

From: [Councillor Diane Calvert](#)
To: [Tom Hunt](#)
Subject: FW: Foodstuffs Thorndon Judicial Review outcome
Date: Wednesday, 1 May 2024 10:49:00 am
Attachments: [image001.jpg](#)
[019_Judgment of Johnstone J 30 April 2024.pdf](#)

FYI. I think it may have been updated since last night but don't have the updated version.

Diane

Councillor Diane Calvert
Wellington City Council | Wharangi/Onslow-Western Ward

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From: Liam Hodgetts <[xxxx.xxxxxxxx@xxx.xxx.xx](#)>
Sent: Tuesday, April 30, 2024 6:55 PM
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Cc: Vida Christeller <[xxxx.xxxxxxxx@xxx.xxx.xx](#)>; Moana Mackey <[xxxx.xxxxx@xxx.xxx.xx](#)>; Claire Pascoe <[xxxxxx@xxx.xxx.xx](#)>; Executive Leadership Team <[xxxxxx@xx.xxx.xx](#)>
Subject: Foodstuffs Thorndon Judicial Review outcome

Tēnā koe Councillors

FYI - WCC was successful in the Foodstuffs Judicial Review (which related to the cycleway on Molesworth and Murphy St). The Court found resoundingly in favour of Council, dismissing the judicial review. Of note are the Court's comments about the "totality" of the process we ran.

This is a great result and has reinforced for us how important good process is (internal and external) in delivering our cycleway network.

Of note are the Court's comments about the "totality" of the process we ran.

Ngā mihi nui, nā

Liam Hodgetts

Chief Planning Officer | Planning & Environment Group | Wellington City Council
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RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

**IN THE HIGH COURT OF NEW ZEALAND
WELLINGTON REGISTRY**

**I TE KŌTI MATUA O AOTEAROA
TE WHANGANUI-A-TARA ROHE**

**CIV-2023-485-533
[2024] NZHC 987**

UNDER the Judicial Review Procedure Act 2016 and
Part 30 of the High Court Rules 2015

IN THE MATTER OF an application for judicial review

BETWEEN FOODSTUFFS NORTH ISLAND
LIMITED
Applicant

AND WELLINGTON CITY COUNCIL
Respondent

Hearing: 20 February 2024

Appearances: S Quinn and E Manohar for applicant
N Whittington for respondent

Judgment: 30 April 2024

JUDGMENT OF JOHNSTONE J

*This judgment was delivered by me on 30 April 2024 at
pursuant to r 11.5 of the High Court Rules.*

Registrar/Deputy Registrar

Solicitors:
DLA Piper, Wellington
K Lee, Wellington City Council

TABLE OF CONTENTS

Background	[3]
<i>Paneke Pōneke (the Council's bike network plan)</i>	[3]
<i>Molesworth Street, Murphy Street, and New World Thorndon</i>	[7]
The Council's decision-making powers and obligations relating to roads	[12]
<i>The Council</i>	[12]
<i>The Council's Traffic Bylaw</i>	[13]
<i>The Council's decision-making process regarding roads</i>	[15]
Judicial review of Council decisions under the Local Government Act	[24]
Foodstuffs' case	[27]
<i>Failure to consider relevant matters</i>	[27]
Alternative reasonably practicable options	[28]
Consideration of Foodstuffs' views	[30]
<i>Failure to undertake adequate consultation</i>	[32]
<i>Failure to accord natural justice</i>	[34]
Unreasonableness	[35]
The Council's response	[37]
Issues for determination	[40]
Review of the Council's decision-making process	[45]
<i>Thorndon Connections Transitional Programme</i>	[46]
<i>Multi Criteria Analysis</i>	[49]
<i>ViaStrada's 30 per cent design safety audit</i>	[52]
<i>Initial consultation with New World Thorndon/Foodstuffs</i>	[55]
<i>ViaStrada's 90 per cent design safety audit</i>	[59]
<i>Public consultation, including with Foodstuffs, over "proposal"</i>	[60]
<i>Foodstuffs' submission</i>	[63]
<i>The Council's traffic data</i>	[71]
<i>Thorndon Connections hearing of public submissions</i>	[72]
<i>Meeting of Regulatory Processes Committee on 11 May 2023</i>	[74]
Did the Council's decision-making over right-sided cycleways at Thorndon New World comply with the Act?	[83]
Did right-sided cycleways at Thorndon New World comply with the Traffic Bylaw?	[89]
Are right-sided cycleways at Thorndon New World unreasonable?	[90]
Result	[94]

[1] The New World Thorndon supermarket sits between Molesworth Street and Murphy Street. Foodstuffs North Island Limited is the ultimate owner of the leasehold interests in the site, and all of the improvements on the site.

[2] Foodstuffs applies for judicial review of the Wellington City Council's decision to install cycleways on the sides of Molesworth Street and Murphy Street, immediately adjacent to the supermarket's main vehicular access points. Foodstuffs says that the Council's decision-making process did not involve consideration of appropriate alternative routes which would avoid conflict between cyclists and vehicles at those access points; that is, it says the Council should have considered installing the cycleways on the other side of each street where it passes the supermarket. Foodstuffs adds that the Council did not consult with it properly.

Background

Paneke Pōneke (the Council's bike network plan)

[3] On 10 March 2022, the Council's planning and environment committee, Pūroro Āmua, adopted its "bike network plan", Paneke Pōneke. The purpose of the plan, described in an eponymous Council publication, was to set out the Council's approach to creating a safe, connected and high-quality network of routes for biking and scooting.¹ It was adopted following community consultation between 2 November and 14 December 2021, and oral submissions heard on 10 February 2022.

[4] Paneke Pōneke amounted to a network-wide traffic resolution, providing that particular sections of identified streets would have cycleways installed upon them, "using lower-cost materials that [could] be adjusted once they [were] in place". Subsequent traffic resolutions would specify in more detail the particular street changes necessary for the installation of such cycleways. In this way, the Council could "install an interim bike network and gain feedback in real time". These changes would "be monitored and evaluated, then adapted based on insights from data, observations and public feedback". This would "inform future permanent changes while gaining benefits earlier".²

¹ *Paneke Pōneke* (Wellington City Council, March 2022) at 6.

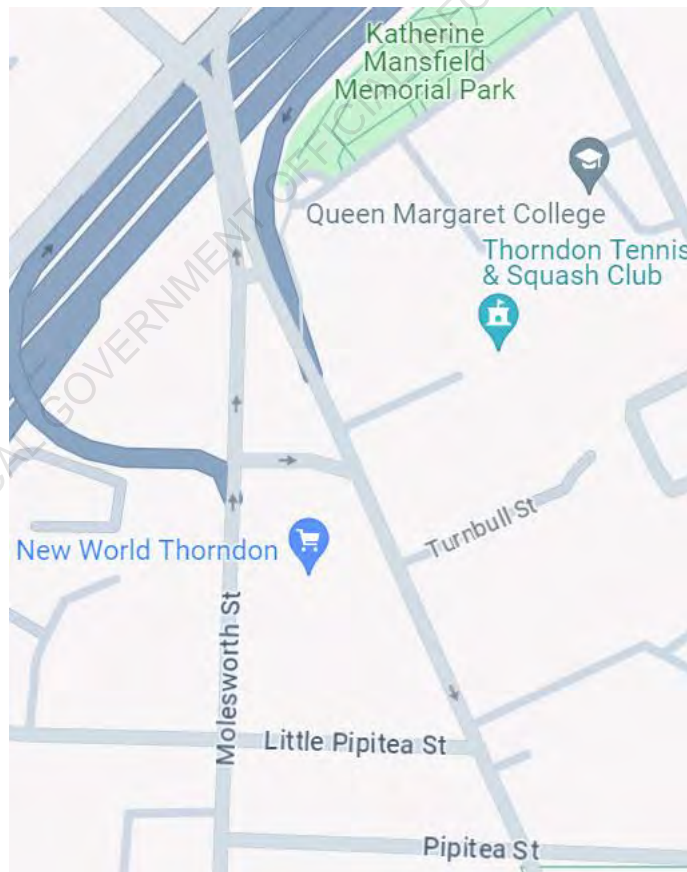
² At 54.

[5] Paneke Pōneke described Molesworth Street, from Lambton Quay to Tinakori Road, and Murphy Street, from Park Street to Pipitea Street, as street sections forming part of the Council's planned bike network and upon which such cycleways would be installed.

[6] Foodstuffs does not take issue with the validity of this decision. Its challenge is to the decision to install the lanes on the side of the street closest to the supermarket's vehicular access points.

Molesworth Street, Murphy Street, and New World Thorndon

[7] For most of their lengths, both Molesworth Street and Murphy Street in Thorndon, Wellington, are two-lane, one-way roads. They are depicted, although Murphy Street is not labelled, in the following diagram:



[8] Broadly speaking, traffic on Molesworth Street moves north. Traffic on Murphy Street moves south. At its northern end, Molesworth Street converges upon,

and becomes part of Murphy Street, at which point Murphy Street becomes a two-way road.

[9] As the diagram indicates, New World Thorndon sits between Molesworth Street and Murphy Street. To gain access from Molesworth Street, regular traffic does so by turning right from that road's right lane. To gain access from Murphy Street, regular traffic does so by turning right from that road's right lane.

[10] As the diagram further indicates, both Molesworth Street and Murphy Street connect with the Wellington Urban Motorway. An on-ramp diverges from Molesworth Street's left lane a short distance beyond New World Thorndon. An off-ramp converges upon Murphy Street so as to form its left lane.

[11] May Street is the one-lane, one-way road connecting Molesworth Street and Murphy Street, to the north of Thorndon New World. Goods delivery vehicles, seeking access to the supermarket's loading dock, gain such access by turning right into May Street from the eastern lane of Molesworth Street. Access to the loading dock is from May Street.

The Council's decision-making powers and obligations relating to roads

The Council

[12] The Council is, in terms of s 5(1) of the Local Government Act 2002, a "territorial authority" and thus a "local authority", it being listed in pt 2 of sch 2 of that Act, having been constituted under cl 100 of the Local Government (Wellington Region) Reorganisation Order 1989.

The Council's Traffic Bylaw

[13] In light of its control of roads in its area, the Council is further regarded as a "road controlling authority" in terms of s 2 of the Land Transport Act 1998. Section 22AB of the Land Transport Act permits road controlling authorities to make bylaws for the purposes of, amongst other things, regulating any road-related matter. In August 2021, the Council made the Wellington City Council Traffic and Parking Bylaw 2021 (the Traffic Bylaw).

[14] Clause 7.1 of the Traffic Bylaw provides that the Council may, by resolution, impose restrictions upon Council-controlled road use, unless the restriction is already provided for in a relevant enactment.

The Council's decision-making process regarding roads

[15] Clause 7.5 of the Traffic Bylaw sets out specific procedural requirements that apply when the Council is considering making a traffic resolution under cl 7.1. Clause 7.5 provides as follows:

Any resolution proposed under this Bylaw shall be placed on the Council's website at least 14 days before the Council considers it. Any person may provide comments, in writing, on the proposed resolution and those comments will be considered by the Council before it makes a resolution. Any person who has made written comments may request to be heard by the Council and it is at the Council's sole discretion whether to allow that request.

[16] And ss 76–82 of the Local Government Act set out a more general regime applying to the Council's decision-making as a local authority. Section 76 provides as follows:

- (1) Every decision made by a local authority must be made in accordance with such of the provisions of sections 77, 78, 80, 81, and 82 as are applicable.
- (2) Subsection (1) is subject, in relation to compliance with sections 77 and 78, to the judgments made by the local authority under section 79.
- (3) A local authority—
 - (a) must ensure that, subject to subsection (2), its decision-making processes promote compliance with subsection (1); and
 - (b) in the case of a significant decision, must ensure, before the decision is made, that subsection (1) has been appropriately observed.

[17] Under s 77(1), which is subject to s 79, a local authority must, “in the course of the decision-making process”:

- (a) seek to identify all reasonably practicable options for the achievement of the objective of a decision; and

- (b) assess the options in terms of their advantages and disadvantages.

[18] Under s 78, headed “Community views in relation to decisions”:

- (1) A local authority must, in the course of its decision-making process in relation to a matter, give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the matter.
- (2) *[Repealed]*
- (3) A local authority is not required by this section alone to undertake any consultation process or procedure.
- (4) This section is subject to section 79.

[19] And under s 79, headed “Compliance with procedures in relation to decisions”:

- (1) It is the responsibility of a local authority to make, in its discretion, judgments—
 - (a) about how to achieve compliance with sections 77 and 78 that is largely in proportion to the significance of the matters affected by the decision as determined in accordance with the policy under section 76AA; and
 - (b) about, in particular,—
 - (i) the extent to which different options are to be identified and assessed; and
 - (ii) the degree to which benefits and costs are to be quantified; and
 - (iii) the extent and detail of the information to be considered; and
 - (iv) the extent and nature of any written record to be kept of the manner in which it has complied with those sections.
- (2) In making judgments under subsection (1), a local authority must have regard to the significance of all relevant matters and, in addition, to—
 - (a) the principles set out in section 14; and
 - (b) the extent of the local authority’s resources; and
 - (c) the extent to which the nature of a decision, or the circumstances in which a decision is taken, allow the local authority scope and opportunity to consider a range of options or the views and preferences of other persons.

- (3) The nature and circumstances of a decision referred to in subsection (2)(c) include the extent to which the requirements for such decision-making are prescribed in or under any other enactment (for example, the Resource Management Act 1991).
- (4) Subsection (3) is for the avoidance of doubt.

[20] In this way, the Council is permitted under s 79 a degree of discretion as to how to achieve compliance with its obligations under s 77, to identify and assess options, and under s 78, to give consideration to the views of affected or interested persons. The breadth of that discretion varies with the significance of the decision, the principles governing the conduct of local authorities set out in s 14, the extent of the Council's resources, and the nature and circumstances of the decision.

[21] Section 82 sets out various principles, in accordance with which local authority consultation must be undertaken.

[22] The Court of Appeal in *Wellington City Council v Minotaur Custodians Ltd* described the relationship between ss 76, 78, 79 and 82 this way:³

[33] Relevantly, for present purposes, subs (1) and (2) [of s 76] provide that consultation decisions must be made in accordance with ss 78 and 82, subject, in the case of compliance with section 78, to the ameliorating effect of s 79. Subsection (3) sets two standards of performance. In respect of "significant decisions", the local authority must ensure that the provisions contained in subs (1) have been "appropriately observed". This is the higher of the two standards. *Where the matter is not "significant", the standard is more aspirational: decision-making is only required to "promote compliance" with the provisions referred to in subs (1). Even that lower standard is subject to s 79 as noted. ...*

[23] Addressing the question whether ss 76, 78 and 79 therefore give rise to a duty to consult, the Court in *Minotaur* summarised the position as follows:

[42] In summary, pt 6 of the LGA carefully and repeatedly rejects the idea that there is to be found in its provisions any *duty* to consult with affected or interested parties. Instead, local authorities are given a deliberately broad discretion as to whether to consult, and, if so, how. That does not mean, however, that there are no limits on a council's discretion. Like all statutory decisions, consultation decisions must be rational and consistent with the objects of the LGA and the particular controlling provisions. ...

³ *Wellington City Council v Minotaur Custodians Ltd* [2017] NZCA 302, [2017] 3 NZLR 464 (emphasis added).

Judicial review of Council decisions under the Local Government Act

[24] The exercise, or proposed or purported exercise, of a statutory power is subject to judicial review.⁴ The Court may intervene upon judicial review where it finds illegality, irrationality (in the sense of conduct so unreasonable or irrational that Parliament would not have intended that it be authorised), or procedural impropriety.⁵

[25] Foodstuffs' case focusses (although not exclusively) upon the third of these grounds, and therefore cl 7.5 of the Traffic Bylaw and ss 76 to 79 of the Local Government Act. Drawing in aid the last sentence of [42] of *Minotaur* cited at [23] above, it submits that notwithstanding the Council's discretion as to how it conducts its decision-making processes, it must still act rationally and in a way that is consistent with the objectives of the Local Government Act.

[26] I accept that submission. It is consistent with the observation of the Court of Appeal in *Whakatane District Council v Bay of Plenty Regional Council* that the courts will not interfere with a discretionary judgement under s 79 unless it is irrational or made on a wrong legal principle.⁶

Foodstuffs' case

Failure to consider relevant matters

[27] In advancing its first two causes of action, Foodstuffs says that the Council failed to consider two relevant matters:

- (a) alternative reasonably practicable options for the cycleways which would have them installed on the opposite side of each road to the supermarket's vehicular access points on Molesworth Street and Murphy Street; and
- (b) Foodstuffs' views.

⁴ Judicial Review Procedure Act 2016, s 3(1).

