

Questions and Answers

Pūroro Āmua | Planning and Environment Committee – 27 October 2021

2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case

Is new pavement being looked at regarding accessibility and utilising Waka Kotahi's recent research on paving?

Yes. A preliminary pavement strategy has been developed for the business case, which we'll enhance/expand on during the upcoming detailed design phase.

Although the strategy's main focus is on the key areas of the Golden Mile where enhanced paving might be carried out, it also highlights that designing for people with accessibility needs is a priority. This is why further technical and community engagement on pavement design will be carried out during the upcoming detailed design phase. This will be informed by existing and future Waka Kotahi research, and by engagement with disability advisors and people who can shared lived experiences around accessibility.

What is a traffic control strategy? What is the hybrid approach proposed?

The Traffic Control Strategy (referred to as the Traffic Regulation Strategy in the Single Stage Business Case (SSBC) Appendix I presents the recommended traffic control approach for the Golden Mile project.

There are different ways to implement the traffic controls needed to make the Golden Mile project a success. Some of the main differences relate to:

- ease and simplicity with which the controls can be communicated and understood
- the precision with which controls may be applied – a blunt approach compared with a more nuanced approach that's more sensitive to needs of different parts of the community
- the ease and effort involved in enforcement.

Three main methods of traffic controls were investigated in the Golden Mile SSBC:

- **Road traffic controls** - the most common way of establishing controls and restrictions, using a system of signs, signals, and markings
- **Physical access controls** such as gates, barriers, bollards etc.
- **Permitting system** - a Golden Mile access permit, allowing permit holders who meet certain requirements to access the corridor under certain conditions.
 - Examples could include buses, emergency vehicles, service vehicles, taxis and ride share vehicles which travel to parts of the Golden Mile during certain time periods.
 - Permits could be used on a permanent or temporary basis, with access granted either unconditionally, or subject to conditions. Examples of permanent permit holders could include emergency vehicles, buses, large commercial vehicles (subject to out of peak, time of day restrictions) and taxis/uber (subject to time of day

restrictions and limited to Courtenay Place only). Examples of temporary permit holders could include construction or servicing vehicles. The use of permitting systems would require the use of a supporting enforcement regime or system.

Following SSBC investigations, we're proposing a hybrid combination of controls based on vehicle types (vehicle weights etc) and permits linked to specific vehicles.

We'll explore the proposed approach further with Wellington City Council officers during the next phase of detailed design. We're already working closely with the Council who are developing a modern, camera-based enforcement system to ensure that any proposed controls would be accompanied by the right amount of deterrent.

Once we've carried out further detailed design, we'll present recommended approach and associated traffic resolutions to the relevant Council decision-making Committee, including details on how controls would be implemented.

2.2 Wellington Central City Green Network Plan

Is Lower Cuba Mall an excellent shared space? This from my perspective is a road with wider pavements, how does this function as a shared space from a staff perspective?

This design was developed to find a compromise between parking and pedestrian space. As the planting has established it has changed the look and feel of that area in a positive way, while remaining a somewhat dominate parking space.

What guidelines will be used to make the spaces more accessible for disabled people? All spaces will be designed according to universal design principles.

Blue network – how will this be cared for? What is the Plan apart from the Whaitua process?

Investment in water sensitive urban design and improving water quality entering the harbour will be considered in all new design work across the city - including in public space redevelopments and along the road corridor as these become 'greener'. This will require working closely with Wellington Water Ltd as we consider stormwater management across the city and understand the funding implications of managing a range of stormwater assets alongside the traditional pipe network.

Who are the stakeholders you will be engaging with next?

Funding mechanisms and options will be considered as part of the next Annual Plan and Long -term Plan (LTP) engagement. In addition, each new project or workstream will have public engagement as part of business-as-usual as the Council develops new public spaces. There will be ongoing opportunities for people and groups to engage with greening the city through project specific engagement.

Frank Kitts Park – noting the amendment that was agreed, will staff do any work through the implementation stage to identify alternative sites if the Fale goes ahead?

The impact of any Fale proposal will need to be better understood before any decision is made on construction at Frank Kitts and how this may affect public park space. No new destination park space is proposed in the Green Network Plan. Officers will be looking to find land for an urban park (like Midland Park or Cobblestone Park) to offset any potential loss of green space.

Birdlife coming back? Would staff envisage that this green will lead to a significant growth in birdlife?

Yes. The intention is that greening the city will increase connected habitat for birds and other species.

Progress on parks already agreed? We agreed on some parks last triennium, where are we up to now?

The LTP identified funding for a park and officers are progressing options as they arise.

Manage what we create in the objectives, can it be changed to a concept around care/guardianship?

Officers were really keen to highlight the 'manage' objective as it is important for the long-term sustainability for the green network. This objective is specific to the significant management role that the Council has and the need to manage the 'green assets' that need ongoing care and gain

value over time through that care. The care/guardianship concept is part of the 'treasure' objective and also the 'celebrate' objective. All four objectives are closely related.

Page 28 - we are able as people not just to see benefits as tourists, visitors and residents to the area but also to see benefits priority for native flora and fauna - e.g bird bus stops how can we demonstrate this in the paper

Please refer to pages 10 and 11 ([pages 44 and 45 of the meeting agenda](#)) of the draft plan which outline the breadth of benefits that greening provides – including the concept of 'nature for natures sake'.

Page 29 and 30 Funding and partnering options - how much priority are we giving to mana whenua and Māori lead organisations? Drawing your attention to the natural environment fund in grants we rarely get applications from Māori lead groups. How can we get prioritisation here for encouraging storytelling?

This storytelling could happen in a range of ways and needs to be funded – both as a stream of work in its own right and/or as part of other public space delivery projects. This can be considered in the implementation plan with specific mention to understanding how we can support Māori lead organisations in this through greening initiatives.

I guess I am also concerned at WCC acquiring more land like we do the town belt regarding indigenous land being co-opted into public institutions again. How can we ensure things like pā sites and other tapu places are cared for?

We follow the legislated processes for any acquisition of land and consideration of sites of cultural significance. The Council also has an Memorandum of Understanding with Iwi Partners about how we will work together.

I know this mahi (work) has already been done - but can we expect to see the stream network and bird flight patterns mentioned in the Green Network Plan?

The Implementation Plan will get into that level of detail and we could consider overlaying these maps in the final plan or including references to them.