

SUBMISSION
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402

Joelene Noble

From: bouncybodhi@hotmail.com
Sent: Thursday, 4 December 2008 8:22 p.m.
To: Joelene Noble
Subject: Restoring the Golden Mile - Bus Route & Street Changes

The following details have been submitted from the Restoring the Golden Mile - Bus Route & Street Changes form on the www.Wellington.govt.nz website:

First Name: jessica

Last Name: Muller

Street Address: 226 Adelaide Road

Suburb: newtown

City: Wellington

Phone: 0212094305

I would like to make an oral submission: Yes

Email: bouncybodhi@hotmail.com

I am making this submission: as an individual

Views on opening Manners Mall to buses: I think the idea of opening manners mall to buses is a ridiculous idea, as Manners mall is often used for buskers, also a brilliant location to sit in the sun!

Views on long-term changes to streets: Cause more pollution, when we already have enough!

Views on reducing the speed limit: I dont think that its that necessary!

Views on traffic light placement: Wouldnt feel strongly towards the proposal, especially as i cycle for transportation, so producing more pollution isn't want i favour towards!
I especially care about the enviroment, wanting a sustainable future!

Submission to the WCC

Golden Mile and Conversion of Manners Mall to Buses

Title:Mr

*First Name:Tony

*Surname:Randle

*Street Address:20 Truscott Avenue

*Suburb:Johnsonville

*City:Wellington

Phone:(27) 245 8703

Email:randle.gilbert@paradise.net.nz

This submission is on behalf of the:Johnsonville Progressive Residents Association

Would you like to present your submission to the Committee considering the proposal ?Yes

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Key Submission Points

- **This submission is focussed on the Public Transport aspects of the proposed plan for Manners Mall.**
- Bus is both the most common and fastest growing mode of Public Transport in the Wellington City. Almost all the future growth in Wellington must be serviced by bus based Public Transport. This is emphasised in The WCC Transport Strategy but not backed up by any real investment or integrated plan.
- A CBD Bus Priority Corridor is essential to the provision of any significant Public Transport boost across the city. Johnsonville is typical of most northern suburbs whose use of public transport continues to grow along with our population. Wellington City needs to implement further bus priority measure and focus on a "Bus Rapid Transit" model of operation such as peak hour express bus services linked to a integrated bus priority system.
- Future predictions indicate a major increase in bus patronage is to be expected on the next 10 years. However, the analysis for this study does not appear to be based on any clear objectives (such as a buses per hour capacity) or any certainty that the recommended proposals will deliver the improvements required to meet this growth.
- It must also be noted that a majority of North Wellington commuters will continue to access the CBD by car for the foreseeable future. Areas around Johnsonville are the major "Greenfields" residential area for Wellington City with major population growth predicted across our hills. The concern from this and other CBD proposals is that, without significant road (such as a second Terrace Tunnel) and parking capacity improvements, access to work and shopping in the CBD for most North Wellington residents will be further restricted.

The Johnsonville Progressive Residents Association (JPRA) is concerned that such plans must be properly linked to a wider Integrated Bus Transport Plan for Wellington. Otherwise such initiatives are likely to fail to meet the wider Public Transport (PT) objective of significantly improving bus access through the Wellington CBD for suburban commuters such as those from Johnsonville.

However, we support this proposal as a step in the right direction.

Specific Responses on the Golden Mile Proposal

What do you think about the idea of opening Manners Mall to buses ?

The Johnsonville Progressive Residents Association (JPRA) supports any measures that improve the public transport capacity through the Wellington CBD.

Acknowledged as the northern end of the Wellington "Growth Spine", our residents are very dependent on car and, increasingly, public transport to be able to access employment within the CBD (and beyond).

Unfortunately, it is not clear from the information provided, that the proposed changes will improve the core bus service capacity to the extent required by the Regional Public Transport Plan or the demand levels predicted by the Ngauranga to Airport Study.

