

Property Council New Zealand

Submission on Let's Get Wellington Moving: Golden Mile proposed design

11 August 2022

For more information and further queries, please contact
Sandamali Gunawardena Sandamali@propertynz.co.nz 0210459871

Submission on Let's Get Wellington Moving: Golden Mile proposed design

1. Summary

- 1.1 Property Council Wellington Branch ("Property Council") welcomes the opportunity to provide feedback on the Let's Get Wellington Moving: Golden Mile proposed design.

2. Recommendations

- 2.1 At a high level, we recommend that Let's Get Wellington Moving:
- Publish an in-depth economic assessment or business impact analysis to clarify the impact to business on the Golden Mile and in the surrounding area;
 - Reassess the restrictions around commercial vehicle access on the Golden Mile;
 - Provide more clarity on how traffic flows and vehicle paths will be managed;
 - Incorporate more EV charging points into the design to allow for more lower carbon transport options; and
 - Continue to work with the private sector on any further design proposals.

3. Introduction

- 3.1. Property Council is the leading not-for-profit advocate for New Zealand's most significant industry, property. Our organisational purpose is, "Together, shaping cities where communities thrive".
- 3.2. The property sector shapes New Zealand's social, economic and environmental fabric. Property Council advocates for the creation and retention of a well-designed, functional and sustainable built environment, in order to contribute to the overall prosperity and well-being of New Zealand.
- 3.3. Property Council is the collective voice of the property industry. Property is the fourth largest industry in Wellington. There are around \$40.4 billion in property assets across Wellington, with property providing a direct contribution to GDP of \$4 billion (10 percent) and employment for 20,640 Wellington residents.
- 3.4. We connect property professionals and represent the interests of 134 Wellington based member companies across the private, public and charitable sectors.
- 3.5. This document provides Property Council's feedback on the [Golden Mile proposed design](#). Comments and recommendations are provided on issues relevant to Property Council's members.

4. Impact on businesses and significant cost of project

- 4.1. At a consultation meeting with the Golden Mile team earlier in the year, we were told that those using a private vehicle roughly spend \$150 per shop compared to \$100 per shop by those who walk or use public transport. This is particularly concerning as the extra \$50 per person, could be the difference between retailers opening and closing.
- 4.2. We are concerned that the impact on business has not been properly analysed as we are yet to see an economic assessment undertaken. Businesses need to be presented with a clear picture

of the impact, especially as there has been further changes proposed. During early consultation, it was anticipated that 100-200 carparks would be removed. The current design shows the removal of up to 300 carparks, with final numbers potentially changing once side road designs are confirmed.

- 4.3. We are concerned that the day to day running of businesses will be detrimentally impacted by the limited access of commercial service vehicles. It is proposed that smaller commercial vehicles, like couriers and trade vehicles will no longer be able to access the Golden Mile and will have to use near-by loading zones on side streets. Businesses rely on loading zones that are proximate to its location and having to use them on side streets will not only make it more time consuming but costly for deliveries to be made. Similarly, restricting deliveries of goods by large commercial vehicles from 10am to 3pm and 7pm to 7am on weekdays, will also result in similar issues.
- 4.4. Alarming, the September 2021 Costs Paper predicts that the total cost apportioned by 12 extra buses on the Golden Mile will be \$9,750,000 per additional bus and \$107,000 per extra passenger that it can carry. We are concerned that the proposal will have a significant direct and indirect costs to Wellington's commercial sector.

5. Congestion and EV charging points

- 5.1. It is unclear how the traffic flows and vehicle paths will be managed around the Golden Mile. Two years ago, the initial assessment done on cars, buses and loading zones showed wider traffic impacts resulting in increased congestion for private cars. The current design has not adequately addressed these issues.
- 5.2. We are surprised to see the lack of EV charging points in the proposed design despite allowing some private vehicles to access the Golden Mile. Property Council supports the Government's commitment to reduce net carbon emissions to zero by 2050. We do not believe that private vehicles need to be removed from the Golden Mile and the wider CBD in order to achieve this. Reducing carbon emissions can also be achieved by allowing for lower carbon transport options, such as electric vehicles. We therefore recommend the designs incorporate more EV charging points to accommodate all users of the Golden Mile.

6. Conclusion

- 6.1. We are concerned that the proposed design does not properly take into consideration the impact on businesses on the Golden Mile. Undertaking an economic assessment is critical to make sure that any improvements proposed, work in the best interest of all those who use and access the Golden Mile.
- 6.2. Property Council members invest, own, and develop property in Wellington. We wish to thank the Let's Get Wellington Moving team for the opportunity to submit on the Golden Mile proposed design. This gives our members a chance to have their say in the future of our city.
- 6.3. Any further enquires do not hesitate to contact Sandamali Gunawardena, Advocacy Advisor, via email: sandamali@propertynz.co.nz or cell: 0210459871.

Yours Sincerely,



Gerard Earl
Wellington Committee Chair
Property Council New Zealand