⁵ *Island Bay Residents' Association v Wellington City Council* [2019] NZHC 1240, [2020] NZRMA 157 at [57].

⁶ *Whakatane District Council v Bay of Plenty Regional Council* [2010] NZCA 346, [2010] 3 NZLR 826 at [76].

Alternative reasonably practicable options

[28] Foodstuffs acknowledges that Council officers and consultants were engaged to formulate a design of the cycleways, which was then the subject of public consultation and the hearing of submissions, before formal adoption of a traffic resolution under the Traffic Bylaw. It submits that:

- (a) when designing the cycleways, the Council did not: have reliable and current traffic count data for vehicle movements in and out of the supermarket; consider the potential hazard created by installing cycleways across its vehicular access points; or consider the option of cycleways on the roads' other sides, and assess the advantages and disadvantages of that option; and
- (b) when approving the cycleways' design by way of formal resolution, the Council did not take account of: the high number of vehicle movements in and out of the supermarket; other options available to deal with potential conflict with motorway on- and off-ramps; the common need for cycleways to coexist with bus stops; the temporary nature of a construction zone on the left side of Molesworth Street; the risk of conflict between cars turning into and out of the supermarket and cyclists; and thus the possibility of left-side cycleways better achieving Paneke Pōneke's objectives.

[29] On this basis, Foodstuffs submits that the Council's decision-making process breached s 77 of the Local Government Act.

Consideration of Foodstuffs' views

[30] Foodstuffs further submits that there were consulting deficiencies in the Council's efforts to consult with Foodstuffs relating to the cycleways. Foodstuffs' clear opposition was not clearly or accurately summarised in material provided to the

Council committee that made the formal resolution adopting the cycleway design. Further, the committee's resolution did not give consideration to:

- (a) the option of left-side cycleways in the vicinity of the supermarket;
- (b) the negative impact of right-side cycleways in that vicinity upon the supermarket's existing and potentially re-shaped future access points; and
- (c) the high number of vehicle movements in and out of the supermarket which, in combination with right-side cycleways, would create a significant safety issue.

[31] On this basis, Foodstuffs submits that the Council's decision-making process breached s 78 of the Local Government Act and cl 7.5 of the Traffic Bylaw.

Failure to undertake adequate consultation

[32] Foodstuffs submits that the consultation undertaken was not meaningful. It did not contemplate installation of left-side cycleways in the vicinity of the supermarket's vehicular access points. Council officers refused to provide a copy of the design as at 7 December 2022 when meeting Foodstuffs' representatives. And, Foodstuffs' submissions were not presented appropriately to the Council committee that made the formal resolution.

[33] On this basis, Foodstuffs' third cause of action is that the Council's decision-making process breached s 82 of the Local Government Act, and cl 7.5 of the Traffic Bylaw.

Failure to accord natural justice

[34] Foodstuffs was permitted five minutes in which it was required to present its views during the hearing of public submissions by the Council's Regulatory Processes Committee on 20, 21 and 24 April 2023. Its fourth cause of action is that this,

combined with formal adoption of the resolution, amounted to a failure by the Council to accord Foodstuffs natural justice.

Unreasonableness

[35] Foodstuffs' fifth cause of action is a more substantive, rather than procedural, objection. It is based on the proposition that the Council's decision was "unreasonable" in the *Wednesbury* sense; that is, it was so unreasonable that no reasonable authority could have come to it.⁷

[36] Foodstuffs submits that the Council did not have evidence of the number of vehicle movements in and out of the supermarket's access points, or the number of heavy vehicles using the May Street access point. In light of this, and the matters at [28](b) above, the Council's decision was unreasonable because it was not supported by evidence.

The Council's response

[37] The Council says that its decision-making process was not flawed in a manner justifying judicial review. It submits that:

- (a) any design which involved a left-side cycleway on Molesworth Street crossing a motorway on-ramp was discarded as unsafe, and for that reason, did not meet the Council's objective;
- (b) any design which required a left-side cycleway on Murphy Street to interact with bus stops in front of Wellington Girls College was similarly discarded; and
- (c) accordingly, the Council was not legally obliged to identify and assess such designs.

⁷ *Associated Provincial Picture Houses Ltd v Wednesbury Corp* [1948] 1 KB 223.

[38] The Council adds that it could assume that the number of vehicles accessing the supermarket via Molesworth Street and Murphy Street was less than the number not doing so, and in particular, that the number using the Molesworth Street access point was less than the number using the motorway on-ramp on the opposite side of that road. And that this, in combination with the lower speeds of vehicles entering the supermarket rather than the motorway on-ramp, supports its submission at [37](c) above.

[39] The Council further submits that its decision was made after an adequate consultative process, afforded natural justice to parties including Foodstuffs, and was reasonable “by any definition, let alone in the *Wednesbury* sense”.

Issues for determination

[40] The issues for determination can now be stated.

[41] First, the Court is required to consider whether the decision-making process by which the decision was reached to install cycleways on the right side of Molesworth Street and Murphy Street in the vicinity of Thorndon New World, rather than the left, complied with cl 7.5 of the Traffic Bylaw and ss 76–82 of the Local Government Act. In doing so, the Court must respect the Council’s discretion as to how it conducts its decision-making processes, bounded as that discretion is by the requirement that the Council must act rationally and in a way that is consistent with the objectives of the Local Government Act. The focus here is upon whether Foodstuffs has established that the Council’s decision-making did not:

- (a) adequately seek to identify and assess the option of installing left-side cycleways in the supermarket’s vicinity, as required by s 77 (subject to s 79);
- (b) sufficiently give consideration to Foodstuffs’ views, as required by s 78 (subject to s 79);
- (c) consult properly with Foodstuffs, and in accordance with s 82; or

(d) afford Foodstuffs its entitlements under cl 7.5 of the Traffic Bylaw.

[42] And second, the Court must determine whether the decision was one to which no reasonable local authority could have come.

[43] I will determine these issues upon review of the Council's entire decision-making process, undertaken chronologically. The formal traffic resolution at issue in this case was not only a resolution to install cycleways in specific locations affecting Foodstuffs. It was a resolution, for the most part, adopting a highly detailed, draft design affecting several city roads along their entire length. The Council's Regulatory Processes Committee could not realistically undertake its own design process. The design had to be initiated by a Council decision to install cycleways upon particular roads forming part of its bike network, and then substantially developed, including in light of an appropriate degree of public consultation, so as to be capable of appropriately informed and efficient decision-making. If the committee decided to adopt the recommended design, it necessarily was required to rely upon a multitude of prior design decisions and instances of community engagement and feedback. In my view, adoption of the traffic resolution at issue in this case should not be seen as a discrete "decision" that is susceptible of judicial review independently of the larger set of choices made on the part of the Council which culminated in the resolution.

[44] The Local Government Act recognises that the immediate setting in which a proposal is formally adopted by a local authority should not be regarded as the point when procedural compliance is assessed. The provisions of the Act in accordance with which, under s 76, local authority decisions "must be made" are provisions that require a local authority to act in specified ways "in the course of the decision-making process".

Review of the Council's decision-making process

[45] The Council's decision to adopt Paneke Pōneke, its bike network plan, is outlined at [3]–[5] above. As indicated above, I consider this forms a substantial part of the decision-making relevant to this case.

Thorndon Connections Transitional Programme

[46] Having adopted Paneke Pōneke, the Council commenced what it described as its Transitional Cycleways Programme. The Council had also adopted a “bus priority action plan”. This led it to describe its project to implement its bike network and bus priority plans in the Thorndon area under the more general description of the Thorndon Connections Transitional Programme. In line with Paneke Pōneke, the programme called for the more detailed design and installation of cycleways on Molesworth Street and Murphy Street.

[47] On 22 April 2022, the Council’s chief planning officer, Liam Hodgetts, approved a “draft initial project brief” of the Thorndon Connections Transitional Programme. This initial project brief had been presented to Mr Hodgetts for approval by Renee Corlett. Ms Corlett was a Council employee described as the programme’s “Project Lead”.

[48] The initial project brief specified the use of “interim installations” amounting to a “first cut” of the cycleways, and also an intention to incorporate improvements to the bus network, identified in the Council’s recent bus priority action plan. It further assumed that a “transformational approach” would be delivered not long after the transitional programme, “so major changes to traffic signals may be deferred until permanent improvements [are made]”. New World Thorndon was identified as one of a list of “key stakeholders”.

Multi Criteria Analysis

[49] The more detailed design process relating to Molesworth Street and Murphy Street is captured, at least to some extent, in a document titled “WCC Transitional Cycleways Multi Criteria Analysis Molesworth-Mulgrave”. It is dated 14 December 2022, but appears to have been compiled by way of successive drafts. The first draft was formally approved on 17 June 2022, by Christopher Groom.

[50] Mr Groom is a principal transport planner, employed at an engineering and professional services firm. Since September 2021, he has been commissioned by the Council to take a leading design role within the Transitional Cycleways Programme.

[51] The 14 December 2022 version of the Multi Criteria Analysis records that a so-called “longlist assessment” had been undertaken relating to the side of the road upon which cycleways should be installed. It states:

The right side was chosen as the preferred location for the following reasons:

- Avoided conflicts with high-volume / high-speed motorway on/off ramps
- Avoided conflicts with bus stops (safety implications for waiting pedestrians and bus / cycle interactions)
- Provided improved cycle connectivity between Molesworth Street and Murphy / Mulgrave Streets (via connecting side streets such as Pipitea Street) and better connectivity to Bunny Street.

ViaStrada’s 30 per cent design safety audit

[52] It appears, however, that this choice of the right side of Molesworth Street and Murphy Street had, at least for the purpose of design development, been made by 19 October 2022, when a 30 per cent general alignment design was, according to Mr Groom, provided to the Council “for review”.

[53] At that stage, ViaStrada Limited, another transportation consultancy, was instructed to complete a safety and accessibility audit of the Council’s 30 per cent design. Its audit report, dated November 2022, was signed by: Mr Groom as “designer”, Dennis Davis as “Safety Engineer”, Brad Singh as “Manager – Transport & Infrastructure” for the “Client” (the Council), and Ms Corlett as “Project lead”. Amongst a number of safety issues dealt with in detail, the report raised two of relevance, relating to Murphy Street:

- (a) The first safety issue arose in light of the low angle between May Street and Murphy Street at the point of their intersection, and the need for drivers to look back to see cyclists approaching on a cycleway designed to occupy the right side of Murphy Street. The “audit team” recommended a cycleway and pedestrian raised platform across May Street, or a painted island or mountable kerb extension to square up the intersection.

The audit report records that Mr Groom's response as designer was to agree to add a painted or mountable curve extension, and to re-mark the proposed cycleway's limit line. But Mr Groom suggested that a raised platform was not preferred because the "transitional cycleways approach is to avoid civil works where possible. Will investigate possibility of using a temporary speed hump or cushion to slow vehicle speeds."

Mr Davis, as safety engineer, agreed with the audit team's recommendation and Mr Groom's response, further suggesting more conspicuous marking treatment of the cycleway across May Street. ViaStrada proposed an update in Mr Groom's 90 per cent design. Mr Singh for the client accepted this proposal.

- (b) The second safety issue related to the design requiring cyclists in a shared lane at the northern end of Murphy Street to transition into the cycleway on the right side of that road. Mr Groom agreed to investigate the addition of road marking to direct cyclists to the right-side cycleway.

[54] No safety issues were raised in respect of the cycleway planned for Molesworth Street in the vicinity of New World Thorndon.

Initial consultation with New World Thorndon/Foodstuffs

[55] Through Bri Peters, a Council "engagement specialist", the Council approached the supermarket's operator, Paul Gilbert, by email dated 11 November 2022, seeking to "go through the route and our initial designs with you, to hear how you experience the route at present, and any important considerations we should be thinking about when looking at the reallocation of road space".

[56] Foodstuff's senior development manager, David Boersen, responded by email dated 25 November 2022, indicating its "very strong interest in this project".

[57] On 7 December 2022, Ms Corlett met Mr Gilbert and Mr Boersen to discuss the project. Her email of 20 December 2022 summarises the range of concerns that Mr Gilbert and Mr Boersen raised. The primary concern was that the Council's initial design was for cycleways "against the [supermarket's] car park entrances on both sides". Ms Corlett's email records that she "explained the right hand side of the road was selected, partly to avoid the cycleway crossing motorway on/off-ramps which would not only have a greater network impact, but had significant safety concerns and connectivity issues. Our Multi Criteria Analysis is attached."

[58] Ms Corlett's email further contained her request that Foodstuffs provide traffic volumes and movements data relating to its vehicular entrances "if you are still happy to share this information with us".

ViaStrada's 90 per cent design safety audit

[59] Again according to Mr Groom, a 90 per cent design was completed by 9 December 2022. ViaStrada then completed a further safety and accessibility audit of this design. A number of safety issues remained outstanding, but not those outlined at [53] above.

Public consultation, including with Foodstuffs, over "proposal"

[60] The Council circulated a flyer to local businesses and other organisations notifying them of the opportunity to provide feedback in the period 6 March to 27 March 2023. Whether by means of this flyer or separately — the evidence is not clear — the Council also published a 46-page "proposal", describing in detail the "Thorndon Connections" changes it was proposing to make in respect of Tinakori Road, Hill Street, Molesworth Street, Murphy Street, Mulgrave Street, Bunny Street, Aitken Street, Stout Street, Pipitea Street and Lambton Quay, including by way of overhead design drawings. On Molesworth Street, the proposed changes were to:

- Install a separated bi-directional cycleway for 182 meters on the eastern side between the intersections of Lambton Quay and Aitken Street replacing one general traffic lane and removing 19 P\$ metered parking spaces.
- Install a separated uni-directional cycleway for 443 meters on the eastern side of Molesworth Street heading north from the intersection of Aitken Street to no.186 Molesworth Street removing 47 P\$ metered parking spaces, one mobility park and 11 metres of motorbike parking.
- Install a separated uni-directional cycleway for 55 meters on the western side of Molesworth Street from no.186 Molesworth Street to the State Highway 1 overbridge.
- Remove bus stop #5112 Molesworth Street at Wellington Cathedral of St Paul.
- Remove bus stop #5114 Molesworth Street at SH1 Motorway overbridge
- Remove one metered parking space outside no.127 Molesworth Street to extend the motorbike parking to 10 metres.
- Replace two metered parking spaces outside no.83 Molesworth Street with car share spaces.
- Install one new metered P120 mobility park outside Parliament on the west side of the road opposite no.42 Molesworth Street removing two angled P\$ metered parking spaces.
- Install two new taxi stand spaces outside no.127 Molesworth Street removing two metered parking spaces.
- Install a new cycle crossing next to the existing pedestrian crossing outside no.186 Molesworth Street.

[61] On Murphy Street, the proposed changes were to:

- Install a separated uni-directional cycleway for 95 meters on the eastern side of Murphy Street heading south from the intersection of Tinakori road to the pedestrian crossing at the end of the State Highway 1 overbridge.
- Install a separated uni-directional cycleway for 271 meters on the western side of Murphy Street heading south from opposite no.68 Murphy Street to the intersection of Pipitea Street.
- Remove 10 P\$ metered parking spaces on the eastern side of Murphy Street between Halswell Street and Turnbull Street replacing with 57 metres of broken yellow lines (No Stopping).
- Remove three P\$ metered parking spaces on the eastern side of Murphy Street between Turnbull Street and the signalised crossing replacing with 16 metres of broken yellow lines (No Stopping).
- Install a give way control on Halswell Street at the intersection of Murphy Street.

- Install four new P10 pick up and drop parking spaces 8:30am-9:30am and 2:30pm-3:30pm Monday- Friday during the period when the Thorndon Pool is closed only.

[62] The overhead design drawings published “for consultation” are annexed to this judgment.

Foodstuffs’ submission

[63] Foodstuffs’ solicitor emailed its submission on 24 March 2023, requesting an opportunity to present the submission at the public hearing of submissions, and also a separate meeting with Council staff.

[64] Foodstuffs’ submission described itself as “made in opposition to the poorly thought-out proposed changes [of] the Thorndon Connections Project”. Opposing the right-side Molesworth Street cycleway, it asserted amongst other things that:

- (a) that access point was likely the busiest crossing on Molesworth Street, and asked for Council traffic count information;
- (b) it would create a safety risk, with vehicles exiting the supermarket likely to nudge forward into the cycleway to assist their movement into traffic on Molesworth Street; and
- (c) it would compromise its plan to separate the access point’s entry and exit lanes, to allow entry to the supermarket’s car park at its southern end and exit at its northern end.

