

9<sup>th</sup> August 2020

Let's Get Wellington Moving

PO Box 5084

Wellington, 6145

Via: info@lgwm.nz

**Re: Golden Mile Proposals 2020**

ABOUT THE CHAMBER

The Wellington Chamber of Commerce (the Chamber) has been the voice of business in the Wellington region since 1856 and advocates for policies that reflect the interests of Wellington's business community, in both the city and region, and the development of the Wellington economy as a whole. The Wellington Chamber of Commerce is accredited through the New Zealand Chamber of Commerce network and through our three membership brands – Wellington Chamber of Commerce, Business Central, and ExportNZ – is one of the four regional organisations that make up the Business New Zealand family. The Wellington Chamber of Commerce represents more than 1,200 Wellington businesses, accounting for over 50,000 people employed in the city.

EXECUTIVE SUMMARY

The Wellington Chamber of Commerce – on behalf of the more than 1,200 businesses and 50,000 employees it represents – does not support the Golden Mile proposals presented by Let's Get Wellington Moving.

Of the 336 businesses we recently surveyed, an overwhelming 90 per cent of businesses located on, and around, the Golden Mile believe the changes will negatively impact patronage, limit access, or make no positive difference. None of the options have contemplated impacts on access and traffic flow. Removing loading zone availability will debilitate businesses'

operations. Nearby car parks are critical for patronage. The message is clear - businesses feel that decision-makers are making business worse in the city, not better.

Wellington has suffered without any real developments for over a decade. Wellington must progress, the Chamber is not here to stand in the way of that - but it must be in the right, not wrong, direction.

1. The Chamber supports positive change for the city. Before going any further, Let's Get Wellington Moving has a duty to prove how these proposals will benefit businesses on, and around, the Golden Mile.
2. The Chamber believes the current project-by-project approach is piecemeal and poorly executed. The city's transport network is all interlinked. Any decisions need to be based on the impact to the entire network.

We believe that the nearly \$80 million proposed could be much better spent on fixing other parts of the network that have a greater Return on Investment and need. The proposed Golden Mile cost is near the \$90 million of the original Basin Reserve fix - to widen footpaths and remove vehicles. It doesn't make any sound fiscal sense when funds are limited.

Evidence from the City Council, NZTA, and Let's Get Wellington Moving's own information diametrically oppose the ideas put forward in the proposals:

- Car parks in the Lambton/CBD area are heavily occupied and have quick turnover.
- Wellingtonians overwhelmingly support an increase in car park volumes.
- Wellingtonians are four times more likely to not make a trip to the city at all than they are to use alternative transport if car parks are unavailable.
- The success of a car-ban area is dependent on factors such as the supply of parking on adjacent streets.

**LGWM must demonstrate how the proposals will enhance businesses on the Golden Mile, not exacerbate the challenges they already face. The Golden Mile is a key route in a dense inner-city network, and the proposals will fundamentally change traffic flow and**

**place greater pressure on car park availability and congestion elsewhere in the city.**

Businesses are the heart of the Golden Mile – where people work, shop, meet, and eat – and these proposals fail to acknowledge their existence and needs.

Let's Get Wellington Moving must provide evidence to the business community as to the benefits they will gain from the proposed changes, how the surrounding streets would work, and how the changes support an improved transport system across the CBD and city. If this cannot be achieved, a new set of proposals must be developed.

## INTRODUCTION

The Chamber welcomes the opportunity to submit to Let's Get Wellington Moving on the *Golden Mile Proposals*.

Wellington faces a number of infrastructure challenges, not least relating to transport. We are in full support of Let's Get Wellington Moving's purpose and aim of improving the city's transport network.

The Golden Mile is the heartbeat of Wellington. It is the city's employment, shopping, and dining hub, welcoming tens of thousands of people every day. Businesses give the Golden Mile its reason for being, so when changes are proposed for the route, the business community holds a critical stake in the outcome. We trust that the voices we represent will be given their due weighting.

