

OIA24 -323 - Appendix two

From: [Councillor Diane Calvert](#)
To: [Simeon Brown \(MIN\)](#); [Brian Anderton](#)
Subject: Thorndon Quay Project (WCC and NZTA)
Date: 09 July 2024 14:02:08
Attachments: [2024 07 09 Letter to NZTA re Thorndon Quay.pdf](#)

Good afternoon Minister and Brian

As I and others have previously communicated with you around a number of WCC transport projects (partially funded through NZTA), I am sending you a copy of a letter provided to NZTA today, for your information. We have also sent a similar letter (in terms of content) to WCC, CEO calling on Ms McKerrow to review the matter.

We initially called upon our Mayor to take the necessary governance oversight into this project when the matter of 110 year old water pipes under the construction zone became known. Her response was *"I'm satisfied your questions have been answered in full by officers and that there is no need to pause construction or commission additional reports."* However our questions were not addressed satisfactorily and we (along with many Wellingtonians and businesses) remain very concerned about the design and the imprudent use of both ratepayer and taxpayer funding. This has been further heightened by additional new public concerns raised due to an extraordinary number of "speed bumps" incorporated into the design.

Regards
Diane

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9 July 2024

Simon Bridges – Chair, NZTA

Nicole Rosie - Chief Executive, NZTA

By email

Dear Simon and Nicole,

In July 2023, NZTA's board approved the Thorndon Quay/Hutt Road project under the Let's Get Wellington Moving programme [Thorndon Quay | WCC Transport Projects](#). However, this decision sparked controversy primarily due to concerns over the justification of benefits, design issues, and inadequate engagement with local businesses.

Subsequent developments have revealed a lack of critical oversights and design omissions, notably the absence of water infrastructure renewal considerations despite the age of pipes exceeding 110 years.

[Wellington's Thorndon Quay business owners fear road upgrade woes far from over | RNZ](#)

['A disaster unfolding': Businesses face nine months of Thorndon Quay roadworks | The Post](#)

[Water pipe bursts under Wellington woman's car: 'Written off' \(1news.co.nz\)](#)

Additionally, recent observations have highlighted the installation of five raised signalised crossings on an 1.8 km stretch of road that has a 30km speed limit, raising concerns over excessive spending and their appropriateness especially given the location of essential emergency services nearby, including the main ambulance station (50 metres from the route) and a central city fire station (on the route). [Traffic light crossing bonanza raises hackles | The Post](#)

Fire and Emergency Wellington have previously told both council and elected members via submissions that raised pedestrian crossings and speed bumps are increasing the time it takes for their crews to get to emergency callouts.

Concerns have also been voiced by Greater Wellington Regional Council/ Metlink regarding raised crossings impacting a major bus route, although there appears to be hesitation in advocating for a redesign with Wellington City Council.

There are currently two public petitions calling for work to be halted.

[Petition: Save Thorndon Quay - Taxpayers' Union](#)

[Petition · Halt Thorndon Quay Roadworks until an independent project review is completed. - Wellington, New Zealand · Change.org](#)

Wellington City Council, while overseeing the project, seems reluctant to acknowledge design flaws and has not considered pausing to ensure the effective use of the substantial budget allocated.

Considering NZTA's substantial funding commitment of 51%, we urge you to consider the widespread and growing concerns expressed by the public, elected members, and other organisations.

Specifically, we request clarification on NZTA's monitoring of their contribution and the adherence to best practice roading design to:

- Address the significant public concerns raised about the design in terms of the raised crossings (including proposed numbers) and the lack of investment in renewing the ageing water infrastructure.
- Ensure the ongoing suitability of the project design.
- Ensure that construction adheres to agreed-upon specifications.
- Implement robust quality assurance measures to guarantee the efficacy of NZTA's contribution and the realisation of anticipated benefits.

Given the significance of the issues, we also suggest you consider an independent review to consider the above concerns. Such a review could be conducted in conjunction with Wellington City Council who along with NZTA have been closely involved with this project through design and funding. It would be appropriate for the project to be paused in the meantime.

Work on this route is currently underway but is not due to be completed until June 2025. We would appreciate you considering our concerns (and any forthcoming action) as a matter of urgency.

Regards



Cllr Diane Calvert



Cllr Ray Chung



Cllr Tony Randle



Cllr Nicola Young