

## Previous submission to Wellington City Council on Restoring Wellington's Golden Mile

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Taranaki to Willis/Mercer Street Precinct Proposals (cab2)  
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To Whom It May Concern

### Submission on "Restoring Wellington's Golden Mile"

Greater Wellington strongly supports the bus priority and related measures to improve public transport services along the Golden Mile. Such measures are in line with Regional Passenger Transport Plan policies and will help achieve the regional target of 50 million passenger trips by 2016.

In additional we note such measures are supported by the Ngauranga to Airport Corridor Plan which was adopted in October 2008 and includes the following measure:

Implement passenger transport improvements (including bus priority measures, signal pre-emption, real time information) along the golden mile route to improve journey times, reliability and passenger waiting and boarding provisions (p9)

The following comments are made in respect to the questions posed in the consultation brochure.

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

We support the reopening of Manners Mall to buses as we believe this will help ensure a large number of benefits including more direct and efficient services, improved reliability and faster journey times through the Golden Mile.

We believe that, in conjunction with other bus priority measures and related measures such as bus stop improvements, the proposed changes will also help improve efficiency and vehicle utilisation (i.e. more scheduled services from the same number of buses). We note such improvements will be necessary to ensure a reliable real time information system along the Golden Mile and the rest of the network as such systems rely on predictable journey times.

We also believe the proposed changes will improve the legibility of services (by combining services in both directions) and help ensure the future development of a high quality, high frequency public transport corridor through Wellington City, consistent with the Ngauranga to Airport Corridor Plan.

We also strongly support the holistic view and desire to implement a wider package of solutions to maximise benefits that is currently being demonstrated by Wellington City Council and encourage you to continue in this approach. Along these lines we encourage Wellington City Council to continue working in partnership with Greater Wellington, in particular with regard to future network planning including bus stop locations and other network design elements and bus operations through the Golden Mile. It is noted that this work must also tie into the Wellington Bus Review.

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

We support the changes in these areas but note these improvements focus on public amenity and will have no direct impact on public transport services. Nevertheless, strong public spaces will encourage people to use these areas and may have indirect benefits to public transport.

We believe improvements in these areas should ideally focus on how to best replace the public space lost along Manners Mall with priority given to public open space and pedestrian access over car access and parking.

We also note that the proposed parking spaces should be used for short term visitor parking and should be designed to ensure minimum effects on public transport services.

**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.**

We strongly support the proposal to reduce the speed limit to 30km/h along the entire Golden Mile. This will help make the area safer for pedestrians and have minimal impact on public transport services. It is noted that currently a large proportion of vehicle accidents involving pedestrians in the region occur in Wellington CBD.

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

We support the signalling and coordination within SCATS (the traffic light management system) of all intersections and crossings along the Golden Mile bus routes to ensure fast reliable public transport services.

We note however that the potential impact on pedestrians from long waiting times at lights should be carefully managed as long waiting times often result in pedestrians crossing against signals and creating safety issues in areas where both pedestrian and traffic volumes are high. We encourage Wellington City Council to provide priority to public transport in the peak periods when travel time and reliability are most affected but at other times consider giving priority to pedestrians to help facilitate the free movement of people.

In summary, Greater Wellington strongly support the comprehensive and integrated approach that Wellington City Council is taking to bus priority along the Golden Mile and encourage you to

continue working partnership with us in delivering improved public transport services for the public. We believe this will help ensure consideration of all relevant factors, help achieve buy in from stakeholders and the public and provide greater certainty for both public transport users and Wellington residents.

We would like to present this submission to the Committee considering the proposal.

Yours sincerely

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