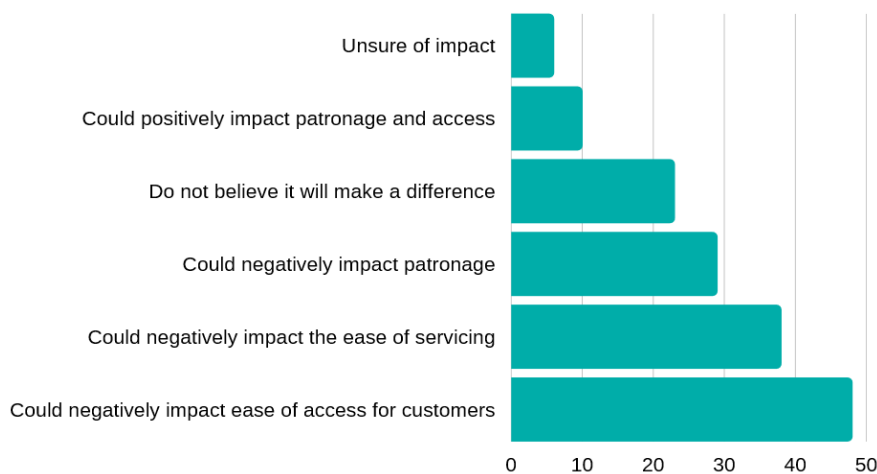
## VIEWS OF THE BUSINESS COMMUNITY

The Golden Mile proposals have not been well-received by the business community. There is extensive opposition and a fear that the changes will exacerbate issues, not solve them. To get a quantifiable understanding of this, our organisation surveyed Wellington's business community on the *Golden Mile Proposals* and Wellington City Council's *Parking Policy Proposal*. We received 336 responses to this survey. Of those businesses based on, adjacent

to, or near the Golden Mile (more than 50% of all respondents), we obtained the following feedback.

*Do you believe that the removal of loading zones, car parks and taxi stands from the Golden Mile (moving them to side-streets) could adversely impact your business? Please select all that apply.*

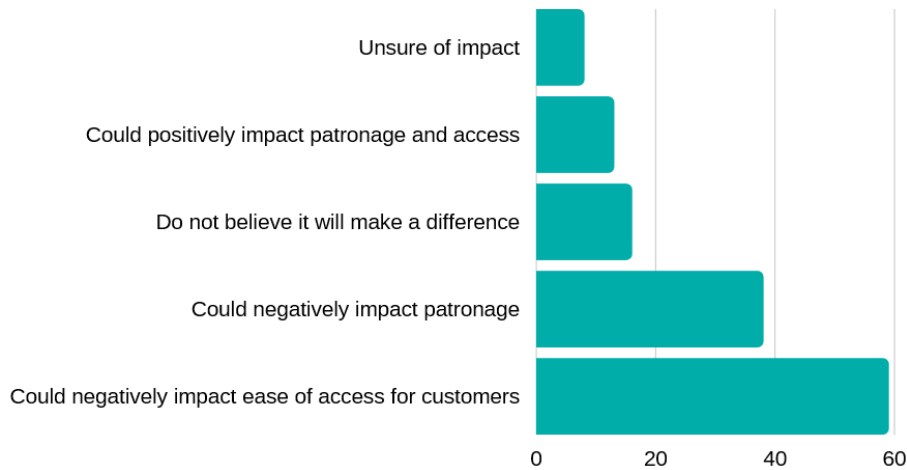
*\*The horizontal axis represents the percentage of responses.*



*Under the Let's Get Wellington Moving proposals, the streets adjacent to the Golden Mile will need to change in some fashion. Some, or all, of these streets could be closed off at the end (meaning space is required to turn around), civic spaces will be made, and loading zones and taxi stands could be shifted to them.*