More specifically, the plan continues the approach of extending the single bus lane without modification of the bus stops. As buses do not pull over at bus stops, all following buses must wait to get to the bus stop. Such as "follow the slowest bus" approach is likely to limited the bus capacity below that required for the future.

Unless buses have the opportunity to pass each other in the CBD, the implementation of any peak hour express bus services is prohibited. An alternative suggestion that could improve capacity would be to have Northbound services use Manners Mall but continue to have Southbound Services travel via Wakefield Street. This may result in a higher capacity bus priority route through the CBD.

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer Streets ?

These changes also appear logical and the limited extension of some car parking in this area is appreciated (as most North Wellington Residents would drive to access this area for shopping and entertainment). The apparent decline in available (and affordable) CBD parking is an ongoing concern for all North Wellington residents.

Tell us your views on the proposal to reduce the speed limit from 50kmph to 30kmph in Manners Street and Courtney Place, including the mall area.

The WCC's urban plan to increase CBD employment and residential densities increases the levels of pedestrians crossing streets. This has lead to an increased safety hazard and so this change is understandable.

The impact on traffic is probably acceptable assuming positive counter-measures (such as bus priority traffic signaling and other priority measures) are also implemented.

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtney Place ?

This is a good idea as, without this measure, providing bus priority system, as planned for by the Wellington Transport Strategy, will not be effective. This will also improve pedestrian safety.

Other Comments

The JPRA would make the following additional comments on this proposal:

- Several recent transport reports have highlighted the current, "all-stops" CBD bus service (without proper bus priority measures) is now close to capacity. This has resulted in an increasingly unreliable bus service through the CBD. **Improved Peak Hour Bus Service reliability through the CBD must be the overriding objective for the Wellington Public Transport Strategy.**
- There is still a concern that the Manners/Willis/Boulcott Street intersection may remain a major bottleneck. This could be addressed by having northbound buses routed via Bond or Wakefield Streets after exiting the Manners Mall section of the route.
- The WCC is strongly committed to development of employment along the "Growth Spine" from Johnsonville, through the CBD to Kilbirnie. However, although outlined in the strategy, the end-to-end travel time along the core Growth Spine is very poor. If the Growth Spine development approach is to be supported, people must be able to travel along the length of the growth spine in a predictable and reasonably fast manner. Cars have received some improvements by way of the so-called "CBD Bypass" but bus users have received no such travel improvements. There must be consideration of those PT users who are not trying to access the CBD, but to get to employment "on the other side" of the CBD¹.
- The Wellington Region has committed a very large amount to the improvement of roading and public transport services. However, almost all the PT funding has been focused on improved passenger rail services. This has its place but buses service more areas and carry larger numbers of PT users. There is a serious imbalance between the billion-dollar PT investment in rail and the relatively trivial amounts of investment in bus services, corridors and priority measures.
- As outlined in the Ngauranga to Airport Study patronage predictions (see Appendix below), the ongoing growth in bus PT users traveling through the CBD will require a **doubling of buses in the peak** ! This proposal alone is unlikely to provide the increased capacity required to meet this volume of vehicles. Around the world, such high volume bus routes² are only supported by supplementing the standard "all-stops" services with peak "limited-stops" express bus services. The WCC approach to bus priority does not support bus passing at bus stops and so it is unlikely that the current bus priority strategy will meet the capacity demands predicted by 2016.
- The proposal analysis supporting bus capacity improvement does not refer to any specific bus capacity target or even link to the wider requirements of the Wellington City PT Strategy. The traffic analysis undertaken by Opus highlights relatively small bus travel time improvements and no confirmation that the increased CBD Bus route capacity will be supported by this proposal.
- It is also clear that North Wellington residents who do not have good access to quality public transport will require them to drive to work in the CBD in increased numbers. This proposal further restricts car access to the central CBD meaning fewer choices and increased journey times for these residents.

¹ The author can speak from personal experience that Johnsonville to Newtown by bus takes over an hour . . . each way !

