Randle	Johnsonville Progressive Association		1		See attached email for a more detailed response	See attached email for a more detailed response
222	Zane	Fulljames	NZ Bus	1				See attached letter quite a detailed response
223	Kate	Zwartz		1				better for pedestrians, better for cyclists
224	Robert	Owen			1		see form quite a detailed response	see form quite a detailed response
225	Joan	Wolland			1		see form quite a detailed response	see form quite a detailed response
226	Marilyn	Jones		1				
227	Toni	Finkle		1			Having experienced an accident in Willis Street, -2005 I think a strong campaign against jaywalking should be run in conjunction with any reduction in the speed limit. Both drivers and pedestrians have to take responsibility for road use.	
228	Brian	Burrell		1			see form quite a detailed response	see form quite a detailed response
				78	146	2		