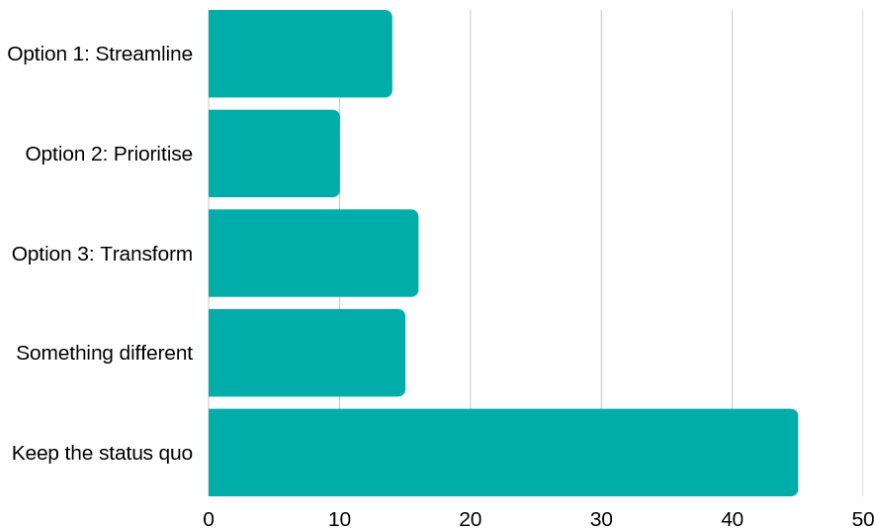
*That, inevitably, means that not only will parking be removed from the Golden Mile, but many spaces could disappear on side-streets to make room for these changes. Do you believe that the removal of car parks near your business could adversely impact your business? Please select all that apply.*

*\*The horizontal axis represents the percentage of responses.*



*Of the three options proposed for the Golden Mile, which do you believe will have the most positive impact on your business?*

*\*The horizontal axis represents the percentage of responses.*



In addition to this, we received a range of written responses from businesses based on, adjacent to, or near the Golden Mile. Examples of these responses include:

- Retailer:** "There needs to be greater thought for a transitional plan. Emphasis on 'transitional.' Get the other forms of transport up to scratch before you eliminate the alternatives. Currently, public transport is not working well which will mean that if people can't find parks they just won't come into the city. I love riding my bike but

there are many days that I can't because I have a small baby and can't subject her to the elements of pouring rain and a harsh southerly. If the council keep blindly eliminating parks without providing good alternatives people will just go to places like Westfield and Lyall Bay where there are a lot of free parks and easy access. If they want to drive people out of the city, then this is the way to do it. We have lost huge numbers of parks. They need to think about getting some more parking buildings in place to counter the huge and ongoing loss of car parks that we lost in recent years".

- **Café:** "Wellington is starting to reflect a business and family-unfriendly environment. We need options that encourage people to the city. We do not want people to park 1km away to get a coffee or breakfast. Partner with parking buildings to get the best parking options available during peak and off-peak times."
- **Consultancy:** "I believe a pedestrianised area of Lambton Quay would be an asset to the City. However, more thought needs to be given to the parking and use of side streets to aid streamlined access around Lambton Quay".
- **Egmont St Eatery:** "The current parking and travel situation in the CBD is dire at the moment and has been for some years now. My catering business has had to change its model as it's become too hard to try and deliver food and services to businesses in the CBD. God forbid trying to get a park for my appointment at a hairdresser or chiropractor right now. Christmas shopping is easier in the suburbs or Lower Hutt or Porirua. Or online".
- **Beautician:** "If anything, there should be more loading zones available".
- **Hoff Hospitality Group:** "I would like to see more options after further consultation with stakeholders".
- **Retailer:** "Our retail business is based on the corner of Mercer and Victoria St's. We have already suffered badly in losing car parks underneath the library, along Wakefield St, the appalling behaviour of taxi drivers and now these proposed changes, removing more parks. Our clientele comes from greater Wellington, many of those from out of town constantly complain about the lack of parking and difficulty in accessing our business. We have built up extensive online business and if we had to rely on just what foot traffic comes in our doors nowadays, we would have to downsize. Any further reduction in foot traffic will make us seriously consider closing down our central city

premises and relocate to a dedicated standalone space where we would provide our own parking”.

