

# Questions and Answers

## Te Kaunihera o Pōneke | Council

### 24 February 2022

#### 2.1 Draft Economic Wellbeing Strategy for Public Consultation

Is there a reason we haven't timebound any of these measures? I.e within 5- 10 years?

We have not set targets due to the variability of the global economies in the current environment, instead, we have indicated for an improving trend.

Outcome 2 - did we consider an approach, aim or aspiration to see Wellington be recognised as a "national and global leader" in Circular Economy Innovation?

Yes we considered this. However, we felt that it was more important to be clear about the direction of change.

Will the City Growth Fund be realigned to meet the aspirations of the Economic Wellbeing strategy when finalised?

Yes – this will be part of the business unit planning to align to the strategy.

How will the Economic Wellbeing Strategy work with WellingtonNZ's Destination Management Plan- Destination Pōneke? I.e how will these strategies work together to promote and communicate about transitioning businesses, transitions stories and innovations as they start to become more prominent in the Wellington success story?

We have worked together and shared knowledge as the Destination Pōneke Plan and the Economic Wellbeing Strategy were developed. The Plan will deliver on many aspects of the Strategy.

Minimise Disruption section - what is envisaged when we say “provide suitable temporary support for businesses”?

The intention is that the coordinated capital works planning, and delivery will work closely with impacted businesses to identify different solutions depending on the situation. The staff coordinating the response are taking lessons from Auckland and Sydney to identify opportunities.

## 2.7 Let's Get Wellington Moving – Thorndon Quay and Hutt Road Single Stage Business Case

What is the process we will need to go through to look at slower speeds?

We aren't yet sure when the Waka Kotahi speed changes will come out – they were due last year and are now expected in April. Our preference is to use this new streamlined process for all future speed changes including those associated with Thorndon Quay Hutt Road (TQHR) project.

Can we be assured that urban design, placemaking, lighting for safety and greening aspects will remain a priority and happen alongside the development of this project?

Yes, these elements form part of the TQHR Single Stage Business Case (SSBC) that aims to improve safety, comfort and amenity for people who live and work on Thorndon Quay; will have significant benefits for people travelling to, through, and along the corridor on foot, by bike and by bus, and this includes \$6m specifically earmarked for placemaking and urban design elements. Street lighting is considered separately under safety improvements that will be made as part of the proposed improvements.

How will further engagement with businesses be managed to make sure we are informing them of what's coming up, trying to meet the needs and limit disruption?

From March onwards, particularly in this crucial design detail stage, we will be working much more closely with businesses, including retailers and those directly affected. LGWM acknowledged concerns raised by the Progress Wellington group last week and immediately wrote back indicating our willingness to meet at their convenience.

LGWM also wants to set a schedule to meet regularly to monitor developments and commence an ongoing dialogue, and if short-term changes can be made to our projects which will help key stakeholders meaningfully without slowing down the wider LGWM Programme, then we will consider these.