² Such as the "Metro Rapid" bus services used in Los Angeles

Conclusion

A quote from a local Blog³ properly summarises the character of the proposal to convert Manners Mall from a pedestrian to a "Transit Mall":

There doesn't seem to be anything wrong with the basic idea - aside from the fact that the Council has absolutely no idea how much the changes will speed up the bus service, nor how much it will all cost.

So there's no idea of the costs, no idea of the benefits, and no alternatives given. This isn't an informed discussion about the merits of a better transport approach, it's a fashion show about Manners Mall.

Very frustrating.

³ <http://poneke.wordpress.com/2008/12/01/manners-2/>

Appendix - Ngauranga to Airport Study Predictions

A key objective of the proposal to open Manners Mall up to buses is to increase the core capacity of the CBD bus route to meet the continued growth in bus patronage. In other words, the CBD needs to support more buses during peak hours if residents from the growing suburbs are to be able to access their employment without a further degradation in travel times.

As noted by Cr Andy Foster in a Blog:

The real reason [for this proposal] is about contributing to the steady upgrade of bus services through the CBD. Most people heading to and from the suburbs on the bus during rush-hour know that it's probably as fast to walk from Lambton Quay to Courtenay Place (and vice-versa) on many days as it is to go by bus.

However, a key element missing from the study analysis is any specific information on current or future required bus capacity already predicted as a target.

The recent Airport to Ngauranga Study (N2A) did look at this element in some depth including comprehensive patronage modeling of the area concerned. The following are some of the figures from this study:

N2A CBD Max Patronage ⁴	Bus Northbound	Bus Southbound
2001 AM Current Base	2857	3440
2016 AM N2A Base	4241	4089
2016 AM N2A Recommended ⁵	5169	7677

It is clear that a consequence of the Ngauranga to Airport Study recommended option is a predicted CBD bus patronage increases of between 80% and 120%. In other words, to carry the PT usage **already predicted** under the transport improvements recommended by the Ngauranga to Airport Study⁶, **the number of peak hour buses needs to double !**

⁴ Based on WTSM patronage modelling figures under N2A Opus Working Paper 2

⁵ Option Package 3 "Balanced without new Tunnels"

⁶ Therefore incorporated into the Regional Land Transport Strategy

Submission form

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

All submissions (including name and contact details) are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by the Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

First name(s) Effie

Last name Barnett

Street address 211 Derwent st Island Bay
Wellington New Zealand

Phone 027-347-7666

Email lilfrizz-bsb@hotmail.com

I am writing this submission (tick box)

 as an individual on behalf of an organisation

Name of organisation

Would you like to present your submission to the Committee considering the proposal?

 Yes No

What do you think about the idea of opening Manners Mall to buses?

I think its really horrible because it will put lots of teen's out of place, ~~to~~ they have know were to go as it is at least hear the police are near by and

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?

can keep an eye on them ect.
In stead of making a road why not make a place for less fortunate people to hang in manners.

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

Its probly a lot safer to have a low speed limit because you have a lower chance to be hit.

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

Other comments:

Its a very un thort out idea people love the area with no basic cars.

Fold, tape and send this submission form to reach us by **Friday 5 December**.
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WELLINGTON

Joelene Noble

From: j.plinton@xtra.co.nz
Sent: Friday, 5 December 2008 9:30 a.m.
To: Joelene Noble
Subject: Restoring the Golden Mile - Bus Route & Street Changes

The following details have been submitted from the Restoring the Golden Mile - Bus Route & Street Changes form on the www.Wellington.govt.nz website:

First Name: Jamie

Last Name: Linton

Street Address: 152 Oban Street

Suburb: Wadestown

City: Wellington

Phone: (04) 473 5853

I would like to make an oral submission: Yes

Email: j.plinton@xtra.co.nz

I am making this submission: as an individual

Views on opening Manners Mall to buses: Will comment in my oral submission.