- **Argest Technical Services:** “I believe any changes need to be done in the context of a plan for the CBD as a whole, with due consideration given to all forms of transport, acknowledge that cars, trucks, service vehicles, special needs transport require equal weighting as public transport, pedestrians, scooters and cyclists. Consideration should be based on the efficient movement of vehicles of all kinds for different types of cargo and occupants using the different transport types as well as supporting the requirements of the visitor/residents of the city. Taking a piecemeal approach either by street/area or transport types will lead to poor outcomes for the city, both from a business and liveability viewpoint”.
- **Stronghold Inc:** “Loading zones are crucial for transport businesses like mine. All the buildings on the Golden Mile need to be serviced by trucks whether it be moving tenants in or out, deliveries etc. Removing loading zones from nearby buildings will congest the CBD with trucks circling or parking illegally. Health and safety risks will also be a problem with drivers or labour carrying things on the footpaths or across roads”.
- **Communications:** “Happy to remove parking from the Golden Mile, but the side streets should not be blocked, and access should remain for service vehicles, taxis and deliveries with public transport prioritised at peak periods”.
- **Dusted and Delicious:** “Remove private parking but keep loading zones, taxis etc that are short term”.
- **Market Services:** “The accessibility of our business to shoppers is vitally important, however, I believe getting people out of their cars and into public transport and bikes will improve the traffic flows and health of the city. I believe that focussing on car parks is outdated and fossilised thinking. Look at any progressive city worldwide and you will see a focus on pedestrian routes, not car parking”.
- **Café:** “Do you know what it is like to receive a delivery after the person has driven around the block several times just to drop off a standard delivery. They are key to keeping our business going. The last thing we want is for them to start rescheduling delivery times based on parking availability”.

- **Consultancy:** "I believe further lack of parking will put more people off coming into town and will send them to other suburbs".
- **Legal Services:** "Please, please, see sense WCC. I live in Island Bay and several businesses on Island Bay Parade have closed due to the cycleway. The availability of convenient parking is critical for a number of businesses. I use public transport wherever possible, but it is not always convenient when running a business and a busy family not to mention those with accessibility and other issues to deal with".
- **Tory Holdings Ltd:** "My property is in Courtenay Place; it is essential that there is adequate parking to service the hospitality industry. By reducing parking space will have an adverse effect. Also, by blocking off through traffic on the adjoining side streets will cause major traffic snarl-ups. This was proven when the test area of Tory St was made single lane with planters etc. It caused massive traffic jams at the Tory/Courtenay intersection. This section of Courtenay Place is very narrow and there are increasing problems with bus transport at busy times of the day. The problem with making such drastic changes to the parking along the Golden Mile is that it will stifle spending in those vendors and businesses. People will start drifting to suburbs to do their shopping causing the CBD to become stagnant. Wellington does not need more cycle lanes and relaxing spaces the weather doesn't suit. The phrase "Let's get Wellington moving Again" is contradicting what you want to achieve. By reducing and changing parking and the free flow of traffic is stagnating the city rather than getting it moving. In other words, you are driving people away from the city. I'm sure cities like Auckland are laughing at our poorly motivated council representatives all on a mission to push their own agendas rather than pushing for a common goal to ensure Wellington remains the coolest capital in the world".
- **Tea Pea Home:** "Taking away parks for customers makes absolutely no sense at all. Why are we discouraging shoppers to our CBD? Moving ahead with this at this time is extremely irresponsible of the Council".
- **Unknown:** "This arcane obsession with car parking is strangling progress in our city. If we focus on making our inner-city better for PEOPLE, then PEOPLE will want to spend time (and by extension their money) in the CBD".



