

2 May 2023

Thorndon Residents' Association
Via FYI website

Kia ora Thorndon Resident's Association

Thorndon Connections consultation

1. Thank you for your request made under the Local Government Official Information and Meetings Act 1987 (the Act), received on 01 April.

Wellington City Council has granted your request for information. Please see the below response to your queries.

1. the date or dates the effected persons or organisations were 'consulted' during the discovery stage of the Thorndon Connections project (the period from 1 October 2022 to 5 March 2023).
2. which design details were discussed with these affected persons? i.e. which street layout design drawing versions were used in these consultations (date of drawing, title of drawing, etc? (uniquely identifying the drawing and its maturity)

	Date	Date	Design stages
Thorndon Residents Association	25 October 2022	7 th February (focus group)	Concept, draft 90%
ACC	17 November 2022		30%
Archives NZ and National Library of NZ (Department of internal affairs)	21 December 2022	18 January	Draft 90%
Beca	27 October 2022 Email introduction	In person meeting 30 November	30%
Embassies	17 November 2022 in person		30%
New World and Foodstuffs	11 November 2022	28 November	30%
GWRC	Ongoing		Ongoing, 30%, draft 90%
Ministry of Health	11 November 2022 initial email	20 December online meeting	30%
Ministry of Justice (and High Court)	1 November 2022 Online meeting		30%, draft 90%

Parliament	15 November 2022 online meeting		30%
Police	27 October 2022 Email	23 November In person meeting	30%
Taxi Services	Monthly/ongoing meetings		Ongoing, 30%, draft 90%
Thorndon Summer Pool	22 November 2022 Online meeting		30%
Victoria University	15 December 2022 Online meeting	20 February on- site meeting	30%, draft 90%
Wellington Cathedral of St Paul	8 December 2022 on site meeting		30%
Thorndon Fire Station	9 March 2023		90%
Blind and Low Vision and CCS Disability	Ongoing		Ongoing, 30%, draft 90%
Thorndon Focus Group Workshop	7 February 2023		Draft 90%
Kate Sheppard Apartments Body Corp Board	16 March 2023		Draft 90%

- 3. indicate whether any detailed design for the street network in their vicinity to test for combined or potential aggregated impacts to street users or street functionality and/or other affected persons in the street or adjacent streets (testing for the discovery of potential for combined bad effects).**

Traffic modelling has been undertaken on Molesworth Street and Lambton Quay to understand the impacts of reducing two vehicle lanes to one vehicle lane. We undertake Traffic Resolution consultation and use a transitional approach to understand impacts, both real and perceived, of the proposed changes. The transitional approach involves using adaptable materials so that interim improvements can be installed quickly. This allows people to start using the routes sooner, and then give feedback on their experience so the route changes can be refined further for future permanent improvements.

- 4. were any of these consultations on the design details with GROUPS of neighbours (affected persons) in the same street or vicinity? i.e. to test for combined positive or bad network effects - interactive impacts?**

Consultation on the design details was open from March 6 – March 27 with late submissions allowed until April 3 at the request of the Thorndon Residents Association. During this time, three drop-in sessions occurred where people were invited to come and talk to the project team. A range of people, including residents, business owners and other affected persons, attended these sessions.

At the request of the Thorndon Residents Association, we held a community workshop where attendees were offered an opportunity to talk to the traffic engineer about the design details in advance of public consultation. We also met with a group of people from the Kate Sheppard Apartments on the 16th of March to discuss the impacts of the design.

5. which ALTERNATIVE detailed design OPTIONS were discussed with these affected persons?

During conversations with stakeholders, where requested, relevant alternative design options were discussed.

6. which affected persons were INVITED to present alternate detailed design options, in the spirit of consultation, during this 'discovery' period of the project?

We use the discovery phase to understand operational needs of residents and businesses to inform an analysis of design options that are developed by qualified traffic engineers given the constraints of the transitional programme. Once we have a preferred design option, we use the consultation phase to seek feedback from the public. We remain open to ideas from anyone from the public who has an alternative design option however, we need to work within various constraints, so cannot always progress all ideas. We rely on qualified traffic engineers and road safety auditors to provide technical advice on the feasibility and safety of options and lead the technical design process.

7. which affected persons were consulted on the road safety AUDIT report?

The 90% design Road Safety Report is shared as part of the Traffic Resolution Consultation. The road safety audit is undertaken by qualified road safety auditors, and not consulted on independently.

8. was any other aspect of design detail provisioned or discussed with affected persons/parties. If so, what were they, and to whom of the highlighted affected parties?

The design detail is made publicly available to all during the consultation phase, which is communicated via letter drops, a webinar, public drop-in sessions, e-newsletters, social media, online and poster advertising and radio ads.

Please note, we may proactively release our response to your request.

Thank you again for your request, if you have any questions, please feel free to contact me.

Kind regards

Claudia Holgate
Senior Advisor, Official Information