[65] Foodstuffs’ submission proposed a pedestrian/cycle crossing of Molesworth Street, sited to the south of the supermarket, from which point the cycleway would proceed north on the left side of Molesworth Street. It added that “[i]t does not appear that moving the cycle lane to the left-hand side of the road earlier on Molesworth Street to avoid the hazard/conflict at the NW Thorndon site was a matter considered in Council’s Multi-Factor Criteria Analysis”. In this respect, the submission was wrong. As indicated at [51], the analysis specifically referred to the choice of the right side because it would avoid conflict with “high-volume/high-speed

motorway on/off ramps” and for that reason appeared to contemplate and reject a left-sided cycleway such as that Foodstuffs was proposing.

[66] I interpolate here my view that Council officers and engaged experts were entitled to respond to Foodstuffs’ assertions when briefing the ultimate decision-making Council body, as outlined below. And that an appropriate response was to contribute to “assessment” of Foodstuffs’ arguments, consistently with s 77 of the Act, by pointing out that in fact the “likely busiest crossing on Molesworth Street” is the motorway on-ramp, which given higher traffic speeds and the out-of-scope nature of a relatively expensive, raised pedestrian crossing of a non-Council, New Zealand Transport Agency-administered, on-ramp, might be discounted.

[67] Opposing the right-side Murphy Street cycleway, Foodstuffs’ submission:

- (a) referred to Murphy Street’s “quite high traffic volumes”, and asserted that the supermarket’s access point is “highly utilised”;
- (b) similarly asserted that drivers would nudge forward into the cycleway when exiting; and
- (c) again referred to potential compromise of Foodstuffs ability to change the layout of the Murphy Street access point should it choose.

[68] Foodstuffs’ submission proposed a left-side cycleway on Murphy Street in the vicinity of the supermarket.

[69] Again, I interpolate my view that Council officers and engaged experts were entitled to respond, including by referring to the likely greater proportion of traffic using Murphy Street to travel to destinations other than the supermarket, and the need to avoid the school bus stops on the left side of that road, as outlined below.

[70] Claire Pascoe, employed by the Council as its Transitional Programme Manager, and other staff met Foodstuffs personnel and its solicitor on 17 April 2023. Again, Council staff requested Foodstuffs’ traffic count data.

The Council's traffic data

[71] The Council obtained its own limited set of traffic data, comparing the number of vehicles using the motorway on-ramp from Molesworth Street during periods in March and April 2023, against the number of vehicles using the supermarket's access points from Molesworth Street and Murphy Street during periods in March 2023. This limited data indicated many more vehicles used the on-ramp.

Thorndon Connections hearing of public submissions

[72] The Council's Regulatory Processes Committee publicly heard 109 oral submissions in respect of both the Thorndon Connections project and the Kilbirnie Connections project at a meeting held for that purpose on 20, 21 and 24 April 2023. Speakers, including Foodstuffs, were allotted five minutes each to speak to each project in which they were interested.

[73] The agenda paper for the meeting advised committee members that decisions on both the Thorndon and Kilbirnie projects' traffic resolutions were scheduled for consideration at the committee's meeting on 11 May 2023.

Meeting of Regulatory Processes Committee on 11 May 2023

[74] The committee met on 11 May 2023 as scheduled. Its agenda included a number of matters in addition to consideration of the Thorndon and Kilbirnie Connections projects.

[75] The agenda paper for this meeting was accordingly comprised of numerous, detailed documents. These included a "report to [the committee] recommend[ing] the adoption of a traffic resolution to enable the installation of the Thorndon Connections walk, bike and bus improvements, as part of the accelerated delivery of Paneke Pōneke, the Wellington Bike Network Plan, which was adopted by [the] council in March 2022". The report had been authored by Ms Pascoe as the Council's Transitional Programme Manager and the project's new Project Lead (replacing Ms Corlett), and authorised by the Council's Manager City Design and Mr Hodgetts as its Chief Planning Officer.

[76] The report confirmed that the decision was rated, in terms of the Council's "significance and engagement policy" adopted for the purpose of complying with s 76AA of the Local Government Act mentioned at [19] above, as a decision of "medium significance".

[77] The report contained the authors' recommendation of a formal seven-point motion, including that, amongst other things, the committee should:

- (a) note the summary of public submissions that had been made, and the authors' responses to feedback, set out in documents attached to the report;
- (b) agree to make specific changes to the Council's consultation proposal (described above); and
- (c) adopt the proposal, now treated as a draft traffic resolution, once those changes were incorporated.

[78] And the report observed that:

The proposed designs were developed by technical experts with input from public engagement. Following consultation, additional design changes have been incorporated and while not providing a perfect solution, the updated proposal is considered a significant improvement on the existing situation, aligning with Council strategic objectives and can be delivered in a short time frame.

...Submitters opposed to the proposal were mostly concerned about the removal of on-street parking, the two-way bike lane on Molesworth Street that required Kate Sheppard place to become one-way for vehicles and the bike lane being located on the right hand side of Molesworth Street, crossing the New World driveway.

...

Concerns were raised regarding the separated bike lane being placed on the right hand sides of Molesworth Street and Murphy/Mulgrave Streets, particularly regarding the conflict at the New World driveways. The right hand side of the road was preferred based on an analysis of conflicting movements occurring on the left side of the road, particularly at the motorway on and off ramps where higher traffic volumes turning at higher speeds creates a significant safety risk that is unable to be managed using a quick build approach. In addition to the motorway on and off ramp conflicts, the right hand side of the road was also preferred to avoid bus stop conflicts, a construction zone at 61 Molesworth Street and so as to retain as much parking as possible.

[79] The attached summary of submissions referred to Foodstuffs' submission, under the heading "Thorndon – opposing", as follows:

- Perception that there has been no proper traffic analysis around the Thorndon New World and lack of proper consideration of alternative options.
- Concern about access to the New World as it is so busy, on both sides (Mulgrave/Murphy).
- Safety concerns with the New World section and that the proposal puts cyclists in this conflict.

and under the heading "Thorndon – neutral", as follows:

- Suggestion to have the bike lane moved to the left side of Molesworth Street. If this is not done, then there may be legal action from Foodstuffs.

[80] The attached authors' responses to feedback addressed 140 "themes" and items of "design feedback", including Foodstuffs' feedback, as follows:

Ensure New World exit/entry is safe for cyclists	We recognise this is an area of concern and a busy driveway, and are proposing to install a range of measures to improve safety and slow down the vehicle movements in and out of the New World car park. This will include green road marking treatment over the driveways to raise visibility of the bike lane. We will also install speed humps to slow down vehicles entering and exiting the driveways. We will continue to monitor the driveway conflict and investigate further safety measures if required.
Put Molesworth Street cycleway on other side of road to avoid New World entry/exit	The rationale for the right-hand-side of the road was based on the analysis of conflicting movements occurring on the left. These included the motorway on and off ramps, and the high speeds due to the angle of the ramps and volumes of traffic, creating a high safety risk that would require significant civil work to make safe. We recognise the right side of the road also has conflicting movements with people concerned mainly about the New World car park, however this is less of a safety risk with the angle of the driveway resulting in slower vehicle speeds making this movement, and also lower volumes. The left-hand-side of the road also has multiple bus stops, a construction loading zone for a new development at 61 Molesworth Street and indented parking for visitors to the area.

[81] The minutes of the committee meeting on 11 May 2023 record that:

- (a) A councillor moved an amended version of the seven-point motion that the report's authors had recommended. The amendment proposed to defer consideration of the cycleway on Molesworth Street. While that motion was under consideration:
 - (i) Another councillor moved to defer approval of the Thorndon cycleways until the next Council meeting. That motion was voted upon and lost.
 - (ii) The Mayor of Wellington moved that Council officers be instructed: to report back on the cycleways within six months; to engage with Foodstuffs on additional potential changes; and to investigate further options to improve pedestrian safety and accessibility to businesses across Molesworth Street. That motion was carried.
- (b) The amended motion mentioned at [81(a)] was then put, having been supplemented by the carried motion at [81(a)(ii)], and carried but for the councillor's proposal to defer consideration of the Molesworth Street cycleway.

[82] The result was that the proposed seven-point motion of the report's authors was carried, including for installation of the cycleways as designed and the subject of the public consultation document described at [60] above, as set out in the overhead design drawings annexed to this judgment, together with a supplementary motion for ongoing review and engagement with Foodstuffs.

Did the Council's decision-making over right-sided cycleways at Thorndon New World comply with the Act?

[83] In light of my observations on this review, I find that the Council's decision-making process by which the decision was reached to install cycleways on

the right sides of Molesworth Street and Murphy Street in the vicinity of Thorndon New World, rather than the left, complied with ss 76–82 of the Local Government Act.

[84] First, it should be recalled that the Council's unchallenged decision to adopt its bike network plan, Paneke Pōneke, required it to undertake a program of work, settling upon the design of "interim" cycleways on identified roads, for installation using "lower-cost" materials prior to changes being made permanent upon monitoring and evaluation. The Council's next step in the decision-making process was to develop detailed, professional designs of proposed cycleways for installation on those identified roads, and to undertake a process of public consultation of those draft designs. I consider it appropriate and, more relevantly, consistent with the Council's discretion under s 79 of the Act to make judgments about how to achieve compliance with ss 77 and 78, that it did so. A procedure that commenced with consultation upon the issue of placement of cycleways would have been too open-ended and prone to inefficiency and delay.

[85] Next, I consider the selection of the right sides of Molesworth Street and Murphy Street as the designer's preferred side, and the subject of design drawings for consultation, similarly to be consistent with the Council's obligations under s 77(1), as moderated by s 79. The basis upon which this selection was made was recorded in the Multi Criteria Analysis as set out at [51] above, which was provided to Foodstuffs during the initial phase of direct consultation. I consider the Council was entitled, at this stage of the process, to "identify and assess" the option of left-sided cycleways to this limited extent only, in accordance with s 79(1)(b)(i). That the number of vehicles entering the motorway at Molesworth Street, and exiting at Murphy Street, would generally exceed those turning right into the supermarket could in my view properly be assumed. Even now, there is an absence of evidence to the contrary. And in any event, the safety concerns arising from left-side cycleways, identified in the Multi Criteria Analysis, relating to higher-speed traffic making a lower-angled left turn from Molesworth Street and conflicts with traffic coming from the motorway and bus stops on Murphy Street, were reasonably viewed as taking priority even in the absence of traffic volume data. Foodstuffs' proposal for the installation of a raised crossing on the Molesworth Street motorway on-ramp could appropriately be rejected, given Paneke Pōneke, as outside the transitional project's scope.

[86] Further, in my view the Council undertook an appropriately targeted and responsive programme of consultation, including specifically with Foodstuffs. The designs provided to Foodstuffs were sufficiently detailed so as to provide transparent notice of the prospect of right-sided cycleways. Foodstuffs' objections clearly registered with and were considered by the Council officer team engaged in implementing Paneke Pōneke: they wrote about those objections when drafting their report to the Regulatory Processes Committee and attached papers. That the report described Foodstuffs' objections as "concerns" is of little significance. The more important point is that the substance of Foodstuffs' argument against right-sided cycleways was grappled with, both by the officers and in their report to the committee being asked to approve their draft resolution.

[87] The essence of Foodstuffs' complaint in this area is that it does not agree with the Council officers' substantive assessment, recorded in their report for the committee in response to Foodstuffs' view. As indicated above, I consider it entirely consistent with the Council's discretion under s 79 of the Act, that this assessment formed part of the report and in this way contributed to the decision-making process.

[88] Finally, it is clear that the Regulatory Processes Committee, to the limited extent realistically possible given the detailed nature of the proposal it was being asked to approve, undertook its own evaluation of whether the proposed traffic resolution was an appropriate response to the Council's objectives as determined by Paneke Pōneke. It took the view that it was, but further, and in line with the transitional nature of the process envisaged by that plan, it resolved that the process of monitoring and evaluating the cycleways being approved should specifically be the subject of Council resolution so as to guarantee future review. This too, I consider an appropriate exercise of the s 79 discretion, responsive to the nature and significance of the decision-making process in which the committee was engaged.

Did right-sided cycleways at Thorndon New World comply with the Traffic Bylaw?

[89] I find similarly that the Council's decision-making process complied with cl 7.5 of the Traffic Bylaw. Foodstuffs provided written comments in respect of the proposed resolution, which were considered before the Council made the resolution.

The Council was not required to permit Foodstuffs to make oral submissions at a hearing. It did so, albeit Foodstuffs was limited to five minutes in which those comments were presented. Plainly, Foodstuffs' submissions were taken into account, given the Council officers' summary of submissions and responses documents. It is likely they motivated at least a significant part of the Mayor's supplementary motion, given her reference to further engagement with Foodstuffs.

Are right-sided cycleways at Thorndon New World unreasonable?⁸

[90] As Wild J observed in *Wolf v Minister of Immigration*:⁹

[47] I consider the time has come to state — or really to clarify — that the tests as laid down in *GCHQ* and *Woolworths* respectively are not, or should no longer be, the invariable or universal tests of “unreasonableness” applied in New Zealand public law. Whether a reviewing Court considers a decision reasonable and therefore lawful, or unreasonable and therefore unlawful and invalid, depends on the nature of the decision: upon who made it; by what process; what the decision involves (ie its subject matter and the level of policy content in it) and the importance of the decision to those affected by it, in terms of its potential impact upon, or consequences for, them. This is a rather long-winded way of saying, as Lord Steyn so succinctly did in *Daly*:

In administrative law context is everything.

[91] In the present case, as outlined above, the context required the Council to select one side of Molesworth Street and Murphy Street, subject to any serious, emerging safety concern that might prevent the use of both sides. And it envisaged a transitional solution upon which further consultation, monitoring and evaluation would be undertaken prior to the cycleways becoming permanent.

[92] Both parties called expert evidence on the question whether right-sided cycleways in the vicinity of the supermarket's vehicular access points were safe, and otherwise appropriate, compared to left-sided cycleways.

⁸ In the *Wednesbury* sense.

⁹ *Wolf v Minister of Immigration* [2004] NZAR 414 (HC), referring to *Council of Civil Service Unions v Minister for the Civil Service* [1985] AC 374 (HL); *Wellington City Council v Woolworths New Zealand Ltd (No 2)* [1996] 2 NZLR 537 (CA); and *R v Secretary of State for the Home Department, ex parte Daly* [2001] 2 AC 532 (HL), later applied in *Quake Outcasts v Minister of Canterbury Earthquake Recovery* [2017] NZCA 332, [2017] 3 NZLR 486 at [73] and *C P Group Ltd v Auckland Council* [2021] NZCA 587 at [134].

[93] Having considered that material, I do not regard it as exposing irrational views on either side. In the context of judicial review proceedings, it does not require further discussion, except to say that in my view the Council's right-side choice was very far from being a decision that no reasonable local authority could have reached.

Result

[94] For the above reasons, none of Foodstuffs' causes of action are made out. Its application for judicial review by way of declaratory orders is dismissed.

[95] The Council appears entitled to costs on a 2B basis. If the parties cannot agree on costs, the Council is to file and serve a memorandum no more than seven pages long within 20 working days of this judgment, with Foodstuffs to respond by way of a similar memorandum filed within a further 15 working days.

Johnstone J

From: [Councillor Diane Calvert](#)
To: [Tom Hunt](#)
Subject: FW: Transport planning and projects briefing
Date: Wednesday, 1 May 2024 2:46:00 pm
Attachments: [20240501_Transport update for Councillor_full slides.pdf](#)

Councillor Diane Calvert
Wellington City Council | Wharangi/Onslow-Western Ward

Ps7(2)(f)(ii) | E [x@x](#) | W [Wellington.govt.nz](#) | F [dianecalvertnz](#) | T [dianecalvertnz](#) | W [dianecalvert.nz](#)

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From: Vida Christeller <[x@x](#)>
Sent: Wednesday, May 1, 2024 2:43 PM
To: DL: Councillors <[x@x](#)>
Cc: Liam Hodgetts <[x@x](#)>; Siobhan Procter <[x@x](#)>; Sehai Orgad <[x@x](#)>; Brad Singh <[x@x](#)>; Kelly Henderson <[x@xznz](#)>; Moana Mackey <[x@x](#)>; Tim Shackleton <[x@xznz](#)>; Richard MacLean <[x@x](#)>
Subject: RE: Transport planning and projects briefing

Kia ora,

Thanks for all your good questions and feed back this morning. Here is the updated slide pack.

Vida

From: Vida Christeller
Sent: Tuesday, April 30, 2024 5:46 PM
To: DL: Councillors <[x@x](#)>
Cc: Liam Hodgetts <[x@x](#)>; Siobhan Procter <[x@x](#)>; Sehai Orgad <[x@x](#)>; Brad Singh <[x@x](#)>; Kelly Henderson <[x@x](#)>; Moana Mackey <[x@x](#)>; Tim Shackleton <[x@x](#)>
Subject: Transport planning and projects briefing

Kia ora koutou,

Attached is the slide pack we will be presenting at our briefing tomorrow.