- **Transport:** "This is an ill-informed and short-sighted approach that will create significant issues downtown for any shopping activity, be it for customers or for servicing the shops".
- **Public Relations:** "Car parks occupy far too much space in CBDs around New Zealand. They should be removed, and extra investment directed towards public transport, cycling, and micro-mobility infrastructure".
- **Café:** "Businesses in and around the Golden Mile are paying high rents to gain access to people. If we continue to stop people from entering our City the Golden Mile will soon not be able to fund its existence. The truth is that people go to the Golden Mile for the businesses there not to save the planet".
- **Transport:** "Motor vehicles appear to be increasingly demonised when they are a necessity for many. We already have a shortage of parking spaces in Wellington, as well as issues with fewer routes to get from one point to another, and heavy congestion. Closing off the Golden Mile will only add to all these problems in order to create some other fanciful design that focuses on ideals rather than practical realities. Understand it would be nice to have some things, however, Wellington is already restricted heavily in alternative routes and parking and this will only add to the problems. Closing off the Golden Mile is not going to increase the number of customers for businesses, nor is it an efficient use of space. We need more car parks, more routes, more loading zones and taxi stands (so taxis will stay out of car parks)".
- **Cranfield's:** "Under these proposals, our business will struggle to operate and trade. We will do everything to get out of our lease but wonder if anyone else would want to take it on without the adjacent car parks and poor visibility. We are also concerned about safety; I often work late at night and take comfort from there being cars around. It could become a new dangerous Manners Mall situation. I also wonder how late-night hospitality employees and cleaners will cope without car parks and with reduced safety".
- **Media:** "The city should be as car-free as possible. But it's also important that bus timetables and fare schedules line up with needs. E.g. if you go into town and home again within, say, 2 hours, the return trip is free. This would make it cheaper to go by bus to town to pick up something than by car. Also, parking charges in town should

not start before the reasonably regular buses are going - e.g. on the weekends, parking charges start at 8 am, but buses are not humming until later, making it more efficient, but more expensive, to go by car and park”.

- **Egmont St Eatery:** “I’m very concerned with the direction the council are taking the CBD. It’s another reason to consider moving my business and approx. 70 staff out of the city or to a suburb. Just look at the amount of for lease signs on Lambton, Willis and Courtenay place”.
- **Training:** “We cannot keep on with the status quo. Radical change is needed otherwise climate impact of vehicles will just get worse, plus the city will not be people-friendly, just vehicle-friendly and more people, especially the younger ones are trying to live without cars. We need to front foot this and change - NOW. The Chamber should be leading the revolution not trying to hold on to outmoded past ways of doing things”.
- **Retail:** “All you are doing is making it more and more difficult for people to access the inner city. Not everyone is able to walk or cycle - and these people also deserve access to ALL services. Stop meddling in our lives”.
- **Restaurant Group:** “We don’t want to end up with another “Island Bay Cycle Way” debacle. Once you fundamentally change this area and stuff all the retail businesses you can’t just put it back to the status quo. Consultants never say, “let’s just keep it how it is” and here is a refund of my huge fee they have to justify their existence and if they get it wrong, they just shrug their shoulders and move on the next gravy train. I drive around the Golden Mile every day doing the deliveries and it works great. There is no trouble accessing loading zones and the traffic is fine. It ain’t broke!”
- **Book Store:** “We need to be encouraging shoppers to come into the CBD, not making it harder. And how will the Golden Mile become an attractive corridor for pedestrians when it is still clogged by noisy, smelly buses. I believe there should be attractive, covered bus hubs at either end of the Golden Mile with minimal buses running through the city. It is ridiculous to have all the commuter buses travelling along the Golden Mile (much of the time with barely any passengers)”.
- **Software:** “The proposals are strongly positive for the CBD. They will drive a step-change in foot traffic and will ultimately transform Wellington into being the premium shopping destination in NZ”.

