

## MINO-0491 LGWM: Golden Mile

21 October 2022

Providing context to the costs associated with the Golden Mile bus shelter design.

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### Waka Kotahi NZ Transport Agency's response:

- Golden Mile capital funding for bus stop infrastructure up to \$1.4M has been included in the SSBC cost estimate.
- Bus stops on the Golden Mile have been consolidated: less stops will accommodate more buses and patrons each. As such, the standard shelters are not appropriate for the number of users, and they present safety issues to pedestrians.
- The overarching intention is to lift the standard of shelter design to be consistent with and integrate with broader investment in urban amenity along the corridor.
- This intention has driven the development of concept design to be undertaken for each of the 10 individual bus stops that will be retained on the Golden Mile. Each shelter will have a unique design according to the location and interface with buildings, carriageways, heritage sites, and their overall appearance.
- Each shelter will be designed to meet specific requirements depending on the architecture of surrounding buildings and/or the physical environment on which they will be erected. For example, the shelter in Cuba/Manners Street will sit in front of a heritage building and must meet specific resource consent requirements. Others will be located in front of buildings that will limit the size of the shelter. In some locations, shelters will require open designs to facilitate flow of pedestrians and/or for safety reasons. Where/if possible, designers will also explore opportunities to make shelters more visually appealing.
- This is considered to be an out-of-scope variation. GWRC has committed to funding pre-implementation (concept and developed design) for a total estimated fee of \$428,608.
- Funding decisions by GWRC/Metlink regarding implementation of bus shelters (beyond the budgeted \$1.4M) will be made at a later date when cost estimates are provided.