Vida



Ngā Ara Huarahi Waka
Transport projects

Moving to the heart of the city

Transport planning
and projects update

Council briefing
May 2024

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

 **Greater
Wellington**
Te Pane Matua Taiao





Today's briefing

Central city upgrades programme

Integrated and joined up approach with Greater Wellington

Questions

Update on work currently being rolled out

A look back at the last 3 years

Questions

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Rapid transit bus programme

Work Package – Regional Bus Network Strategic Plan

- It will tie together and update works already identified through the BPAP, LGWM City Streets and various TA roading and future transport plans
- All identified initiatives will be reviewed for cost-benefits, complexity / risk and prioritised accordingly
- Timing aligned with various TA roading plans
- This will lead to a prioritised regional plan for bus corridor changes over the next 10-15 years
- It's likely that these changes will trigger timetable and route design changes to maximise the benefits of these corridors
- While development of the plan is 100% funded and owned by GWRC, it will be compiled in conjunction with WCC, KCDC, PCC, UHCC, and HCC.
- The plan will be complementary to Wellington City Transport Plan and various other regional plans and strategies

Corridor selection process

Analyse passenger and travel time data

Prioritise routes with low travel time reliability and slow travel times, ordered by passenger volumes

Prioritise routes with either a travel time or reliability problem, ordered by passenger volumes

Produce list of priority corridors for analysis

Work Packages – Early Delivery

- Most immediate works will be focused on the harbour keys and eastern corridor improvements.
- Key GWRC projects, including the second spine, route 2 capacity improvements (articulated buses) and Hihi (depot strategy) will be integrated into these work packages
- GWRC will also work with the other TAs to identify other opportunities across the region for early delivery but most immediate opportunities are expected to reside with WCC





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Wellington city transport plan

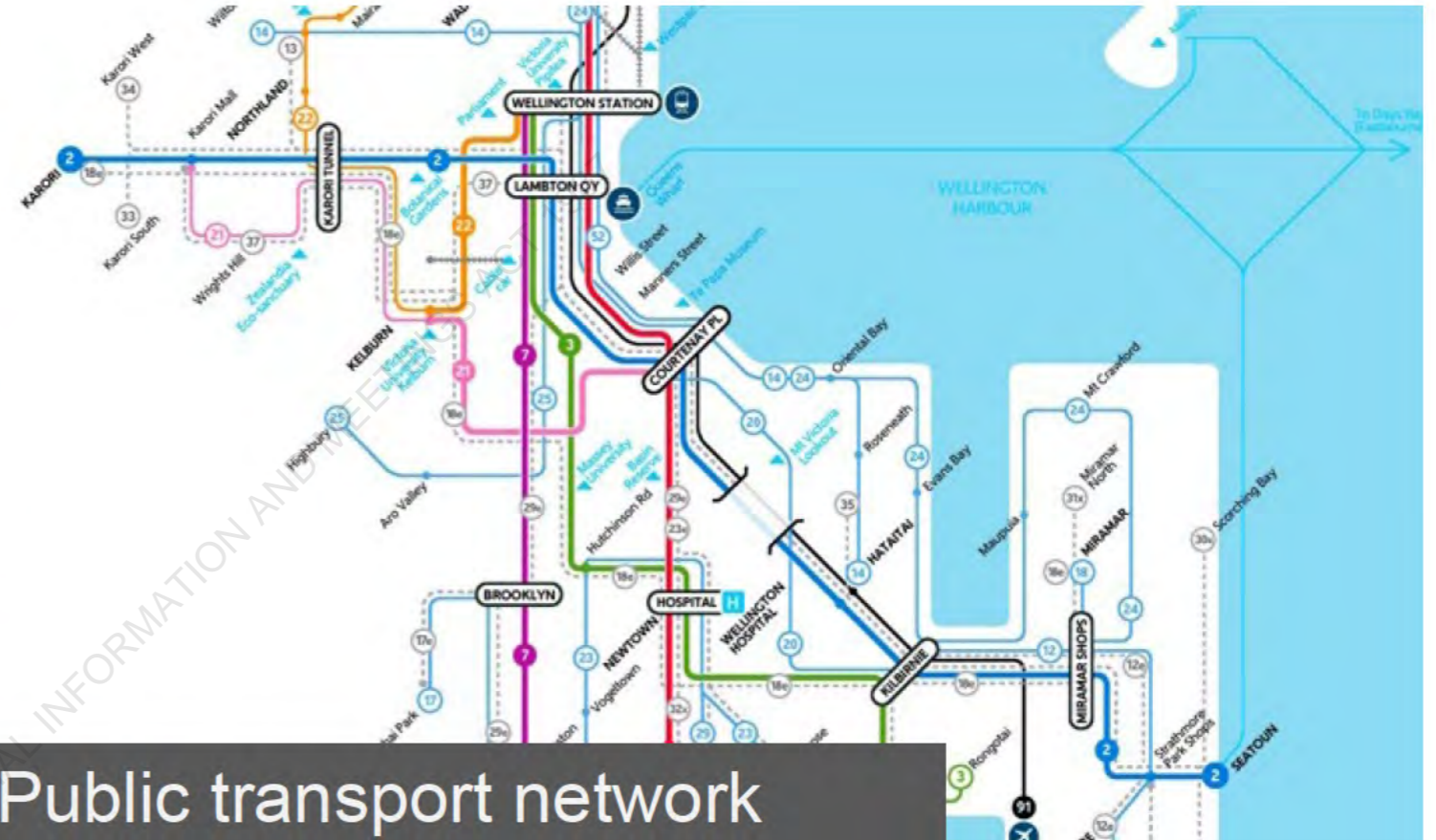


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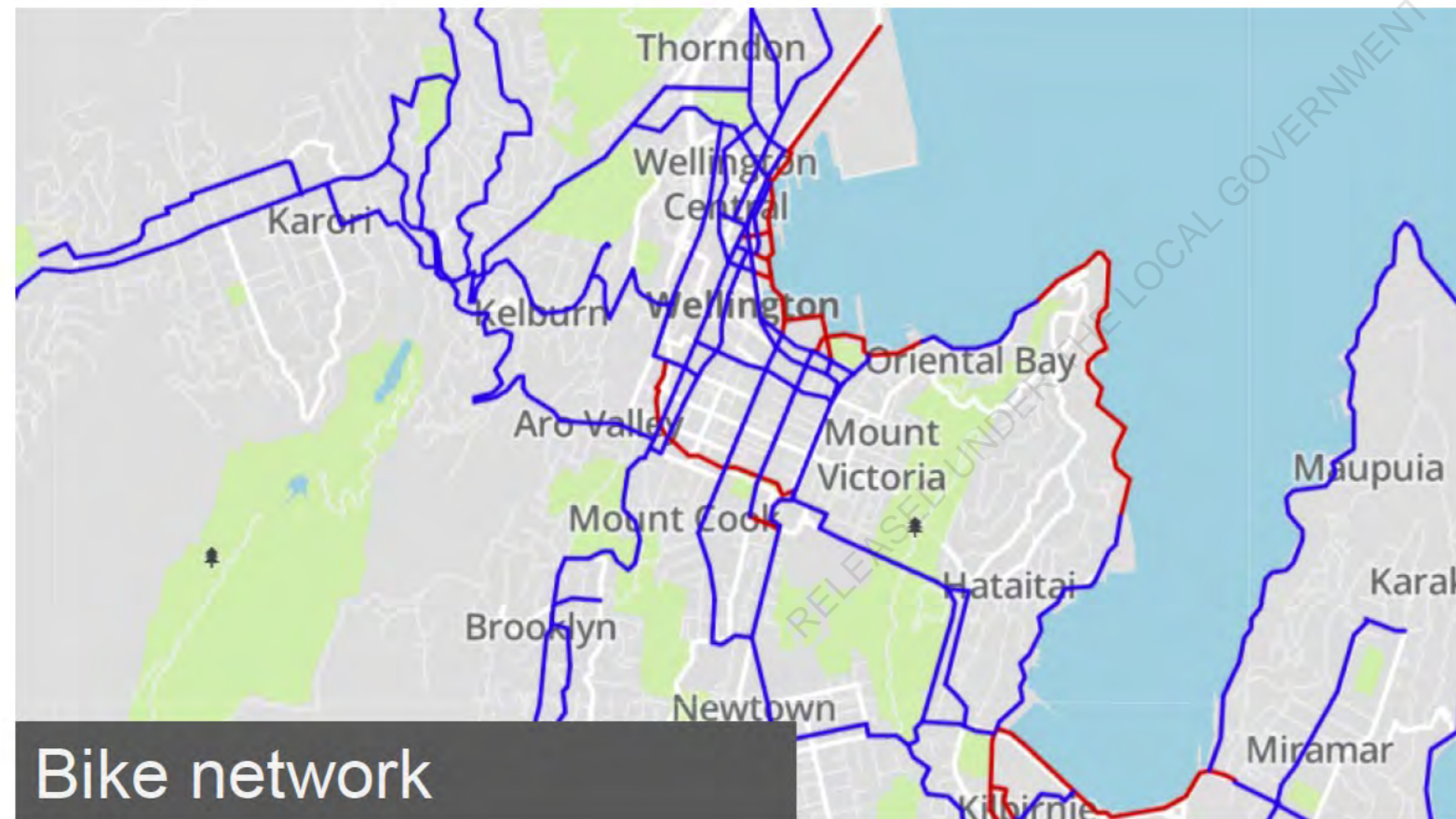
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Vehicle network



Public transport network

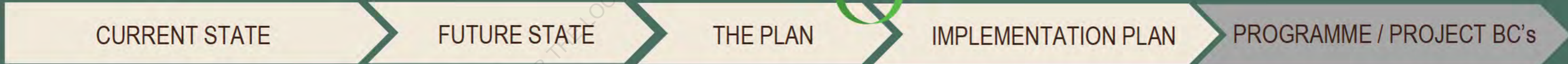
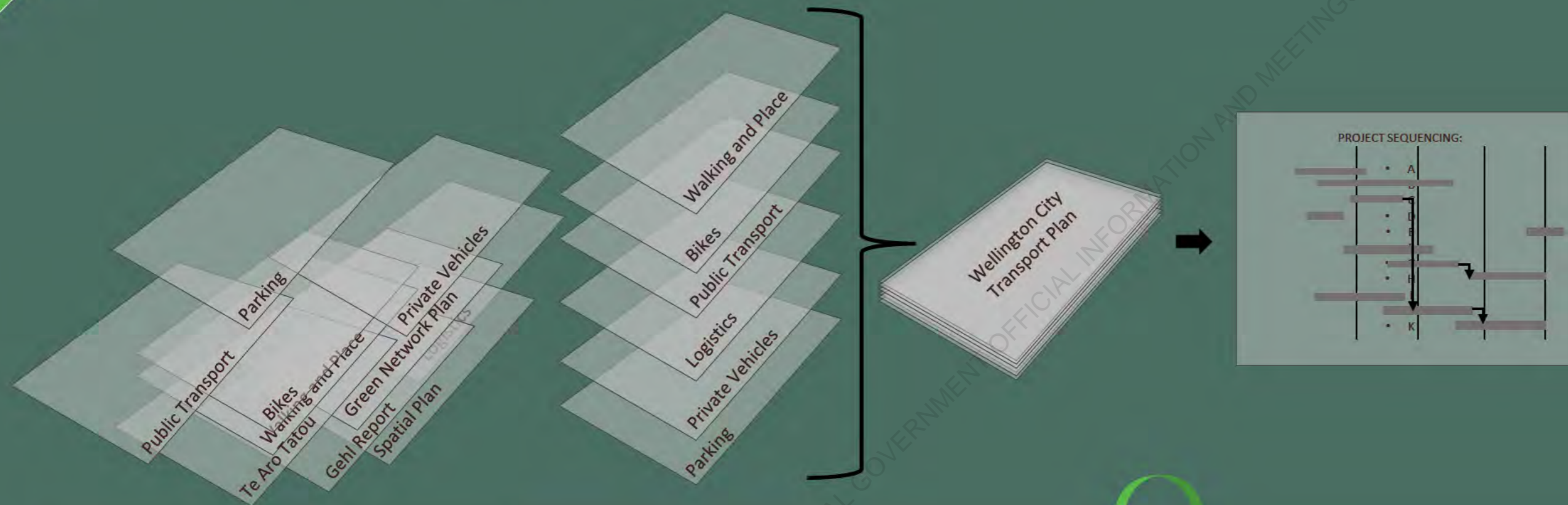


Bike network



Pedestrian & public space

Wellington City Transport Plan (WCTP)



Stage 1: Baseline stock-take and concise critique of work done to date by LGWM, WCC and GW.

Stage 2: Develop modal layers for future state. (LAYERS: place, walking, cycling, PT, logistics, private vehicles, parking, Te Aro Tatou, street trees & street typologies from Wellington Design Manual)

Stage 3: Develop hierarchy and prioritise at network level between modes and functions on individual streets

Stage 4: Understand sequencing scenarios and interdependencies to move from current to future state.

Develop new programme for 27-37 LTP.



Bus priority projects

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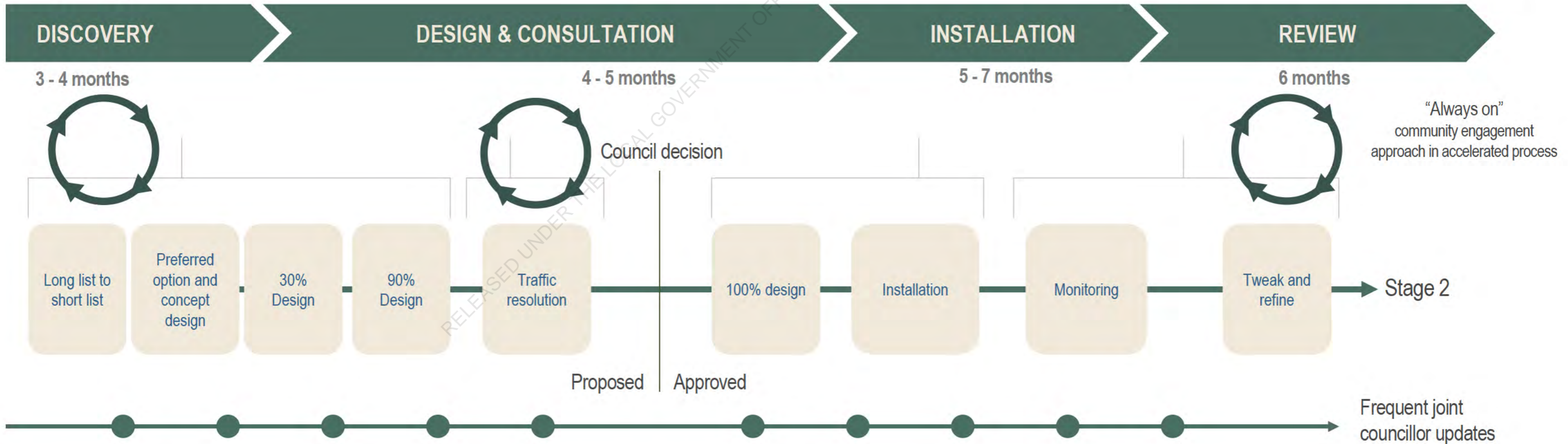