- **Market Services:** "Let's get people out of their cars and into our shops (yes we can have both)".
- **Robert Fisher Associates:** "I've worked on/off Lambton Quay for nearly 50 years. It is not a congested street and traffic flows easily. Pedestrian traffic is mostly light and at times almost non-existent. But what would be a mistake by closing off side streets would be a major safety risk for emergency service access. Closing streets could result in a risk to life in an emergency".
- **Unknown:** "Stop making it difficult for cars to get into the city. I only work Monday to Friday's and Saturday is my shopping day. I'm never going to use public transport as it isn't viable, and I know of many people that this applies to. Flexibility is what I want. I want to be able to go to town in my car for a couple of hours shopping, then go meet the girls at Lyall Bay for a coffee, and then head back home to get changed, then out for tea. I can't have that flexibility or choice on public transport. I could really only do one of those things, plus it would cost me so much. I'd say stop the mad rush to cars. Just because there are a few greens on the council, I don't see why that gives them the right to impose their ideological viewpoint on us".
- **Consultancy:** "Basically this is just anti-car. It's not really about inner-city vibrancy. We need a better balance".
- **Association:** "Seems as if the planning is geared towards the fit and healthy. Anyone with mobility issues is excluded".
- **Retailer:** "The main problem is that we have a council and central government dedicated to the removal of cars from the cities. Their rationale has been to create long term solutions to a short term problem. This model is predicated on a loathing of petrol and diesel-powered vehicles that pollute the atmosphere and create emissions. The reality is that such vehicles have a very limited future. No automobile company will be manufacturing internal combustion engines in 10 years' time. EV's will be standard, AI will be dominant and autonomous vehicles will rule. The need for private vehicle ownership will reduce enormously and emissions will do so accordingly. All this will result in completely different styles of traffic flow management and placement of parking/set down areas will need to change. Taxis as we know them won't exist and the needs for ranks will disappear with them. Whilst change needs to occur, a more

visionary and cleverer outlook needs to be taken. None of these proposals considers how the future will look, they're simply based on a hatred of cars as they exist and a desire to remove them. The reality is cars will always exist, both in public and shared ownership. Creating scenarios that provide for this, for the parking and movement of such vehicles, is crucial. Sadly, these proposals simply move the deckchairs on a slowly sinking Wellington City".

- **Argest Technical Services:** "The Council needs to take a holistic approach on what they need to do to support a vibrant and successful CBD and "Golden Mile". Any transport decisions need to demonstrate how that will have A+ impact. Take this piecemeal approach or being what seems to be a one-trick pony, with all roads leading to the demonising of anything other than foot, bus, scooter or cycling will not ensure the ongoing needs of the city will be met".
- **Web Design:** "It will have a negative effect on my business as I need parking close to my offices for my clients to park at for meetings and workshops that are held at my offices".
- **Dusted and Delicious:** "We deliver catering along the Golden Mile - removing loading zones would mean parking further away, which takes longer, we could allow extra time for deliveries but that would mean an additional cost for another driver to help at peak times, which of course would mean another vehicle".

## OUR VIEW

The vast majority of our members and the wider business community oppose the proposals for the Golden Mile. **Loading zone availability is crucial to businesses' operations, nearby car parks are critical for their patronage, and businesses feel that the Council, and other entities such as Let's Get Wellington Moving, are making business worse in the city, not better.**

These are the people that give the Golden Mile its reason for being. They employ the thousands that descend on the area every day, they sell the clothes, fill the keep cups, and pay

the rates that are funding these proposals. Their needs must be given an appropriate weighting compared to other stakeholders.

Our city is at a critical juncture. Our infrastructure is creaking, progress has stalled, and young professionals increasingly do not want to move to the city. The 'coolest little capital' seems like a distant dream. **The city must progress – the quicker it does so the better – but it must be the right progress. The business community wants to know how such changes will improve the area for them.** As one business person states, "any transport decisions need to demonstrate how that will have A+ impact".

The Wellington Chamber holds the following views:

1. The Chamber supports positive change for the city. But before going any further, Let's Get Wellington Moving has a duty to prove how these proposals will benefit businesses on, and around, the Golden Mile.
2. The Chamber believes the current project-by-project approach is piecemeal and poorly executed. The city's transport network is all interlinked. Any decisions need to be based on the impact to the entire network.