Views on long-term changes to streets: Will comment in my oral submission.

Views on reducing the speed limit: Will comment in my oral submission.

Views on traffic light placement: Will comment in my oral submission. Will say I have previously made comments on the essential need for these lights.

Other comments: I have a number on matters that are vital for improved 'traffic flow' through Wellington City which I will detail in my oral submission. I can comment that over a period of several years I have directly personally spoken on many occasions on a number of these matters to various WCC staff and personnel including several elected Councillors and a number of senior managers and have found little or no willingness to deal with the issues. Hopefully things are about to change.

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Submission form

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

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First name(s)

John ~~EA~~

Last name

Chow

Street address

~~111~~ ~~111~~ ~~111~~ 75 Courtenay Place
Wellington

Phone

021 708 778

Email

john.chow@chawgroup.co.nz

I am writing this submission (tick box)

as an individual

on behalf of an organisation

Name of organisation

B & M Entertainment

Would you like to present your submission to the Committee considering the proposal?

Yes

No

What do you think about the idea of opening Manners Mall to buses?

Yes, I agree with this

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?

Depends on what you mean by long term

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

Dont agree with this during office hours. Drop to 30k at night when there is a lot more drunk people out on the street, should not be 50k all the time

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

I think the current situation is sufficient do not need any more traffic lights along Courtenay Place

Other comments:

Fold, tape and send this submission form to reach us by **Friday 5 December**.
Feel free to include extra pages if you need to.

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Submission form

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125

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

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First name(s) *Graham How*

Last name *Howell*

Street address *82 Pirie St, Mt Victoria
Wellington*

Phone *934 1147*

Email *graham_howell@yahoo.co.nz*

I am writing this submission (tick box)

as an individual

on behalf of an organisation

Name of organisation

Would you like to present your submission to the Committee considering the proposal?

Yes

No

What do you think about the idea of opening Manners Mall to buses?

*Disagree with idea, would prefer Manners St East
to made into a Mall.*

*Dixon St two way for buses (then Victoria,
Manners West, Willis). Agree no buses in
Mercer or lower Cuba, Wakefield.*

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?

Agree except for above

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

Agree

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

Agree

Other comments:

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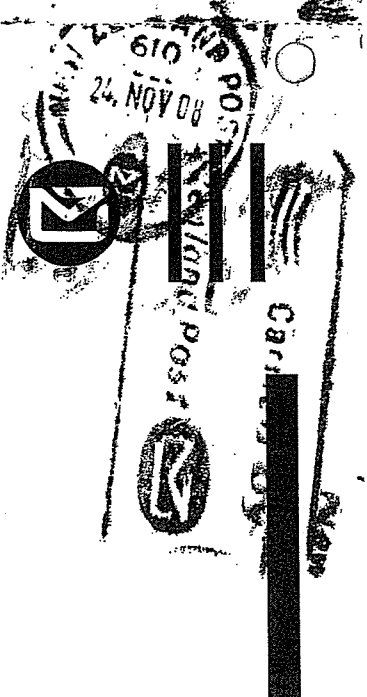
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Submission form

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

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First name(s) CHRIS

Last name HORNE

Street address 28 Kaihuia Street
Northland

Phone 475 7025

Email jchorne@paradise.net.nz

I am writing this submission (tick box)

 as an individual on behalf of an organisation

Name of organisation

N.A.

Would you like to present your submission to the Committee considering the proposal?

 Yes No

What do you think about the idea of opening Manners Mall to buses?

I support the idea of opening Manners Mall to buses only.

The more direct route would reduce bus journey times, and thus increase the popularity of public transport.

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?

Dixon St. - o.k., if leave taxi stand where it is,
lower Cuba St. - make it a cul-de-sac for shoppers' cars.

Victoria St. - stop right turn from Dixon into Victoria streets.

Wakefield St. - o.k.

Mercer St. - o.k.