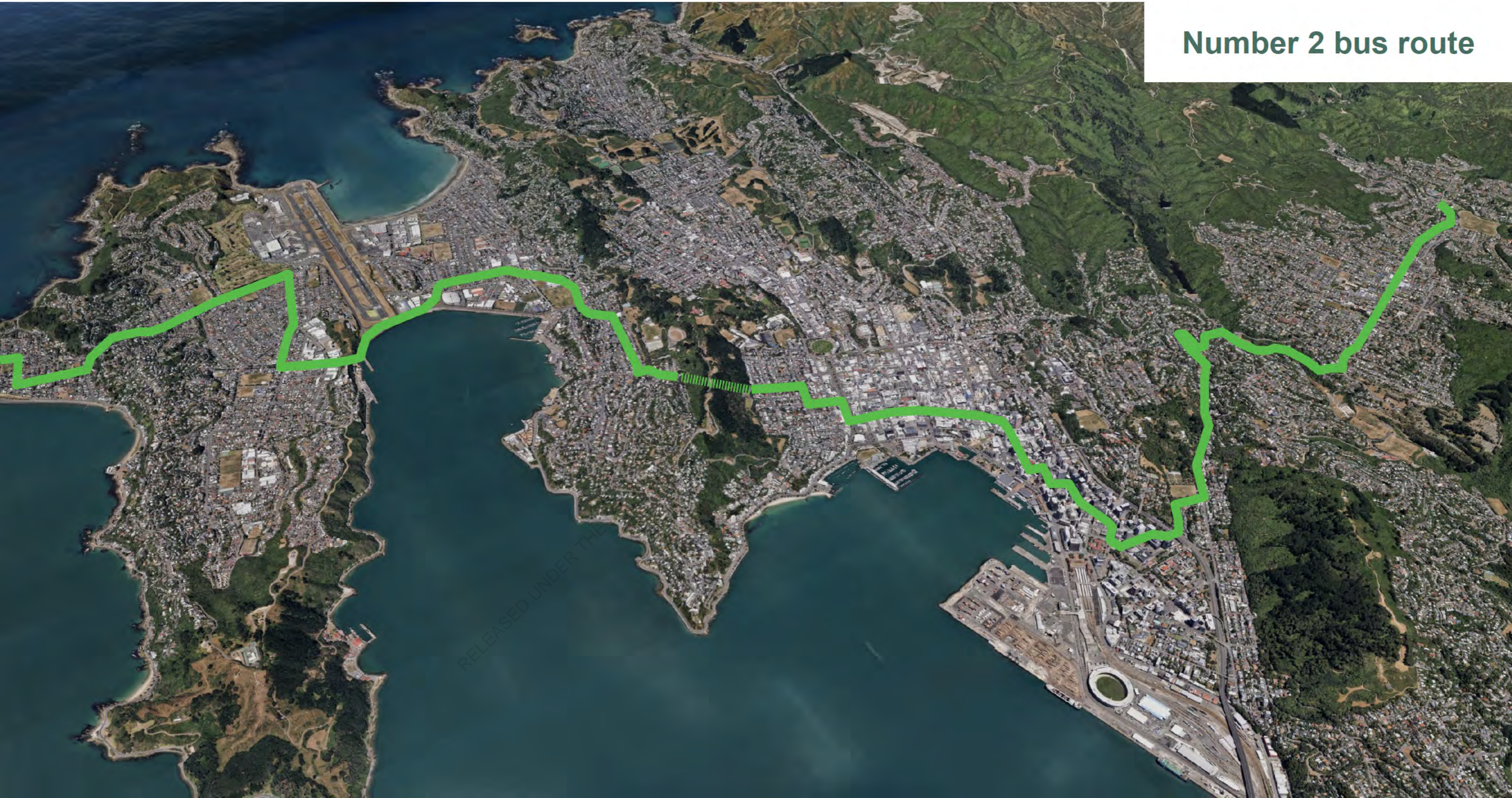
Harbour Quays



Stage 1 approach



Number 2 bus route



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Partnering with Greater Wellington



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Wellington rapid transit bus corridors (WRTBC): Strategic approach and messaging

GPS aligned

Improve speed, reliability and efficiency of public transport while reducing overall road congestion and supporting urban growth

50/50 partnership

WCC and GWRC are equal partners in funding and decision making.

Regionally beneficial (not just a WCC project)

Programme includes initiatives outside of WCC and will shape Metlink's overall network design

Recycle, don't reinvent

Leverage existing work including bus priority action plan (BPAP), LGWM city streets etc

Quick wins

'No brainers' (which are unlikely to conflict with long term vision) progressed now while longer term opportunities developed in parallel

Targeted and prioritised

The regional strategic plan and Wellington City Transport Plan will review and prioritise all opportunities to maximise value

Integrated long term vision

Long term 'transformational changes' will tie into Basin / Mt Victoria tunnel and other regionally significant transport and urban design plans

Right size governance

Have the right representation in the room to make conclusive decisions on key strategic recommendations

GPS EXCERPT

“ This modern rapid transit system will support urban development and housing growth, which allows for increased public transport choice, building on the investment already made in the City Rail Link in Auckland and the addition trains to be introduced in Wellington later this decade, **and the acceleration of Wellington's North-South, East-West, and Harbour Quays' bus corridors.** The Government is funding KiwiRail to deliver network repairs and upgrades to ready the network for these major improvement. Completing Auckland's Rail Network Rebuild and upgrading Wellington's rail network substations are priorities for the Government.

”



Work packages

RAPID TRANSIT BUS CORRIDORS: REGIONAL PROGRAMME

GWRC	Joint partnership (GWRC+WCC)			WCC
Wider Regional Improvements As identified through strategic plan	Harbour Quays Second PT route, one direction bus priority and associated integration	Eastern Corridors Already identified improvement opportunities from LGWM, BPAP and articulated vehicles	WCC Other Assortment of other WCC improvements from a variety of historical and intended plans (see backup)	Golden Mile Separate project run in collaboration. GWRC simply provide infrastructure
Proposed funding application (indicative only)				
JVs TBD	Works Delivery: 50 / 50 Share			100% WCC*
Longer Term Regional Strategic Planning: 100% GWRC				Wellington City Transport Plan: 100% WCC

* GWRC pay for bus stop infrastructure only



Combined programme budgets

Project	YEARS 1-3 Rough order cost	WCC share	GWRC share
GWRC new bus shelter and info boards for Golden Mile	\$12m	0%	100%
WCTP and Programme Business Case	\$ 0.9m	50%	50%
Harbour Quays Bus corridor	\$ 57.5m	50%	50%
CBD Bike Connections (years 1-3)	\$ 11.2m	100%	0%
Harbour Quays stage 2 Rapid Transit Bus corridor business case	\$ 2.5m	0%	100%
Eastern Bus Corridor	\$ 21.2m	50%	50%
Eastern Corridor Bike improvements	\$ 4.6m	100%	0%
Eastern Corridor - stage 2: Rapid Transit Bus Corridor – City to Miramar/ Airport business case	\$ 1.5m	0%	100%

Assumptions

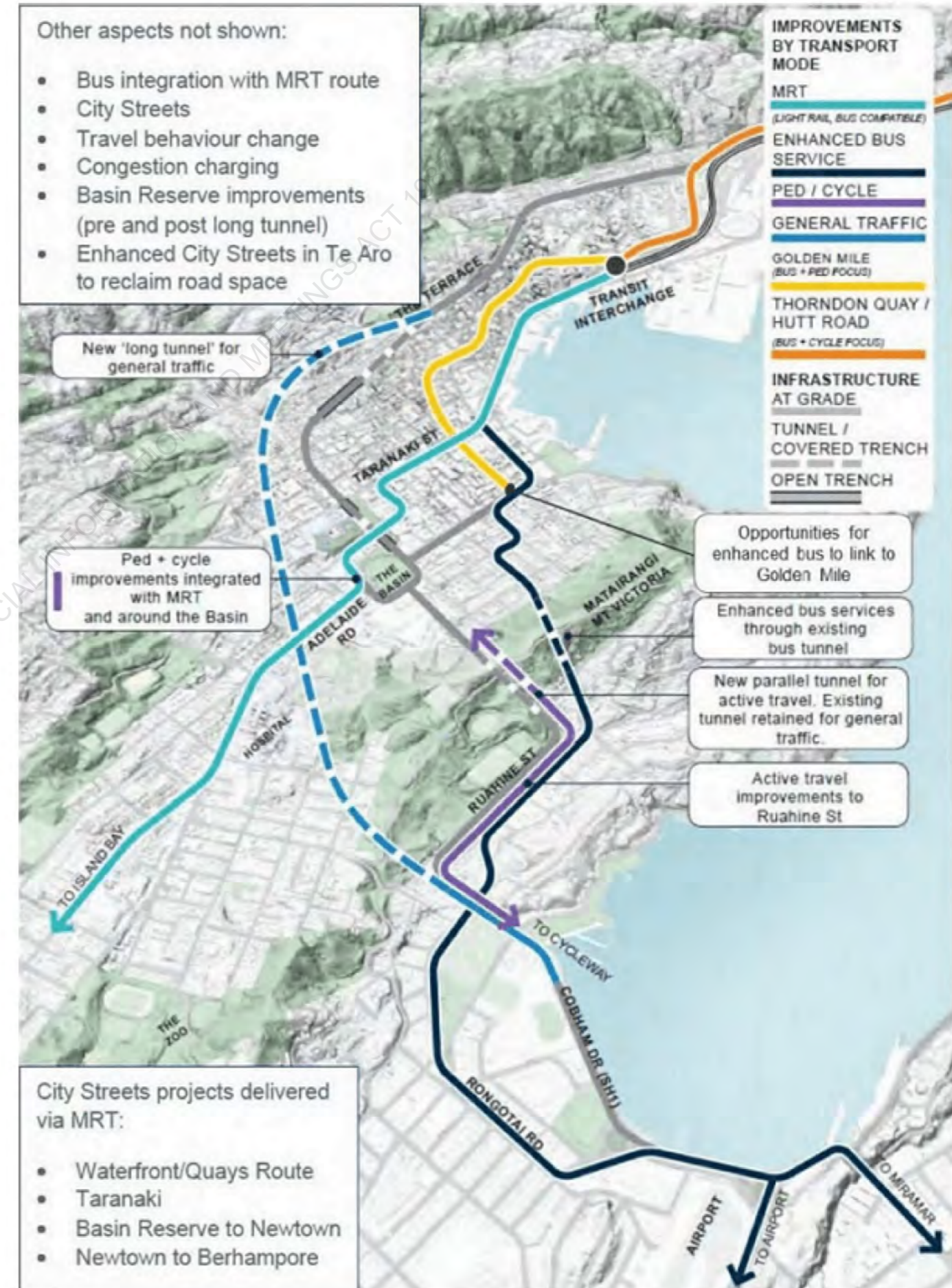
- GWRC has allocated \$48m over 3 years in the LTP for projects in the central city and key bus corridors.
- WCC has allocated \$57m over the next 3 years in the LTP for projects in the central city and key bus corridors.
- We have assumed normal NZTA 'FAR' of 51% with a 50/50 split between WCC and GWRC for the projects (i.e. final cost once revenue received is 24.5%, but are required to fully fund upfront)
- We have not assumed FAR funding for all projects.
- An additional 5% OPEX to be allocated to complement CAPEX budgets for projects
- WCC and NZTA funding for transformational package will need to be developed over the next triennium (currently no available funding).
- Current indicative budgets show sufficient headroom for the early delivery package and transformational business casing
- Officers have had to work under urgency to get the projects registered with NZTA to enable access to funding from the National Land Transport Fund (NLTP).
- We will know around September if we are successful in the NLTP



NZTA Waka Kotahi programmes

Continue to work collaboratively with NZTA Waka Kotahi as they explore options for the Basin Reserve and Mt Victoria tunnel options.

These are currently signalled with the stage 2 projects



Work package – Transformational bus priority corridors

- The intent is to consider a fully traffic separated corridor that is ‘highly connected’ to the urban environment from the Railway Station to the Airport and Miramar.
- Further enhancement options to the South (Hospital and Island Bay), Karori and Johnsonville will also be considered to create a highly connected network of corridors.
- Will require a united shared ‘end state vision and plan’ by NZTA (Basin, Mt Victoria tunnel, Cobham Dr), GWRC and WCC
- Note the Basin and Mt Victoria tunnel business cases were reliant on MRT to deliver benefits.
- There are a range of design options to consider / difficult to set a budget at this stage.
- However likely to be relatively high cost and disruptive a clear integrated business case will be required before proceeding





Next steps





Questions



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Work underway



Project objectives

Improved reliability and efficiency of public transport

Improved public transport customer experience

Improved customer safety

More pedestrian space

Improved placemaking leading to a vibrant central city

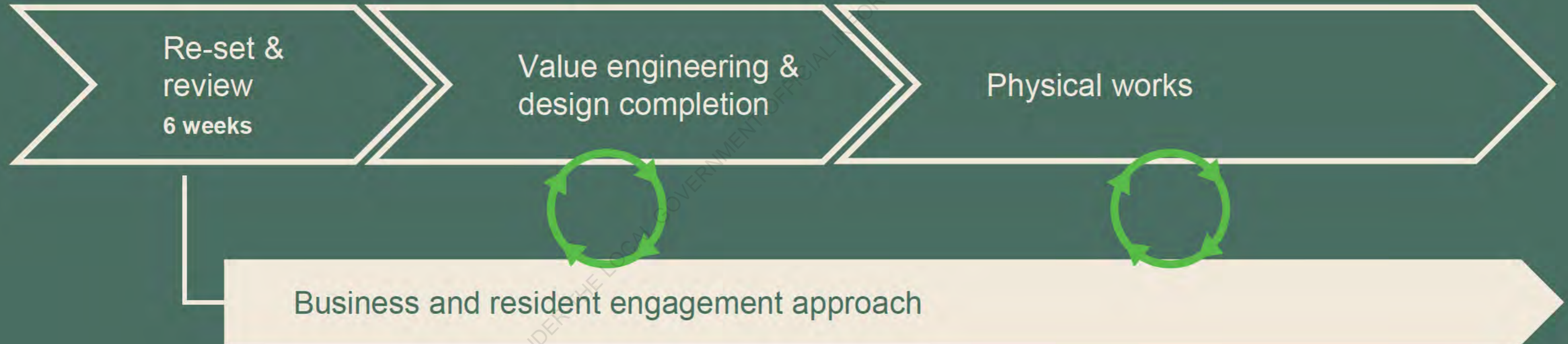
Golden Mile





Golden Mile

Early contractor
involvement



Business and resident engagement approach



**Thorndon Quay
Hutt Rd
Aotea Quay roundabout**



Karori connections



Catholic Parish of Karori
Sr Teresa's School Karori
900 1725



PLEASED UNP

Berhampore to Newtown



Evans Bay connection



Thorndon connections





Brooklyn connections



Nature based routes

Bloomberg Philanthropies



BICI

BLOOMBERG INITIATIVE FOR CYCLING INFRASTRUCTURE



Global Designing Cities Initiative



School cycling support programme



Wadestown proposed design

Bike and bus changes

Parking policy

Parking surveys

Community Baseline survey

Option 1

Business case Option 2

Option 3

Option 4

Option 5

P120

8am-8pm
Mon-Sun

Except for
Authorised
Vehicles Only



Stay with P120

Remove EVs from
criteria

Free for mobility card
holders

Review by others
number of restrictions
after 1 year*





Wadestown

High level of bus commuting, but relatively limited service

High levels of active commuting

Close to city and some specific streets experience high levels of commuter parking

Narrow streets

High parking occupancy

Access problems for Emergency services

High levels resident on resident competition

High car ownership levels and many households with 2+ cars



Consultation in June

Oral submissions in August



Impacts



Residents with more than 1 car

This will get tricky for people on streets where restrictions are being proposed in the permit zones.



Commuters

This will get harder for commuters to park particularly in some streets, and the Village area.



Customer parking

This should get easier with greater priority for P120 parking, additional P15 park, and P60 Mobility Park, as well as unrestricted space



Staff for businesses

There will be space for these people, but they may have to walk further to get a car park

The businesses will be included in the permit zones (unlike Newtown/Berhampore)



Emergency Vehicle Access

This should get easier with minimum lane widths maintained in streets where changes are proposed.



Walking and riding

This should get easier with safer infrastructure to support trips to and from the city and around the suburb



Paneke Pōneke

3 years of quick build



Where we started

July 2021

Wellington plans to build 147km cycleway network

Joel MacManus

September 16, 2021, - 05:00am

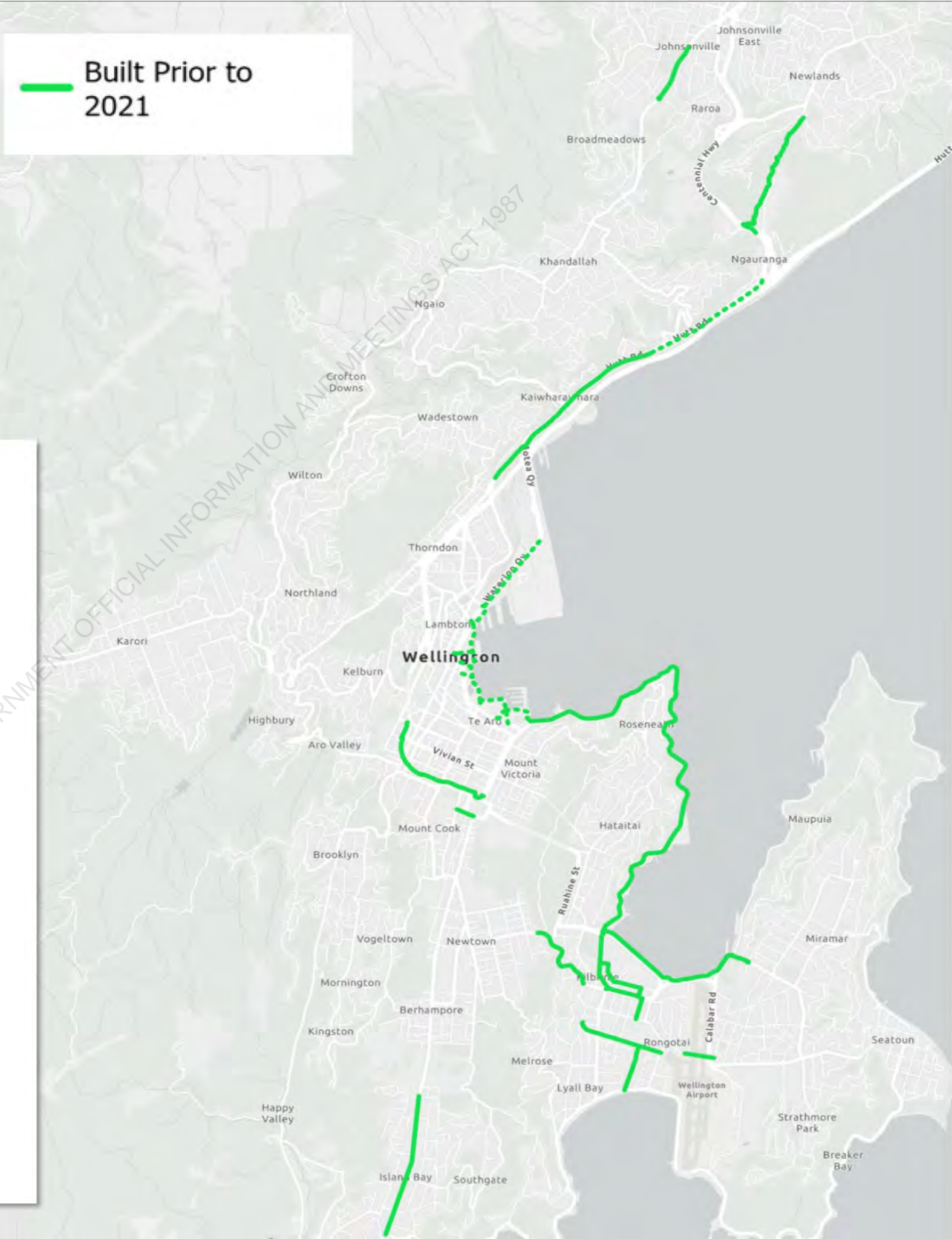
131 Comments Share



Wellington City Council plans to spend \$226m on cycleways over the next decade.