### **1: Proving the Benefit**

The Chamber has long been on the record encouraging greater investment in Wellington's infrastructure and rapidly improving the transport network. We support change, but we do not support the Golden Mile proposals put forward. Let's Get Wellington Moving must prove the benefit of their proposals before proceeding or alter them to ensure best possible return on investment.

Below we highlight evidence from the Wellington City Council, Let's Get Wellington Moving, New Zealand Transport Agency, our recent Golden Mile and Parking Survey, and our 2017 Let's Get Wellington Moving Survey.

- Wellington City Council's *Parking Policy Background and Issues Report (January 2020)* states that in the Lambton/CBD parking zone (the area from Dixon St to

Parliament), on-street car parks have more than 80 per cent occupancy from 9 am to 2 pm, and 88 per cent of visitors stay for less than two hours.

- The report also stated that in 2019, 46 per cent of Wellingtonians were dissatisfied or very dissatisfied with the availability of on-street parking.
- Further, the report found that there is growing demand and use of loading zones and continuing over-demand of visible taxi rank space.
- In Let's Get Wellington Moving's 2017 survey, those in favour of more parking outweighed those in favour of less by 3:1.
- In Wellington City Council's *Parking Survey (November 2019)*, respondents were asked what they would be likely to do if parking was unavailable for a shopping/leisure/entertainment trip into the CBD. Just 8 per cent of respondents would take alternative transport, whilst 32 per cent would not make the trip.
- Wellington City Council's *Perception Research (2017)* found that the inability to find an empty parking space in the CBD was by far the most common parking issue, with 71 per cent of respondents stating this as a problem.
- New Zealand Transport Agency's 2015 report – *The Cost and Benefits of Inner City Parking* – states that “the type of infrastructure built that replaces kerbside parking and the success of any project is dependent on a range of local conditions and factors” such as:
  - “The existing supply of on- and off-street parking on adjacent streets and the type of parking”.
  - “The accessibility of the area by all transport modes”.
  - “The travel characteristics and preferences of local residents, workers, and visitors to the area”.
  - “The characteristics and needs of local residents and businesses”.
- In addition to the statistics highlighted earlier, our recent Golden Mile and Parking Survey found the following:
  - Just 11 per cent of the business community believe the volume of short-stay car parks in the city should be decreased.
  - 68 per cent of businesses have visitors that might require a nearby car park.

- 56 per cent of businesses believe the availability of nearby car parks is important to the success of their business.
- 45 per cent of businesses believe the availability of nearby car parks is important to the success of their business.
- 52 per cent of businesses support business ratepayer money being used to fund off-street parking options.
- Our 2017 Let's Get Wellington Moving Survey – which received over 640 responses – obtained the following feedback:
  - In a typical week, 79 per cent of businesses use cars for day-to-day work purposes (excluding commuting).
  - When asked for open comments about the transport challenges that businesses face in Wellington, 16 per cent specifically highlighted parking. Examples include:
    - “If you remove central city parking, shoppers will just go out to the regions where they do not have to lug their baggage all over the place. Unless you can find a solution for this, shops will suffer in the central city”.
    - “The issue of on-street parking is critical to any solution. Further work needs to be done on who uses parking and what impacts removal might have, and any alternatives. There are a lot of myths about parking”.
    - “As noted above, parking in the central city is essential for our concertgoers to be able to attend our concerts. I do not support any proposal which would reduce parking in the central city”.
    - “There is a dire lack of parking available for vehicles. The loss of two major buildings, Reading and James Smith's, has impacted badly on people's ability to find parks, which flows negatively on to retail. There is undue pressure on-street parking, resulting in congested situations as people cruise the streets searching for parks”.
    - “If you are not having inner-city car parking, you need to have multilevel car parking by all surrounding areas with a fast-loop public transport system”.