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

The proposal makes sense, because it has the potential to reduce the number and severity of accidents.

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

The proposal makes sense, because it may reduce the delays to buses, if the "walk" phase is on immediately before the next intersection's traffic lights go green*. This would give buses a smoother run through Courtenay Place.

Other comments:

I recommend that Manners Street east of the mall, and west of the mall, be bus-only malls, just like Manners Mall is to become.

This would make lower Cuba St a cul-de-sac for shoppers' cars

Fold, tape and send this submission form to reach us by Friday 5 December.
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210

Joelene Noble

From: curtisantonymixon@gmail.com
Sent: Monday, 1 December 2008 11:07 a.m.
To: Joelene Noble
Subject: Restoring the Golden Mile - Bus Route & Street Changes

The following details have been submitted from the Restoring the Golden Mile - Bus Route & Street Changes form on the www.Wellington.govt.nz website:

First Name: Curtis

Last Name: Nixon

Street Address: 19/493 Adelaide Rd

Suburb: Berhampore

City: Wellington

Phone: 043800167

I would like to make an oral submission: Yes

Email: curtisantonymixon@gmail.com

I am making this submission: as an individual

Views on opening Manners Mall to buses: It is a terrible idea. It is a waste of WCC resources. It is a dis-improvement to the Wellington cityscape. If there is a perceived need to straightening the bus route I would suggest continuing the northbound route along Dixon to Willis, turning right there and continuing down to the existing path

Views on long-term changes to streets: A waste of money, useless

Views on reducing the speed limit: Marginally beneficial, possibly useful but too many variations of the speed limit are confusing and end up being ignored

Views on traffic light placement: Unnecessary

Other comments: This scheme is mostly a lot of useless money wasting. Does WCC have a huge pot of spare money that planners want to spend on their pet projects like this.

SUBMISSION
NUMBER

404

Joelene Noble

From: robertmayo@paradise.net.nz
Sent: Friday, 5 December 2008 6:11 a.m.
To: Joelene Noble
Subject: Restoring the Golden Mile - Bus Route & Street Changes

The following details have been submitted from the Restoring the Golden Mile - Bus Route & Street Changes form on the www.Wellington.govt.nz website:

First Name: Robert
Last Name: Mayo
Street Address: 2 Armitage Street
Suburb: Ngaio
City: Wellington
Phone: 4793567

I would like to make an oral submission: Yes

Email: robertmayo@paradise.net.nz

I am making this submission: as an individual

Views on opening Manners Mall to buses: Possibly the silliest thing our planners have come up with so far.

Wellington purports to a pedestrian friendly city and should be protecting the pedestrian malls not destroying them! How about keeping the vehicles out like you are required to? Your own and your contractors vehicles are some of the worst offenders. Emergency vehicles only! As for your Golden Mile PR campaign what sort of idiots do you think we are.

Views on long-term changes to streets: Your demented tinkering has made them unusable already.

Views on reducing the speed limit: I thought you were trying to speed up bus flows. Who would enforce the speed limit? The Lambton Quay limit is not enforced now and bus drivers ignore it.

Views on traffic light placement: Absolutely stupid. Do your staff get a kickback from the manufacturers? Why else would they think more traffic lights would be good? We have enough red light runners already, do we need more?

Other comments: How dare you suggest reducing the bus stops? Some of us have mobility issues. How do you think no stop between Cuba and Lower Willis will affect those of us who can't walk far?

No time will be saved as the same passengers will have to load.
Some simple, commonsense changes to footpaths and lanes will improve bus flow. This idea will just make it difficult for bus users.

I note also that the council is still using the "Feedback during the busiest time of the year" method of trying to minimise public outrage.

Submission form

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NUMBER

54

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

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First name(s)

James

Last name

Woo

Street address

P. O. Box 11583, Manners St

Phone

021-2560137

Email

KA9102@yahoo.co.uk

I am writing this submission (tick box)

- as an individual
 on behalf of an organisation

Name of organisation

Would you like to present your submission to the Committee considering the proposal?