A massive 147-kilometre network of cycleways is planned for Wellington over the next decade – just 23km exists today.

Wellington City Council is set to release the details of its [\\$226 million Bike Network Plan](#) on Thursday.



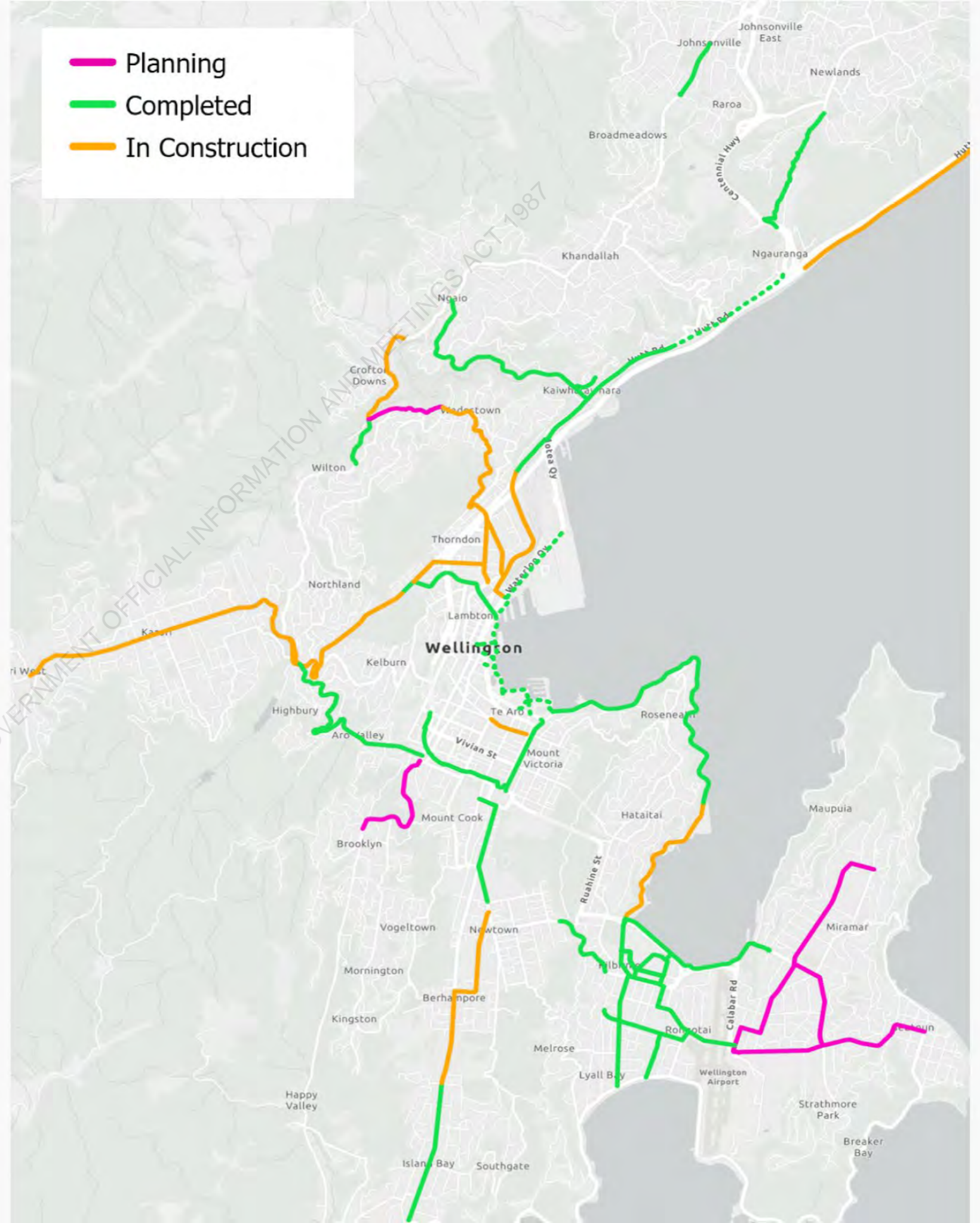


Where we are

March 2024

- Planning
- Completed
- In Construction

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Connecting the network

Whitmore St



28 kms
of new bike
lanes so far

BEFORE



34 kms
of new bike
lanes by June
2025

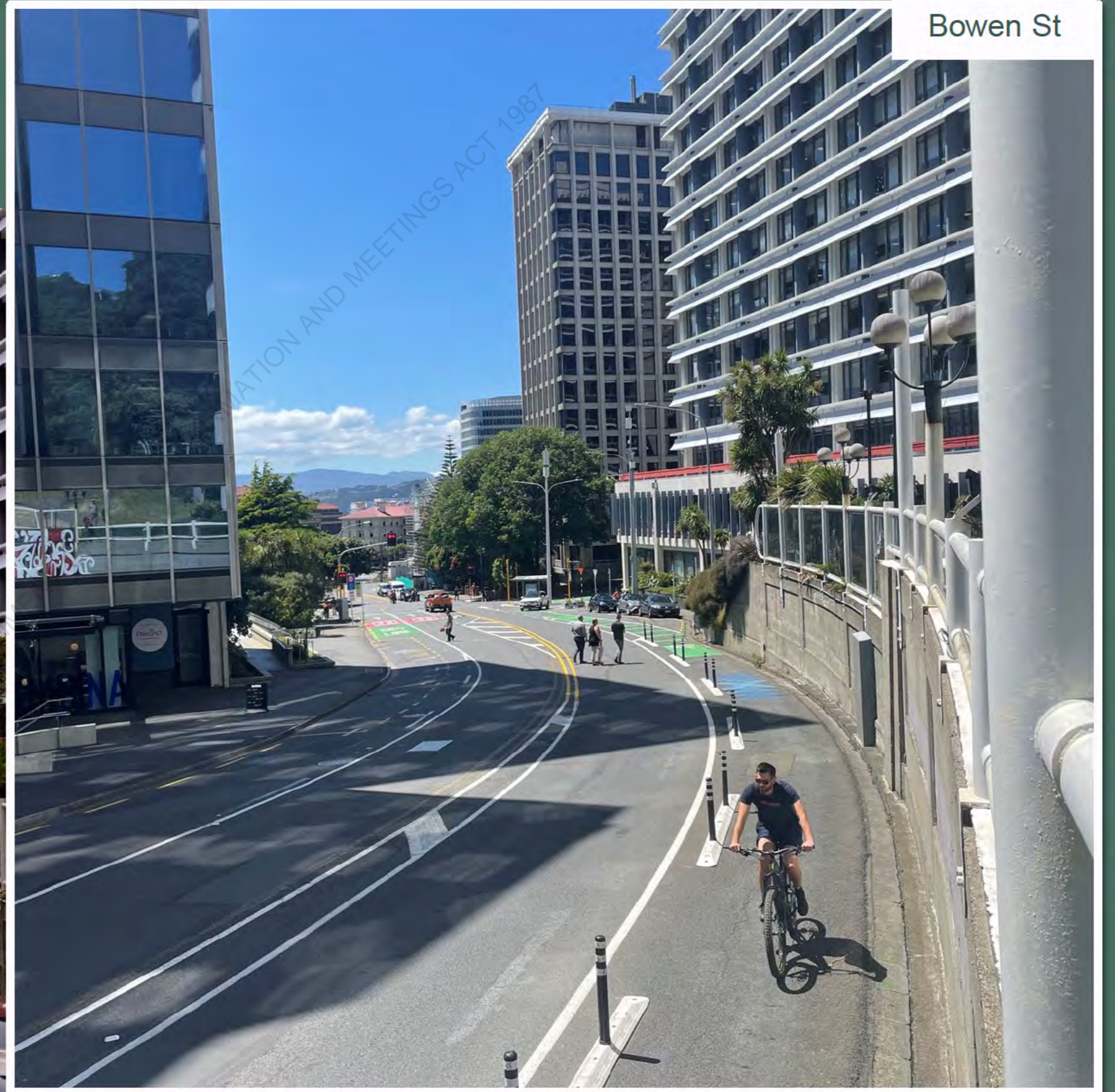
AFTER

Connecting the network

+27.5%
in bike trips
comparing
Oct – Dec
2022 - 2023



BEFORE



Bowen St

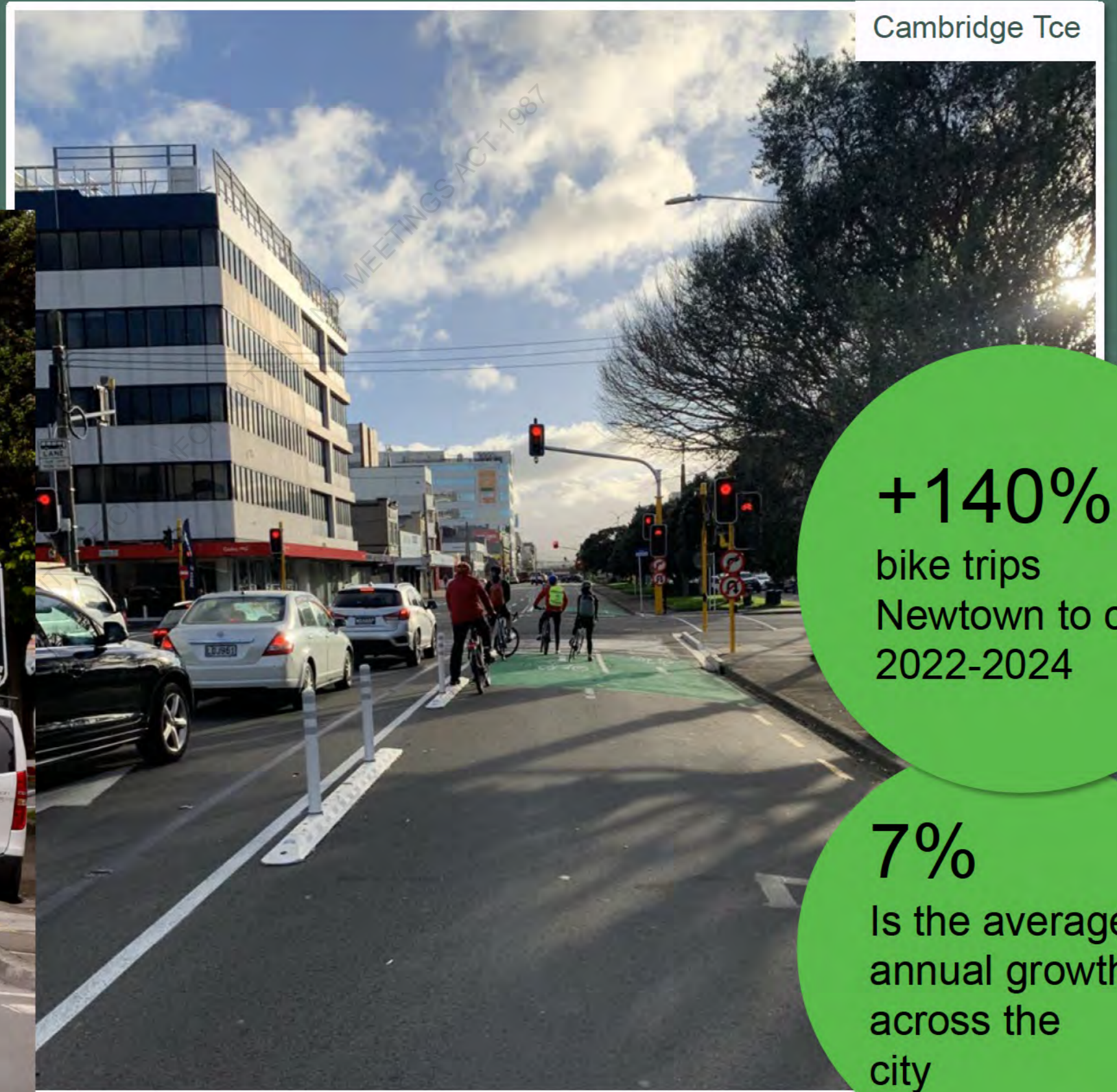
AFTER

Increasing modeshare

Cambridge Tce



BEFORE



AFTER

+140%
bike trips
Newtown to city
2022-2024

7%
Is the average
annual growth
across the
city



Honouring our partnerships

Te Whāriki

a woven mat of te ao Māori across the network

Awa marking

BEFORE



Dawn blessings

More to come...



Mural: Kaiota by Ariki Brightwell

AFTER



Bus improvements

Riddiford St

Created space for higher capacity buses on the network

Improved bus stop spacing across the city

4km new or improved bus lane



BEFORE



AFTER



Improving pedestrian access and safety

36
new and improved crossings

Freyberg school street



Freyberg Street

38
Accessible kerb ramps



Karori



www.newtowngreengrocer.co.nz

Newtown greengrocer

follow us on facebook for deals and special offers

info@newtowngreengrocer.co.nz

available here
fresh fruit
ice cream
& juices

STORE HOURS
THANK YOU









Bloomberg
Philanthropies



BICI

BLOOMBERG
INITIATIVE
FOR CYCLING
INFRASTRUCTURE



Global
Designing
Cities
Initiative





Questions



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From: [Tom Hunt](#)
To: [Councillor Diane Calvert](#)
Subject: Re: FW: Affordability by Suburb analysis
Date: Wednesday, 8 May 2024 10:02:05 am

You wouldn't be able to send the earlier one Andrea sent - showing the ones with the oldest average age? (I am doing a story on an 85YO in Roseneath having to get flatmates!).
Cheers

On Wed, May 8, 2024 at 9:02 AM Councillor Diane Calvert
<Diane.Calvert@wcc.govt.nz> wrote:

As discussed

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

PS7(2)(f)(ii) | E [x@x](#) | W [Wellington.govt.nz](#) | F [dianecalvertnz](#) | T [dianecalvertnz](#) | W [dianecalvertnz](#)

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From: Andrea Reeves <Andrea.Reeves@wcc.govt.nz>
Sent: Wednesday, May 8, 2024 8:46 AM
To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>; DL: Councillors <councillors@wcc.govt.nz>
Cc: Vincent Kleinbrod <Vincent.Kleinbrod@wcc.govt.nz>; Raina Kereama <Raina.Kereama@wcc.govt.nz>; Martin Rosevear <Martin.Rosevear@wcc.govt.nz>; GRP: Executive Leadership Team (ELT) <GRP_ExecutiveLeadershipTeam_ELT@wcc.govt.nz>
Subject: RE: Affordability by Suburb analysis

As requested, please find attached the average residential rates in 23/24, 24/25 and 27/28 by Suburb, as well as a split between residential/commercial excl. DTR/commercial including DTR.

All rates include GST.

The second table (commercial incl. DTR/excl. DTR) might be a bit misleading as averages are really skewed for commercial buildings so please consider this in reading the data.