This evidence shows that:

1. **Car parks in the CBD are already heavily occupied and have quick turnover.**
2. **Wellingtonians overwhelmingly support an increase of space for parking, not a decrease.**
3. **Wellingtonians are four times more likely to not make a trip to the city at all than they are to use alternative transport if car parks are unavailable.**
4. **Nearby car parks and loading zones are critical to the success of most businesses.**
5. **The success of a pedestrianised or car-ban area is dependent on the supply of parking on adjacent streets, the preferences of the public, and access to the area for all modes.**

**The Golden Mile proposals that have been put forward could see the loss of up to 200 car parks in an area where parking demand is increasingly stressed. The closure of side streets could cause the loss of further car parks, traffic flows will change, and the time and distance of trips will be extended.** The removal of loading zones and taxi stands (both of which are growing in demand) from businesses' doorsteps will make servicing businesses more arduous and less-efficient, and access to the Golden Mile for those with accessibility challenges will become more difficult.

Given the importance businesses place on nearby car parks and loading zones, the importance of nearby car parks NZTA places on the success of a pedestrianised area and the extremely high demand for short-stay car parks in the CBD, how is it supposed that these changes will benefit businesses?

Ninety per cent of businesses located on and around the Golden Mile believe the changes will negatively impact patronage, limit access, or make no positive difference. **With the changes costing up to \$80 million, it is imperative that Let's Get Wellington Moving can present evidence that this is a worthwhile investment.** If this cannot be achieved, we suggest that the options are revisited.



## **2: Coordinated Change**

We understand that a plan for side streets will be developed following this consultation and that the Wellington City Council's parking decisions elsewhere in the city are beyond the scope of the Golden Mile project. However, we see this as an extremely problematic approach.

**The proposals will fundamentally change traffic flows in the CBD and place even greater stress on car park availability. They will have an impact on congestion and increase the time and distance required to get from point A to point B. Given this, why is the Golden Mile being treated in isolation? No information is provided on the impact these changes will have beyond the Golden Mile,** and the alignment between Let's Get Wellington Moving and the Wellington City Council is unclear.

For these changes to work, the entire network needs to transition. Improvements to public transport capacity and reliability must be sped up, off-street parking must be better utilised, or volumes increased, and the availability and use of car parks on streets near the Golden Mile must be perfected. The whole system is interlinked and the current piecemeal approach and apparent lack of coordination with Wellington City Council has the risk of doing more harm than good.

**Wellington is being asked to select one of three options without any understanding of the bigger picture. This is a major investment in a city with an array of infrastructure challenges that desperately need funding.** Before proceeding with any changes to the Golden Mile, we implore Let's Get Wellington Moving to provide information to the public on the wider impacts. At present, there is a distinct lack of information about this.

As previously discussed, the business community needs greater clarity on how this will benefit their business. **We cannot support change until we understand the full picture, and the plan to ensure that the proposal has minimum negative impact, maximum positive impact, and presents value for money.**

## CONCLUSION

The Wellington Chamber of Commerce are advocates for progress, for a balanced transport system, and for streets that encourage economic, social, and physical activity. **We are not opposed to making change to the Golden Mile, but the change must be positive and the benefits clear.**

Wellington's business community is the Golden Mile's reason for being and they pay a lion's share of the rates that are funding these changes. At present, they are clearly against the proposals. **To move forward, Let's Get Wellington Moving must provide evidence to the business community as to the benefits they will gain from such changes, how the surrounding streets will work, and how the changes support an improved transport system. If this cannot be achieved, we suggest a new set of proposals are developed.**

Wellington is becoming an increasingly difficult place to do business. If these changes exacerbate problems rather than solve them, businesses and consumers will be driven away from the area, and the Golden Mile will cease to exist in its current form.

Kind regards,



John Milford  
Chief Executive  
Wellington Chamber of Commerce



Fergus Grenfell  
Policy Analyst  
Wellington Chamber of Commerce