

| Subm | First name  | Last name  | Organisation Name         | Do you |    | Comments   |
|------|-------------|------------|---------------------------|--------|----|--|
|      |             |            |                           | Yes    | No |  |
| 1    | Ian         | Apperley   |                           | 1      |    |  |
| 2    | Michael     | Blain      |                           | 1      |    | It will improve safety and ease traffic congestion in Willis Street.   |
| 3    | David       | Stevens    |                           | 1      |    | I think this is a very logical proposal. Bond St is a minor road and does not need access to/from Willis St. Closing the Willis St end of Bond Street will remove one area of car v pedestrian conflict.   |
| 4    | Jim         | Baltaxe    |                           | 1      |    | This is very constructive and will actually improve several aspects of traffic at the Willis St, Bond St, Mercer St intersection. But I would encourage you to take the opportunity to expand the number of parking spaces available to motorcycles when you set up the new bike parking area in Mercer St. The existing parks are fine but they are usually full or very close to it for much of the day. I expect that demand will continue to grow in the near future. In fact, motorbikes of all sizes and shapes will become even more important to the poor Wellington commuter as long as we refuse to invest in proper mass transit through downtown. Buses, as you well know do not work well in that part of town. What is needed is a tramway, or light rail as it is now fashionable to call them.   |
| 5    | Shar        | Miles      |                           | 1      |    | It makes sense to have Bond Street blocked off at both ends by pedestrian precincts. Then traffic in Willis Street should flow more evenly.  |
| 6    | Jennifer    | Courtney   |                           | 1      |    | <p>One has to wonder at what point the considerations of the pedestrians of this city outweigh those of the road users. The one-way system in place around the city has been effected to promote free-flowing traffic. But as a result, inner-city residents are finding it increasingly difficult to get from A to B.</p> <p>We are in one of three apartment blocks in the Bond street area who will be directly effected by the proposed changes. As it stands, we in "Wakefield" can no longer drive out of Bond Street, across Victoria Street, into Bond Street again, and onto Willis Street. Then the closing of Manners Street to car traffic has meant we have to travel a considerable distance to get "round the block". With the proposed new layout, we will have to negotiate more lights and travel inconveniently to return to our homes' garage in Bond Street. This proposal will effect all those in "Wakefield", Plumbers Building, and Dominion Building at least.</p> <p><del>The problem with the Bond Street intersection with Willis Street has been caused by continuing along Willis Street what pedestrians perceive</del></p>        |
| 7    | Andrew      | Bowman     |                           | 1      |    | <p>This is a commendable proposal that should be advanced as soon as possible. As a pedestrian, I find this intersection confusing for both walkers and drivers. Cars waiting to pull out of Bond Street onto Willis Street block the path for pedestrians, and create safety risks as pedestrians must negotiate their way around stationary vehicles, that could move as pedestrians are negotiating the intersection. As a bus passenger, just last week a car failed to properly give way to the bus I was travelling on southbound up Willis Street. Only the fast reaction of the bus driver (and the decreased speed limit) saved us from being involved in a potential nasty crash. From the perspective of the operation of the roading network, the intersection of Bond St and Willis St is not necessary. There are alternatives to this street, therefore, closing it will not cause significant inconvenience. The benefits from enhancing the safety of pedestrians, cyclists, public transport users and motorists northbound on Willis Street outweigh any time inconvenience to current private car users of this intersection therefore the</p> |
| 8    | Tony        | Freshwater |                           | 1      |    | <b>see email for further detail - mixed ideas</b>  |
| 9    | Christopher | Adams      |                           | 1      |    | Close this street, it is dangerous, Taxi's can still park in there and drive out to Victoria, the more streets we have closed the better after we lost Manners Mall to the WCC.Thanks  |
| 10   | Ian         | Douglas    | The Village Goldsmith Ltd | 1      |    | <b>see emails for further detail</b>   |