Andrea

From: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Sent: Monday, May 6, 2024 2:39 PM
To: Andrea Reeves <Andrea.Reeves@wcc.govt.nz>; DL: Councillors <councillors@wcc.govt.nz>
Cc: Vincent Kleinbrod <Vincent.Kleinbrod@wcc.govt.nz>; Raina Kereama <Raina.Kereama@wcc.govt.nz>; Martin Rosevear <Martin.Rosevear@wcc.govt.nz>; GRP: Executive Leadership Team (ELT) <GRP_ExecutiveLeadershipTeam_ELT@wcc.govt.nz>
Subject: RE: Affordability by Suburb analysis

Thanks

Could we also get the average increase per suburb predicted and also the average rate increase split for residential, commercial and commercial with Downtown levy.

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

PHYSICAL INFORMATION AND MEETINGS ACT 1987
P **s7(2)(f)(ii)** | E XXXXX@wcc.govt.nz | W Wellington.govt.nz | F dianecalvertnz | T dianecalvertnz | W dianecalvertnz

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From: Andrea Reeves <Andrea.Reeves@wcc.govt.nz>
Sent: Friday, May 3, 2024 4:03 PM
To: DL: Councillors <councillors@wcc.govt.nz>
Cc: Vincent Kleinbrod <Vincent.Kleinbrod@wcc.govt.nz>; Raina Kereama <Raina.Kereama@wcc.govt.nz>; Martin Rosevear <Martin.Rosevear@wcc.govt.nz>;
GRP: Executive Leadership Team (ELT) <GRP_ExecutiveLeadershipTeam_ELT@wcc.govt.nz>
Subject: Affordability by Suburb analysis

Kia ora Mayor, Councillors and Pou Iwi,

I have been asked on different occasions about how we can assess household affordability of rates. As you are aware all households face many different circumstances. However, a couple of staff across the Council have very helpfully pulled together the information in the attached, which you may find of interest. Please note that this is for demonstration purposes only.

Staff have calculated the average residential rates and average residential sludge levy per median household income across each suburb. Historically the local government sector has worked towards a rough benchmark that rates should not exceed 5% of gross household income. Within the attachment, the darker the coloured triangles are in each suburb the closer to 5% of average rates/household income.

The team also looked at the average age of residents in suburbs (on the basis that there may be a positive relationship between age and asset ownership). The average age is higher in the suburbs with the darker shading.

The 24/25 attachment reflects calculations based on the first year of the proposed 24/34 LTP. The 27/28 attachment reflects calculations based on the fourth year of the proposed 24/34 LTP.

I do appreciate that there are many limitations with this data, but we thought it may be useful to share as you will soon enter LTP deliberations.

Ngā mihi

Andrea

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From: [Councillor Tony Randle](#)
To: [Erin Gourley](#)
Cc: [Tom Hunt](#)
Subject: WCC Notice of motion - Golden Mile to be part of an Integrated Plan
Date: Wednesday, 8 May 2024 5:10:00 pm
Attachments: [image001.png](#)
[Notice of motion - Golden Mile to be part of an Integrated Plan \(Signed\).pdf](#)

Hi Erin

Following last [Thursday's WCC Transport Briefing](#), a number of councillors expressed concern that:

- After seven years, LGWM never developed an integrated transport plan that the city can use. Council officers are now working on such a plan.
- The Council plans to proceed with constructing the Golden Mile without completing any work on who it will integrate with other plans for bus lanes and cycleways.

As a result, seven Councillors have now signed a Notice of Motion to ask the Council to progress the Golden Mile Project as part of an integrated plan. A copy of the signed Notice of Motion is attached.

Cheers

Tony Randle

Tony Randle

Kaikaunihera o Pōneke | Wellington City Councillor
Takapū/Northern Ward

E [✉](#) | P **s7(2)(f)(ii)** | W [Wellington.govt.nz](#)

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From: [Councillor Diane Calvert](#)
To: [Tom Hunt](#)
Subject: FW: LTP submission - social media posts about submission form - some examples
Date: Sunday, 12 May 2024 1:07:00 pm
Attachments: [image001.jpg](#)
Importance: High

As discussed

Councillor Diane Calvert
Wellington City Council | Wharangi/Onslow-Western Ward

PS7(2)(f)(ii) | E  | W [Wellington.govt.nz](#) | F [dianecalvertnz](#) | T [dianecalvertnz](#) | W [dianecalvertnz](#)

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From: Councillor Diane Calvert
Sent: Sunday, May 12, 2024 1:02 PM
To: Baz Kaufman <xxx.xxxxxx@xxx.xxxx.xx>
Cc: Stephen McArthur <xxxxxx.xxxxxxx@xxx.xxxx.xx>; Richard MacLean <Richaxx.xxxxxxx@xxx.xxxx.xx>; Lloyd Jowsey <xxxxx.xxxxxx@xxx.xxxx.xx>; Amy Brannigan <xxx.xxxxxxxx@xxx.xxxx.xx>; Mayor Tory Whanau <xxxx.xxxxxx@xxx.xxxx.xx>; Barbara McKerrow <xxxxxxx.xxxxxxx@xxx.xxxx.nz>; DL: Councillors <xxxxxxx.xxxxxx@xxx.xxxx.xx>; James Roberts <James.Robxxx@xxx.xxxx.xx>
Subject: RE: LTP submission - social media posts about submission form - some examples
Importance: High

Here are some recent comments received on social media about flaws in the online submission form and process. Would you please advise whether you have trained IT system administrators reviewing the system in the first instance including the back end of the system.

Respondent A

Wellington City Council can you please confirm why, in the email I received, next to City Streets (which I didn't answer) it says 'progress highest priority projects' when I didn't answer the question.

Compared to a second time when I tested it with a work email, the questions I didn't answer didn't appear in the email response? If it hasn't defaulted that's a good thing but it's a really awful system in that case which isn't very clear and has huge accessibility issues which isn't best practice for any council.

As per my message in the other community group, which I'm repeating here for the benefit of others, the different format for questions when it comes to voting for/against closure of community facilities, compared to earlier questions, is horrendous.

Compared to Q7 where the answers or formatted as a list, Q11 (and others) are in a sliding format where the options to save facilities are 'hidden' until (if at all) found - even on a larger desktop screen. Which made me wonder how accessible the site form is? I ran the Google Read Aloud Chrome extension and it doesn't even pick up the questions. Limiting access to those who understand and can access the standard form.

I should think the LTP form should have been tested and the response email proofread to the highest standard. This doesn't appear to be the case at all.

In addition, people can submit as many times as they like using different email addresses (vs the petition forms which ensure only one response is received).

So all in all, whether it's through inaccessibility, erroneous information and/or hidden fields, the results have every chance of being skewed, unrepresentative and invalid.

Respondent B

I completed a submission this morning using my work email address. So I didn't skew things as I have already submitted, the only thing I selected was a neutral on the fireworks display, but the system has also selected 2 other answers on the Library and Skate Parks.

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Are you making this submission as an individual or on behalf of an organisation?

Individual

Do you wish to speak to Councillors about your submission at an Oral Hearing?

No

How much do you support or oppose the following proposals being included in the 2024-34 Long Term Plan?

Note: These proposals are all ones in which we have removed the project from the budget. Support means removing the proposal from the budget and opposing it means retaining it in the budget, which will result in an increase to our capital and operating budgets.

Annual fireworks – Discontinue funding annual fireworks event (note: this is separate to New Year’s Eve event which will continue to include a fireworks display) Neutral

Arapaki Service Centre and Temporary Library – Bring forward planned closure by 18 months, move in person support services to local libraries

Skate Park upgrades – remove planned upgrades of Ian Galloway Park and Waitangi Park skate parks – existing facilities continue to be provided and maintained.

Do you have any further comments you would like to provide about our supporting information listed above or any other general feedback?

- not answered -

Diane
Councillor Diane Calvert
Wairarapa District Council | Whanganui-Otago-Western-Wairarapa

57(2)(b) | E diane.calvert@wcc.govt.nz | W Wellington.govt.nz | F dianecalvert.co.nz | T dianecalvert.co.nz | W dianecalvert.co.nz

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From: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Sent: Sunday, May 12, 2024 12:08 PM
To: Baz Kaufman <Baz.Kaufman@wcc.govt.nz>; DL: Councillors <councillors@wcc.govt.nz>
Cc: Stephen McArthur <Stephen.McArthur@wcc.govt.nz>; Richard MacLean <Richard.MacLean@wcc.govt.nz>; Lloyd Jowsey <Lloyd.Jowsey@wcc.govt.nz>; Amy Brannigan <Amy.Brannigan@wcc.govt.nz>; Mayor Tory Whanau <Tory.Whanau@wcc.govt.nz>; Barbara Mckerrow <Barbara.Mckerrow@wcc.govt.nz>
Subject: RE: LTP submission - social media posts about submission form

But you have members of the public saying that there is an error. How will you provide us with the necessary assurance that their submissions have been recorded correctly?

Diane
Councillor Diane Calvert
Wairarapa District Council | Whanganui-Otago-Western-Wairarapa

57(2)(b) | E diane.calvert@wcc.govt.nz | W Wellington.govt.nz | F dianecalvert.co.nz | T dianecalvert.co.nz | W dianecalvert.co.nz

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From: Baz Kaufman <Baz.Kaufman@wcc.govt.nz>
Sent: Sunday, May 12, 2024 11:27 AM
To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>; DL: Councillors <councillors@wcc.govt.nz>
Cc: Stephen McArthur <Stephen.McArthur@wcc.govt.nz>; Richard MacLean <Richard.MacLean@wcc.govt.nz>; Lloyd Jowsey <Lloyd.Jowsey@wcc.govt.nz>; Amy Brannigan <Amy.Brannigan@wcc.govt.nz>; Mayor Tory Whanau <Tory.Whanau@wcc.govt.nz>; Barbara Mckerrow <Barbara.Mckerrow@wcc.govt.nz>
Subject: Re: LTP submission - social media posts about submission form

Thanks Diane, as per my third paragraph, it was tested this morning by myself and Lloyd. We ran test submission forms through the system and Lloyd carried out a review of the underlying data. There are no issues with the submission form.

Baz

Get Outlook for ICS

From: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>

Sent: Sunday, May 12, 2024 11:22:24 AM

To: Baz Kaufman <xxx.xxxxxx@xxx.xxx.xx>; DL: Councillors <xxxxxxxxxx@xxx.xxx.xx>

Cc: Stephen McArthur <xxxxxxxxxxxxxxxx@xxx.xxx.xx>; Richard MacLean <xxxxxxxxxxxxxxxx@xxx.xxx.xx>; Lloyd Jowsey <xxxxxxxx@xxx.xxx.xx>; Amy Brannigan <xxxxxxxx@xxx.xxx.xx>; Mayor Tory Whanau <xxxxxxxx@xxx.xxx.xx>; Barbara McKerrow <xxxxxxxxxxxxxxxx@xxx.xxx.xx>

Subject: RE: LTP submission - social media posts about submission form

Baz

There are a number of actual users who have used the form and have reported the error. I do not know how you can suggest all is in order. There is now a lack of trust and confidence in the form and the results.

Your statement is disagreeing with members of the public. Would you confirm that someone has tested and checked the form since concerns first raised late yesterday.

Regards
Diane

Councillor Diane Calvert
Wellington City Council | Wharangi/Onslow-Western Ward

PS7(2)(f)(ii) | W Wellington.govt.nz | F dianecalvert@wcc.govt.nz | T dianecalvert@wcc.govt.nz | W dianecalvert@wcc.govt.nz

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From: Baz Kaufman <xxx.xxxxxx@xxx.xxx.xx>

Sent: Sunday, May 12, 2024 11:17 AM

To: DL: Councillors <xxxxxxxxxx@xxx.xxx.xx>

Cc: Stephen McArthur <xxxxxxxxxxxxxxxx@xxx.xxx.xx>; Richard MacLean <xxxxxxxxxxxxxxxx@xxx.xxx.xx>; Lloyd Jowsey <xxxxxxxx@xxx.xxx.xx>; Amy Brannigan <xxxxxxxx@xxx.xxx.xx>

Subject: LTP submission - social media posts about submission form

Morning Councillors

There have been a few social media posts about Council's LTP submission form saying that fields that are not complete default to Council preferred option.

This is **not correct**. I can confirm that the submission form **does not** have a default response setting for fields in the submission form that are not completed.

The submission form was tested multiple times this morning by Lloyd and the LTP team in response to the matter raised on social media, and we can confirm that it is operating perfectly, and fields that are not completed **do not** default to the preferred Council option.

The media team will shortly post this response on relevant social media pages where the confusion has arisen.

Baz

Baz Kaufman
Manager Strategy Policy and Research
Wellington City Council

MS7(2)(f)(ii)

Location:

Mon	Tues	Wed	Thurs	Friday
Office	Office	Office	Office	Office

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From: [Tom Hunt](#)
To: [DL: Councillors](#)
Subject: Wellington Water comms spend
Date: Sunday, 12 May 2024 7:51:29 am
Attachments: [OIA IRO-662 Tom Hunt response 10 May 2024.pdf](#)

Hi all,

Does anyone there want to comment on the attached: Wellington Water has boosted its comms team from 8 to 3. Once contractors, etc are factored in, the bill has gone from \$552k to \$921k.

If you do want to comment, please keep it short and get back to me by midday.

Chers

--

Tom Hunt
Senior reporter

s7(2)(a)

10 Brandon Street,
Wellington 6011



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10 May 2024

OIA IRO-662

Tom Hunt

tom.hunt@stuff.co.nz

Tēnā koe Tom,

Official information request regarding Wellington Water communications team expenditure

Thank you for your request dated 11 April 2024 requesting the following information under the Local Government Official Information and Meetings Act 1987 (the Act):

1. *Can I get, under the LGOIMA, a year by year breakdown for the past four years up to the end of March, of the FTE number of staff on your communications team and the total amount in money spent on salaries.*
2. *Can I also get details of how much was spent on outside communications companies for each year?*

The response to your request is enclosed following this letter as an appendix.

Please note that it is our policy to proactively release our responses to official information requests where possible. Our response to your request will be published shortly at <https://www.wellingtonwater.co.nz/about-us/official-requests/official-information-act-responses/> with your personal information removed.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

If you wish to discuss this decision with us, please feel free to email us at official.information@wellingtonwater.co.nz

Nāku noa, nā,



Mark Ford

Group Manager

Business Services (CFO)

For the latest news and updates, follow us on our social channels:

 /wellingtonwater  @wgtwaternz & @wgtwateroutage  @wellington_water

www.wellingtonwater.co.nz

Our water, our future.

Appendix

Question 1:

Full time equivalent (FTE) Wellington Water communications staff and salary expenditure (as recorded)

Tax year: April/March	# of FTE staff	Total Salaries Earnings
2023/2024	8	\$889,081
2022/2023	8	\$675,760
2021/2022	5	\$501,144
2020/2021	3	\$353,047

Question two:

Outside communications companies expenditure by financial year (as recorded)

Financial year: July-June	Contractors to back-fill FTE staff vacancies	External PR agencies for external strategic communications advice
2023-March 2024	\$27,856	\$4,193
2022/2023	\$163,470	\$450
2021/2022	\$28,844	\$0
2020/2021	\$196,181	\$2,990

For your information:

The Communications and Engagement Team at Wellington Water is responsible for all external communications and engagement for the organisation and it is an important function of the work we do for our community and councils.

This includes ensuring the public are aware of what's happening with their water services in their area. We notify the public of outages and wastewater discharges, keep people updated on the work in their neighbourhood which impacts them or potentially cause disruption, and regularly publish information on our work that is of high interest (e.g. leaks).

We also ensure the public understand water restrictions and what they need to do to reduce their water use. For the recent 2023/24 summer period, the Communications and Engagement Team were responsible for ensuring the public were aware of the increased risk of a potential water shortage, tighter water restrictions, and the need for people to conserve water. The public responded well and thanks to their hard mahi, the region avoided having to move up to Level 3 Water Restrictions.

As a support function to the organisation, the Communications and Engagement Team's work is driven by the organisation's programmes and delivery. In the past three years, the team increased it's capacity and number of full time employees to meet the demand of the business.

Since the 2020/21 financial year, our organisation has grown from 240 to 387 FTEs (as at 31 March 2024) to deliver on the work our councils have funded us to do. Between the 2020/21 and 2022/23 financial years our capital delivery work doubled and continues to grow. The aging infrastructure in the region has also meant we have seen a steady increase of service interruptions and outages over the past few years and an ongoing backlog of work. All of which requires us to communicate and engage with the public and our councils so they better understand the work we are delivering for them.

The Communications and Engagement Team manage Wellington Water's external channels – website and social media channels – and respond to a wide range of enquiries from the media and the public. These requests have also increased in volume due to increased attention and interest in our work.