- Yes
 No

What do you think about the idea of opening Manners Mall to buses?

Great idea, was a tram/bus lane
40 years ago, it has to be a bus
only area, means no traffic is allowed

What do you think about the possible long-term changes to Dixon, Lower Cuba, Victoria, Wakefield and Mercer streets?

Victoria St should be two-way lane
to reduce the traffic in Willis St
Wakefield St should have buses
run through.

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

40k would be right, 30k is bit slow for the nights and weekends.

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

Good idea, those three pedestrian crosses are pain in the ass.

Other comments:

Ask ~~the~~ GoWellington to send trolley buses back on the ^{ROADS} nights and weekends, we pay ~~to~~ them to operate 24/7 ~~and~~ so, ~~to~~ they have to. ~~get the~~

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SUBMISSION
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221

Joelene Noble

From: luisgportillo@xtra.co.nz
Sent: Monday, 1 December 2008 4:37 p.m.
To: Joelene Noble
Subject: Restoring the Golden Mile - Bus Route & Street Changes

The following details have been submitted from the Restoring the Golden Mile - Bus Route & Street Changes form on the www.Wellington.govt.nz website:

First Name: Luis
Last Name: Portillo
Street Address: 3/107 Cuba Street
Suburb: Te Aro
City: Wellington
Phone: 021 623456

I would like to make an oral submission: Yes

Email: luisgportillo@xtra.co.nz

I am making this submission: as an individual

Views on opening Manners Mall to buses: I am not sure how much time travel would be saved by doing this. I regularly take the bus from Dixon St to end of Lambton Quay and back, at different times of the day. The sections between Dixon and corner of Willis and Lambton Quay (on northbound), and southbound between Willis Street and Manners have never been a problem, I believe traffic flows smoothly in this area.

Also, as a resident of the neighborhood, I enjoy walking through the mall, why would you want to this away from people living in the area?

Views on long-term changes to streets: They sound fine but not if they mean opening Manners Mall to bus traffic.

Views on reducing the speed limit: It was about time you thought of that.

Views on traffic light placement: This part of your plans bothers me the most. Why would it seem that City Council hate pedestrians so much? It is always about making it easy for buses and cars. Why would you take away from pedestrians one of the few places in the city where you can cross the street at a normal walking speed rather than trying to make it under the ridiculous amount of time you usually give us. To blame pedestrians for buses running late is just absurd. No matter how much extra seconds buses and cars wait for pedestrians to cross a street, most likely drivers will reach their destination first.

Other comments: After the way City Council handled the whole bypass deal and how the area has not come to life as you made us believe it would, it is hard for me to support these plans. I think you should first fix the area the bypass, before you venture into another project that can only benefit drivers and not the people who live in the area.

SUBMISSION
NUMBER

114

Submission form

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

All submissions (including name and contact details) are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by the Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

First name(s) *Ward*

Last name *Robinson (Company Director of Winchi Holdings Ltd)*

Street address *Owner of Unit 4C - 49-51 Manners Mall*

Regency Building

Phone *0274 531 631*

Email

I am writing this submission (tick box)

as an individual

on behalf of an organisation

Name of organisation

Would you like to present your submission to the Committee considering the proposal?

Yes

No

What do you think about the idea of opening Manners Mall to buses?

Stupid. Manners Mall is perfect how it is.

It is a nice haven in the city for families to casually and safely stroll. It is our favourite part of Wellington to go as a family. We would not go there if it was changed.

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?

I am all for better bus routes but not if it means ruining an awesome attraction.

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

Very good idea

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

Stupid!

Other comments:

Please don't ruin Manners Mall. Us apartment dwellers simply love it there as the way it is.

Fold, tape and send this submission form to reach us by **Friday 5 December**.
Feel free to include extra pages if you need to.