| 11   | Miles A     | Athea      |                           | 1      |    | This proposal is an additional restriction of the free flow of car traffic. As such it is opposed. Your proposal is declined. Please focus your proposals on the reduction of car journey times and free flow of car traffic.  |
| 12   | Roger       | Burra      |                           | 1      |    | I believe this change will improve road safety by reducing the risk of crashes. In my opinion the changes will not have a detrimental effect on the viability of businesses located on Bond Street. The changes may however affect the attractiveness of the taxi rank located in Bond Street.   |
| 13   | Euan        | Galloway   |                           | 1      |    | Excellent proposal, should have been done long ago. The undefined footpath/roadway at the Bond/Willis intersection has always been a disaster. Good idea to swap the motorbikes and taxi stands.   |

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| 14 | Kristina | Wickham       |                            | 1 | make sure there is really visible signage at the eastern end of Bond St for drivers so they know it's no exit as there isn't lots of space at the western end of Bond St for turning around. Also ensure good lighting in Bond St for pedestrians since there will be less vehicle traffic so that would improve visibility and safety and be less inviting for unsociable behaviour.   |
| 15 | Phillip  | Hutchings     |                            | 1 | While I broadly agree with the proposal - the bond/willis junction has been a dangerous spot for pedestrians even before the bus lane changes - I feel that the Bond Street should be investigated as a primarily pedestrianised area similar to Woodward Street. Currently it feels very different to the adjoining Willis Street area. Widening the footpaths at the very least will improve business opportunities in the region which is more important for Wellington than a handful of carparks. I know some buildings have underground parking in the area, so there would need to be space for vehicles to pass, but removal of parking will allow this. Loading/unloading will be able to use the pedestrianised area and some space can be set aside for motorcycle parking. I think this will greatly improve the look and use of the area.  |
| 16 | Bernard  | O'Shaughnessy |                            | 1 | What madness! You stuffed up Manners Mall by destroying it (voted only 8 to 5) and you have been killing pedestrians since. 1) bring back Manners Mall<br>2) Have buses only during peak bus hours in CBD..that is take the cars out 3) attached orange flashing lights to all buses when running in the CBD...well just have all drivers use their hazard lights in the CBD to warn pedestrians. 4) Stop wasting money and listen to your ratepayers! If there is any more of this nonsense by Council Officers then I will have to stand for Mayor and split the vote again! 5) Have Gary Poole resign! Get a new CEO. Thanks Bernard   |
| 17 | James    | Burgess       |                            | 1 | Closing the road to through traffic should help to improve safety - although I think the plan details should be different to make the most of the change. Unlike nearby St Hill Street, Bond Street has several cafes and other businesses. This would be a great opportunity to not just close the street to through traffic but open it up to pedestrians and non-motorised use. Removing the parking spaces, allowing businesses to set up outside seating, and prioritising pedestrians over vehicles would bring life to the street. There could still be provision for vehicles to load/unload or reach off-road carparks - with a shared-space speed limit like Lower Cuba Street. Because this would be a no-exit street, shared-space use wouldn't need extensive changes to the street furniture.   |
| 18 | Paula    | Warren        |                            | 1 | <b>quite a detailed comment - see email</b>   |
| 19 | Leigh    | Burney        |                            | 1 | <b>quite a detailed comment - see email</b>   |
| 20 | Martyn   | Jones         |                            | 1 | <b>quite a detailed comment - see email</b>   |
| 21 | George   | Bouras        | Lido Retail Limited        | 1 | This submission is on behalf of Lido Retail Limited which owns 75-87 Willis Street. This property has frontages to Bond, Willis and Mercer Streets. Bond Street Proposed Changes: The proposed DC, CC, FC parking area on the north side of Bond Street would reduce the width of the street at this point and create issues for occupiers and service vehicles (which include trucks with tail lifts). Vehicles exiting Bond Street would have to negotiate vehicles turning in off Victoria Street and service vehicles backing out of St Hill Street right where the proposed DC, CC, FC parking area would restrict the width of the road. In our view there should be no DC, CC, FC parking area on the north side of Bond Street. Mercer Street Proposed Changes: The proposed taxi stand would be better sited on Victoria Street. Mercer Street is a significant retail area where the pay and display parking plays a key role. To lose pay and display parking for a loading zone or to have overflow taxi using these parks would have a significant impact on retail in the area. In our view there should be no changes to Mercer Street |
