

Property Council New Zealand

Submission on Let's Get Wellington Moving: Golden Mile Traffic Resolutions

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Submission on Let's Get Wellington Moving: Golden Mile Traffic Resolutions

1. Summary

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

2. Recommendations

- 2.1 At a high level, we recommend that Let's Get Wellington Moving:

- Amend TR28-23 to allow for service vehicles to access the Golden Mile without having to complete a bureaucratic application process for approval from Wellington City Council each time they wish to enter the Golden Mile; and
- Allow for service vehicles to access the Golden Mile without an application process, and review with the industry six months into the project.

- 2.2 At a high level, if TR28-23 remains unchanged for authorisations, we recommend that Let's Get Wellington Moving amend the process to:

- Allow for emergency situations (service vehicles to access Golden Mile without Authorisation if there is a risk to health or safety, e.g. a person is stuck in a lift);
- Allow for a one-day turn-around for authorisations; and
- Allow for authorisations to occur once per vehicle for a 12 month period (rather than on a per job basis).

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, Wellington (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: Traffic Resolution](#) consultation. Comments and recommendations are provided on issues relevant to Property Council's members.

4. General Comments

- 4.1. The Golden Mile is a key inner-city project that will fundamentally change traffic flow and place greater pressure on congestion elsewhere in the city.
- 4.2. Property Council continues to have questions around who will be funding the project, and concerns as to whether the project will meet its urban development objectives by encouraging residential density.
- 4.3. We have continued concerns about the removal of private vehicle access along the Golden Mile, given that there is limited access currently. We ask that the Council provide the public with statistics on how many private vehicles currently use the Golden Mile on a daily basis.
- 4.4. We are also extremely concerned with Traffic Resolution 28-23 ("TR28-32"), which would require any service and goods vehicle to obtain authorisation to use the Golden Mile for each individual trip and time required, whilst waiting up to five working days for a response. This is an onerous burden that will slow down productivity in Wellington.
- 4.5. Finally, we have health and safety concerns for pedestrians, given the amount of foot traffic Let's Get Wellington predicts will increase on the Golden Mile. Currently, 80 buses travel along the Golden Mile per hour and it is unclear how public safety will be managed.

5. Let's Get Wellington Moving Vision and Objectives

- 5.1. In 2021, the Let's Get Wellington Moving Vision and Objectives alongside the weighting of the objectives changed. The programme objectives are for a transport system that; enhances urban amenity and enables urban development outcomes, provides more efficient and reliable access for users, reduces carbon emissions and increases mode shift by reducing reliance on private vehicles, improves safety for all users and is adaptable to disruption and future uncertainty.
- 5.2. Despite the proposed vision and objectives, the consultation document called Golden Mile FAQs on page 13 states that: "In certain parts in the central city, at certain times of the day, there may be more traffic than now but, in a central city location where there are multiple routes and modes of transport, it is hard to predict exactly how things will change."
- 5.3. The Golden Mile project is part of the Let's Get Wellington Moving transformational programme. If the Golden Mile project is unable to predict the impact of removing traffic from the Golden Mile on the wider transport network, there would be a question around need for change, especially before the wider transformation programme of Let's Get Wellington Moving is completed.
- 5.4. We recommend that the Let's Get Wellington Moving team refocus on the transformative project of Let's Get Wellington Moving. The transformative project would see mass rapid transport and encourage urban density within Wellington city. In comparison, the Golden Mile project tinkers around the edges, seeking to remove private vehicle access, causing the likely flow-on effect of adding congestion to other parts of the City, and reducing access to the Golden Mile, well before a mass rapid transit system is introduced.

6. Traffic Resolution28-23

- 6.1. Let's Get Wellington Moving has not considered how these proposed changes will have an impact on businesses, on a daily basis. There will be significant flow on effects to the end consumer, if access for service and trade vehicles to these businesses, is limited.
- 6.2. We are concerned about the proposal (requiring service vehicles to apply for authorisation from Wellington City Council) will show down Wellington's productivity. Requiring authorisation, each time a service or delivery is required, will likely make providing a service or undertaking works "impracticable" to businesses or areas on the Golden Mile. In these cases, access to the Special Vehicle Lane on the Golden Mile, should be a given.
- 6.3. However, the number of logistical steps a service/trade vehicle driver must take in order to apply for a limited Special Vehicle Approval is alarming. Even with approval to enter, this is a one-off authorisation and may be revoked "if justified" by the Authorised Officer. Furthermore, there is no clear guidance on what is and what is not justified – making authorisation subjective to individual Council Officers.
- 6.4. Authorisation to enter the Golden Mile is only allowed for off-peak times and if access is needed for a time during on-peak hours, this will need to be obtained through a special circumstance authorisation. Businesses rely on the delivery of goods, and access to services and this cannot always be done at a set time. For example, if there is a faulty lift and people are stuck within it, there may be not time to seek authorisation or a special circumstance authorisation, especially given that it could be up to 24 hours that this authorisation comes through. Furthermore, even under a special circumstance, these vehicles are not guaranteed access to a loading zone. This poses a major health and safety risk as this could force service and delivery vehicles to park on pavements and cycleways.
- 6.5. Finally, we are concerned that these changes may pass on more costs to property owners on the Golden Mile. Despite there being no application fee for an authorisation application, we fear that this will become unsustainable for the Council, and that this cost will eventually be passed onto businesses on the Golden Mile. Furthermore, Let's Get Wellington Moving plans to remove upwards of 550 car parks across Wellington, which includes car parks on the Golden Mile. We are concerned that there is no information surrounding how the Council plans to make up for the income lost.
- 6.6. Imposing these extreme barriers on service and trade vehicles will see not only businesses impacted, but also shoppers and visitors needing access to those services whilst on the Golden Mile. We therefore recommend that TR28-23 be amended to allow for service vehicles to access the Golden Mile without having to complete an application process for approval from Wellington City Council each time they wish to enter the Golden Mile. Furthermore, we recommend that TR28-23 allow for service vehicles to access the Golden Mile without an application process, and review with the industry six months into the project.
- 6.7. However, if TR28-23 remains unchanged and authorisations are still required, we recommend that the authorisation process be reviewed to allow for emergency situations (service vehicles to access Golden Mile without Authorisation if there is a risk to health or safety, e.g. a person is stuck in a lift). If TR28-23 remains unchanged and authorisations are still required, we recommend that the authorisation process be reviewed to allow for a one-day turn-around of

responses, and service vehicles can apply for authorisation for a 12-month period (rather than on a per job basis).

7. Conclusion

- 7.1. In summary we have a number of concerns that the consultation document does not address as to the vision, purpose, outcomes and funding of the Golden Mile Project. We also have many suggested changes to the Authorisation of Service Vehicles, if this is not removed entirely.
- 7.2. Any further enquires do not hesitate to contact Sandamali Ambepitiya, Senior Advocacy Advisor, via email: sandamali@propertynz.co.nz or cell: 0210459871.

Yours Sincerely,



Gerard Earl
Wellington Committee Chair
Property Council New Zealand