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Submission form

SUBMISSION NUMBER 537

Tell us what you think. Wellington City Council would like your feedback on proposals for the area between Taranaki Street and Willis Street and also Courtenay Place. These plans include re-routing buses through Manners Mall, lowering the speed limit in Manners Street and Courtenay Place from 50kmh to 30kmh and putting traffic lights on the three pedestrian crossings in Courtenay Place. Fill out this feedback form and post it back to us by Friday 5 December (no stamp required) or comment online at www.Wellington.govt.nz

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First name(s) ROBERT THOMPSON
Last name BURCH
Street address 35 KANO ST
KARORI 6012
Phone 476-4400 Email artybees@actrix.co.nz

I am writing this submission (tick box)
[checked] as an individual
[] on behalf of an organisation
Name of organisation

Would you like to present your submission to the Committee considering the proposal?
[checked] Yes
[] No

What do you think about the idea of opening Manners Mall to buses?
I am strongly opposed - see submissions attached.

What do you think about the possible long-term changes to Dixon, lower Cuba, Victoria, Wakefield and Mercer streets?
I am more concerned about the changes proposed for Manners Street but can see no advantages from changes to these streets.

Submission form (continued)

Tell us your views on the proposal to reduce the speed limit from 50kmh to 30kmh in Manners Street and Courtenay Place, including the mall area.

D

Traffic in Manners St would rarely exceed 30 kmh at present - so no advantages

What do you think of the proposal to put traffic lights at the three unsignalised pedestrian crossings in Courtenay Place?

C

From a pedestrian point of view, there are probably advantages, but adverse effects to traffic flow will ensue.

Other comments:

See my attached submissions

Fold, tape and send this submission form to reach us by **Friday 5 December**.
Feel free to include extra pages if you need to.



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PO BOX 2199
WELLINGTON

SUBMISSION RE RESTORING THE CITY'S GOLDEN MILE

Submitter : Robert Thompson Burch

Address : 35 Kano St, Karori, Telephone 476 4400, email :

artybees@actrix.co.nz

Submission : I am opposed to the WCC proposals, in particular the plan to re-route north bound buses from Dixon Street to Manners St East, but also the re-routing of buses through Manners Mall. I have no objection to the plan to install lights on more pedestrian crossings in Courtenay Place.

Reasons for my objections are as follows –

1. As the founder and still a shareholder in Arty Bee's Books Ltd, in The Oaks Complex, Manners Street, I fear for the future viability of our business for the reasons detailed in the submissions from the Company. I reiterate our concern about the long distances that customers will have to carry cartons of books they wish to sell to us. This will reduce our access to one of our major sources of stock, as well as making access much more dangerous for clients, with crossing of two lanes of bus and car traffic resulting from the removal of parking from close proximity to our shop.
Bus stops per se are not friendly places, and at peak time in particular, crowded pavements will adversely restrict visibility of our window displays, which are of major importance to our business. Fumes from diesel buses will always be a problem from a health point of view of customers in the shop, as well as our own staff.
After dark bus stops tend to attract vagrants and undesirables, causing concern for the safety of staff, usually female, and evening customers who regularly come into the shop as a warm haven during our evening hours of trading, when we remain open till 8 or 9pm each evening.
2. As a ratepayer of the city for many years, I object to the spending of our precious funds on a project which does not appear to have any financial advantages, will cause untold disruption to the centre of the city for many months, and achieve a minimum saving of travel time for buses between The Railway Station and Courtenay Place.
3. The time and money spent on the construction of Manners Mall, not so many years ago, should not be wasted just for the sake of change. I am old enough to remember the old Manners Street, with trams in both directions, and as I recall there was often congestion, and trams were much narrower than today's buses.
4. As stated at the beginning of my submissions, I am strongly opposed to the proposals as far as they involve changes to the bus routes, and consequent changes to bus stops.

I trust you will consider my views, and listen carefully to the oral submissions presented by my managers on behalf of Arty Bees Books Ltd.



4/12/08