| 22 | Nick     | Robinson      |                            | 1 | Bond Street has always been open ended for the convenience of all. These little streets "make" Wellington and it's a tiresome tendency of authorities to suppress utility. This has been triggered by the bus routing for which the main problem is their speed - scary when they slip by within 500mm of footpath traffic. As for the pneumatic brakes (gunfire) and diesel noise pollution at 500mm....aghhh!   |
| 23 | Kenneth  | Simms         | Bivouac Outdoor Wellington | 1 | <b>quite a detailed comment - see email</b>   |

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| 24 | Nicola  | Gaston   |  | 1  | I agree with the closure of the end of Bond Street, making it a cul de sac. I think that the amenity of the area could be improved considerably if some thought were given to avoid turning it into a parking lot. I like this proposal <a href="http://wellingtonista.com/2012/10/22/bond-street-needs-us/">http://wellingtonista.com/2012/10/22/bond-street-needs-us/</a> though of course the details are up for discussion - but I strongly agree that Wellington needs more shared spaces, and I don't believe that the Lower Cuba St design has worked. Please don't prioritise a few carparks over the needs of the majority of users - <u>pedestrians and cafe/bar patrons!</u>  |
| 25 | Geraldine   | Booth    | Geraldine Booth Optical                                | 1  | <b>quite a detailed comment - see email</b>  |
| 26 | Dave  | Dyer     | Castleforest Investments Limited                       | 1  | <b>quite a detailed comment - see email</b>  |
| 27 | Christine   | Jones    |  | 1  | I own and use a car park in Bond Street. The problem is the bus lanes in Willis Street, not the car drivers. Bond Street is not wide enough for parking on both sides, especially with only one entrance and exit. Turning cars will block the road. The majority of traffic movement in the street at present would seem to be the taxis. Relocate them as planned - this may be 90% solution for 5% of the cost. Try this first <u>before spending more of taxpayer's money.</u>   |
| 28 | Simon   | Phillips |  | 1  | I am neutral about closing one end of bond street. However, bond street is too narrow for parking on both sides. This would result in accidents as cars try to squeeze past each of the parked cars on both sides. For at least 10 years taxis have been a constant irritation to residents, footpaths and other cars as they turn in bond street constantly and park in metered spaces illegally by only movin on when the next taxi arrives. I have witnessed several bad behaviors from these taxi drivers who believe they can be above the law. Do not allow taxis <u>into a one way street otherwise turning and conaestion and accidents will multiplv.</u>   |
| 29 | Chris   | Renwick  |  | 1  | It may be better to close them at the Victoria St end rather than the Willis St intersection/  |
| 30 | Reg   | Jones    |  | 1  | Closing Bond Street at its intersection with Willis Street is a mistake. It will make that area more dangerous for pedestrians who walk around at night because less vehicles driving through a street means less chance of a person walking through that street getting help from a passing motorist. For example, a women may be a victim of a crime on that street and may need help and if there is no traffic in that street it means less chance of someone helping the women. Surely there are other ways to improve pedestrian safety by building something in the middle of the road or off the road to make it safer for pedestrians. In other cities overseas I have seen flashing lights dug into the road to highlight a pedestrian crossing. |
| 31 | Greg  | Bodnar   |  | 1  | <b>quite a detailed comment - see email</b>  |
| 32 | Christine   | McCarthy | The Architectural Centre Inc                           | 1  | <b>quite a detailed comment - see email</b>  |
| 33 | Chris   | Scahill  | Wellington Central Police Station - New Zealand Police | 1  | <b>quite a detailed comment - see letter</b>   |
| 34 | ARL Lawyers on behalf of LG &RM Longergan (No.1) Family Trust |          | LG &RM Longergan (No.1) Family Trust                   | 1  | <b>quite a detailed comment - see letter</b>   |
| 35 | Bond Street Residents & Businesses C/Helene Ritchie           |          | Bond Street Residents & Businesses C/Helene Ritchie    | 1  | <b>quite a detailed comment - see letter</b>   |
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