From time to time contractors and external agencies are used to support the team when there are vacancies or if external strategic advice is needed.

RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

From: [Councillor Diane Calvert](#)
To: [Tom Hunt](#)
Subject: FW: , urgent Urgent - no communication on coned parks outside co kids this morning 7 am -
Date: Monday, 13 May 2024 10:24:00 am
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[IMG_1145.jpeg](#)

FYI

Councillor Diane Calvert
Wellington City Council | Wharangi/Onslow-Western Ward

P [s7\(2\)\(f\)\(ii\)](#) | E [x@xxx](#) | W [Wellington.govt.nz](#) | F [dianecalvertnz](#) | T [dianecalvertnz](#) | W [dianecalvertnz](#)

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From: Councillor Diane Calvert <[x@xxx](#)>
Sent: Friday, January 19, 2024 9:16 AM
To: [s7\(2\)\(a\)](#) <[s7\(2\)\(a\)](#)>; Brad Singh <[x@xxx](#)>;
[s7\(2\)\(a\)](#); Councillor Nicola Young <[x@xxx](#)>; Councillor Ray Chung
<[x@xxx](#)>; Councillor Tony Randle <[x@xxx](#)>
Cc: [s7\(2\)\(a\)](#) <[s7\(2\)\(a\)](#)>
Subject: RE: , urgent Urgent - no communication on coned parks outside co kids this morning 7 am -

Thanks [s7\(2\)\(a\)](#) for the spotlight on the pipes. I recently was advised that an additional \$24 million (on top of the \$140million) had to be allocated to the Golden Mile project to enable the water pipes to be renewed in that area (even though they are not the highest priority).

It would be good to understand if similar work has been scheduled for TQHR and how that budget has been made available? I will follow up with WCC.

Diane

From: [s7\(2\)\(a\)](#) <[s7\(2\)\(a\)](#)>
Sent: Friday, 19 January 2024 8:42 am
To: Brad Singh <[x@xxx](#)>; [s7\(2\)\(a\)](#); Councillor Nicola Young
<[x@xxx](#)>; Councillor Ray Chung <[x@xxx](#)>; Councillor Tony
Randle <[x@xxx](#)>; Councillor Diane Calvert <[x@xxx](#)>
Cc: [s7\(2\)\(a\)](#) <[s7\(2\)\(a\)](#)>
Subject: Re: , urgent Urgent - no communication on coned parks outside co kids this morning 7 am -

Hi Brad,
Happy New Year

We all know all the waste and potable water pipes along Thorndon Quay are shot. Why are we doing a \$90m roading project above these pipes before replacing them. Are we going to do all this roading work then dig it up again either to deal with emergencies (see video of destroyed car outside Woolstore) or when they are programmatically replaced -hopefully fairly soon. There have thousands of pages of Council Papers dealing with the Thorndon Quay Roding Project - I have never seen any assessment of the risk of failing pipes causing the new road to be dug up.

Can you please let us know how this risk is being managed?

Cheers ^{s7(2)(a)} [REDACTED]

Sent from [Outlook for iOS](#)

From: Brad Singh <[x@xx](#)>
Sent: Friday, January 19, 2024 8:00:29 AM
To: ^{s7(2)(a)} [REDACTED] <^{s7(2)(a)} [REDACTED]>; Councillor Nicola Young <[x@xx](#)>; Councillor Ray Chung <[x@xx](#)>; Councillor Tony Randle <[x@xx](#)>; Councillor Diane Calvert <[x@xx](#)>
Cc: ^{s7(2)(a)} [REDACTED] <^{s7(2)(a)} [REDACTED]>; ^{s7(2)(a)} [REDACTED] <^{s7(2)(a)} [REDACTED]>
Subject: RE: , urgent Urgent - no communication on coned parks outside co kids this morning 7 am -

Hi All

Looks like a WWL contractor doing an emergency job – we are contacting them to tell them to remove the cones until after the morning peak.

Regards

Brad Singh
PrEng. CMEng.
Kaiwhakahaere – Ngā Waka me te Hanga (Manager Transport & Infrastructure)
Wellington City Council
M ^{s7(2)(f)(ii)} [REDACTED] E [x@xx](#) | W [Wellington.govt.nz](#) | |

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From: Brad Singh <[x@xx](#)>
Sent: Friday, 19 January 2024 7:53 am
To: ^{s7(2)(a)} [REDACTED] <^{s7(2)(a)} [REDACTED]>; Councillor Nicola Young <[x@xx](#)>; Councillor Ray Chung <[x@xx](#)>; Councillor Tony Randle <[x@xx](#)>; Councillor Diane Calvert <[x@xx](#)>

Cc: s7(2)(a) <s7(2)(a)>; s7(2)(a) <s7(2)(a)>

Subject: RE: , urgent Urgent - no communication on coned parks outside co kids this morning 7 am -

Its not the TQHR project as far as I'm aware... Ive asked the team to have a look

Brad Singh

PrEng. CEng.

Kaiwhakahaere – Ngā Waka me te Hanga (Manager Transport & Infrastructure)

Wellington City Council

M s7(2)(f)(ii) E x@xx | W Wellington.govt.nz | |

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From: s7(2)(a) <s7(2)(a)>

Sent: Friday, 19 January 2024 7:11 am

To: Brad Singh <x@xx>; Councillor Nicola Young

<x@xx>; Councillor Ray Chung <x@xx>; Councillor Tony

Randle <x@xx>; Councillor Diane Calvert <x@xx>

Cc: s7(2)(a) <s7(2)(a)>; s7(2)(a) <s7(2)(a)>

Subject: , urgent Urgent - no communication on coned parks outside co kids this morning 7 am -

Please advise what is going on ?

Regards

s7(2)(a)

s7(2)(a)

RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987



RELEASED UNDER THE

KFF/NOV 1987

From: [Tom Hunt](#)
To: [Councillor Diane Calvert](#)
Subject: Fwd: Re: response re Thorndon Quay meeting
Date: Monday, 13 May 2024 11:23:47 am
Attachments: [image001.jpg](#)

FYI - council effectively saying you and **s7(2)(a)** are lying!

----- Forwarded message -----

From: **Richard MacLean** <richard.maclean@wcc.govt.nz>
Date: Mon, May 13, 2024 at 11:21 AM
Subject: RE: Re: response re Thorndon Quay meeting
To: Tom Hunt <tom.hunt@stuff.co.nz>

- Tom you've been given an inaccurate version of events. Cr Calvert was definitely told, in a conversation with a senior staff member on level 16 at the Council building shortly before the meeting, that she was welcome to attend but on the understanding that it was an operational meeting between staff and businesses, not a political meeting.
- The meeting itself was constructive and solutions-focused – eight local business and property owners met with several senior council managers. The businesses talked about a number of concerns and challenges they've faced since the work began, and council staff agreed to explore some of the suggestions made.
- Managing the relationship between the council and these businesses is the responsibility of the staff project team. The council has been engaging with businesses and the public on plans for Thorndon Quay since 2021. At meetings before and during construction they have looked for ways to make things easier for businesses, and multiple adjustments have been made along the way as a result.
- There had been recent discussions with Cr Calvert and others about a meeting and Cr Calvert was advised that the manager overseeing the project would reach out directly to businesses to organise a meeting.

From: Tom Hunt <tom.hunt@stuff.co.nz>
Sent: Monday, May 13, 2024 9:45 AM
To: Richard MacLean <richard.maclean@wcc.govt.nz>
Subject: Re: Re:

Ah! Thanks

On Mon, May 13, 2024 at 9:42 AM Richard MacLean <richard.maclean@wcc.govt.nz> wrote:

Re your second question – we haven't published anything on social media about Thorndon Quay since March – we suspect someone's pointing you toward some other

outlet like Wellington Live or similar...

From: Tom Hunt <tom.hunt@stuff.co.nz>
Sent: Monday, May 13, 2024 9:30 AM
To: Richard MacLean <richard.maclean@wcc.govt.nz>
Subject: Re:

Great - thanks

On Mon, May 13, 2024 at 9:24 AM Richard MacLean <richard.maclean@wcc.govt.nz> wrote:

Yep Tom we should be able to get you some responses this morning....

From: Tom Hunt <tom.hunt@stuff.co.nz>
Sent: Monday, May 13, 2024 9:16 AM
To: Richard MacLean <richard.maclean@wcc.govt.nz>; Victoria Barton-Chapple <victoria.barton-chapple@wcc.govt.nz>
Subject:

Hi both,

I am going to be doing this one on Calvert being stopped from attending a meeting she arranged (she eventually managed to get in). Just checking you can get back to me this morning on it?

And is it true that WCC put a post on social media last week (since removed) saying something along those lines of telling people to avoid Thorndon Quay?

Cheers

--

Tom Hunt
Senior reporter
s7(2)(a)
10 Brandon Street,
Wellington 6011



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From: [Tom Hunt](#)
To: [Councillor Diane Calvert](#)
Subject: Re: FW: Urgent report required into state of water infrastructure under Thorndon Quay
Date: Tuesday, 21 May 2024 3:14:57 pm

Great - thanks.

From the wording - ie fiduciary duties - it sounds like you are thinking this could be a case for a commissioner if this is ignored.

Or am I reading too much into this?

On Tue, May 21, 2024 at 3:13 PM Councillor Diane Calvert
<Diane.Calvert@wcc.govt.nz> wrote:

Haven't sent it to anyone else as TQ is your story

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: Tom Hunt <tom.hunt@stuff.co.nz>
Sent: Tuesday, May 21, 2024 3:12 PM
To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Subject: Re: FW: Urgent report required into state of water infrastructure under Thorndon Quay

Cool - also texted but not sure if it went through. Has this gone to other media? Ie, can I hold doing this until tomorrow?

Cheers

On Tue, May 21, 2024 at 3:10 PM Councillor Diane Calvert
<Diane.Calvert@wcc.govt.nz> wrote:

Yes I have also sent a copy to the various Thorndon Quay business folks

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: Tom Hunt <tom.hunt@stuff.co.nz>
Sent: Tuesday, May 21, 2024 3:09 PM
To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Subject: Re: FW: Urgent report required into state of water infrastructure under Thorndon Quay

Thanks Diane - am I okay to quote from this?

On Tue, May 21, 2024 at 3:01 PM Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz> wrote:

FYI

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: Councillor Diane Calvert

Sent: Tuesday, May 21, 2024 2:40 PM

To: Mayor Tory Whanau <Tory.Whanau@wcc.govt.nz>

Cc: DL: Councillors <councillors@wcc.govt.nz>; Barbara McKerrow

<Barbara.Mckerrow@wcc.govt.nz>; s7(2)(a)

<s7(2)(a)@wellingtonwater.co.nz>; s7(2)(a)

<s7(2)(a)>

Subject: Urgent report required into state of water infrastructure under Thorndon Quay

Importance: High

Kia ora Mayor

I am formally requesting you to seek advice on immediately pausing the Thorndon Quay transport project until such time it can be ascertained the state of the water infrastructure sitting underneath and the need to replace the pipes within the next 10 years or much sooner. The current project work has been underway for the past six months and is not due to be completed until June 2025. The work involves tens of millions of dollars of ratepayer and taxpayer funding. This elected Council would not be undertaking its fiduciary duties if it did not to follow through on reasonable concerns recently raised. [Leaky pipes buried under new \\$55m bus and cycle way that could be ripped up | The Post](#)

If a pause is not acceptable, then I strongly suggest you still request an urgent report from Wellington Water Limited into the state of the water infrastructure under Thorndon Quay and their recommendation for when it should be renewed. Please note already some of the Thorndon Quay work has been able to be paused to enable the recently discovered tram lines to be dealt with.

It is clear from recent information publicly provided and recent water leaks that the water infrastructure sitting underneath the planned roadworks will likely need renewal. This new information was not made available to elected members or (as I believe) to the NZTA board before the work was approved in June 2023.

I appreciate the Council may incur additional costs, however this is countered by the very strong likelihood of further costs and delays when the water infrastructure is replaced (likely within the next five years if not before). Urgency is also required as

we are about to debate and decide on the Council's long term plan which currently does not include any water infrastructure renewal work for Thorndon Quay.

Regards

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: [Andrea Vance](#)
To: [Councillor Diane Calvert](#)
Subject: Re: FW: Purchase of Airport Shares by GWRC
Date: Thursday, 20 June 2024 2:38:00 pm

When was the mayoral leadership meeting?

--

ANDREA VANCE

National Affairs Editor, The Post/Sunday Star-Times.

E [\[REDACTED\]](#) | M [\[REDACTED\]](#)
T @avancenz

On Thu, 20 Jun 2024 at 2:33 PM, Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz> wrote:

Its ok. I was just concerned if the Mayor had received a copy before her response back to me.

D

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: Andrea Vance <andrea.vance@stuff.co.nz>
Sent: Thursday, June 20, 2024 2:31 PM
To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Subject: Re: FW: Purchase of Airport Shares by GWRC

I didn't get it from mayor's office - it was leaked to me today from someone else. I

believe Tom Hunt got it last night but you'd have to check with him from who (he might not want to say though).

--

ANDREA VANCE

National Affairs Editor, The Post/Sunday Star-Times.

E av@post.co.nz | M [0447777777](tel:0447777777)
T @avancenz

On Thu, 20 Jun 2024 at 2:26 PM, Councillor Diane Calvert
<Diane.Calvert@wcc.govt.nz> wrote:

When did you get the letter from the Mayor's office?

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>

Sent: Thursday, June 20, 2024 10:01 AM

To: Mayor Tory Whanau <Tory.Whanau@wcc.govt.nz>; DL: Councillors <councillors@wcc.govt.nz>

Cc: Michael Naylor <Michael.Naylor@wcc.govt.nz>

Subject: RE: Purchase of Airport Shares by GWRC

Thanks

Surely we should have been given a heads up before any further discussion held. As an aside, we get little information following any WRLC meetings on the discussion held and how that may impact on our city?

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: Mayor Tory Whanau <Tory.Whanau@wcc.govt.nz>

Sent: Thursday, June 20, 2024 9:58 AM

To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>; DL: Councillors <councillors@wcc.govt.nz>

Cc: Michael Naylor <Michael.Naylor@wcc.govt.nz>

Subject: RE: Purchase of Airport Shares by GWRC

Kia ora koutou

I'm aware there was a discussion but nothing further, or what details were discussed. It's been suggested to bring it to the Mayoral Forum for discussion in the next instance.

Thanks

Tory Whanau

Mayor of Wellington | Wellington City Council

From: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Sent: Thursday, June 20, 2024 9:56 AM
To: Mayor Tory Whanau <Tory.Whanau@wcc.govt.nz>; DL: Councillors <councillors@wcc.govt.nz>
Subject: Purchase of Airport Shares by GWRC
Importance: High

Hi all

I heard that there is a possibility that GWRC are considering whether they should purchase WCC's shares in the airport. That would mean they would hold their major investments in the port and the airport -all in the same location. This is surprising given that one of the key reasons for this Council to sell was so all our "eggs were not in the same basket". Essentially GWRC are doing this however albeit split between two Wellington city amenities.

Apparently this matter was discussed at the recent Wellington Regional Leadership committee. **Tory**, can you shed some light on this or is this part of a broader discussion about amalgamation? There are a number of ironies in this situation, if it is true.

Regards

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: [Erin Gourley](#)
To: [Councillor Diane Calvert](#)
Subject: Re: Reading Cinemas on the market
Date: Sunday, 14 July 2024 12:08:52 pm

Thanks Diane.

Erin Gourley (she/her)
Reporter

s7(2)(a)

10 Brandon Street,
Wellington 6011



On Sun, 14 Jul 2024 at 11:37, Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz> wrote:

A likely purchaser would not only need to be able to fund the land purchase (total current RV is \$55.5 million) but also the development of the sites which is likely to be in the realm of hundreds of millions of dollars for a good quality investment.

It would be great to see a development with a strong commercial component (given the central city is the economic engine room of the region) and one that can service the local area which also includes many of the city's attractions such as Te Papa, Takina, waterfront and the civic square area. We need to see the wider area activated with both daytime and night time economies. The recent developments in central Auckland such as Commercial Bay and the Wynyard Quarter show what's possible in a NZ setting containing, quality commercial office space, entertainment, hospitality, retail, accommodation including both hotel and private; and parking.

What the Council needs to do is provide trust and confidence to any potential investor by being clear on its local projects for the area, ensuring the local area's infrastructure can support development (ie the pipes) ensure its regulatory functions such as consenting enable speedy consenting and core functions such as maintenance in the area is carried out. Elected members should overall refrain from "meddling" by pushing their ideologies and just let the market get in and do what it does best within the guidelines- letting prosperity (and the city) flourish.

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: Erin Gourley <erin.gourley@thepost.co.nz>
Sent: Sunday, July 14, 2024 10:57 AM
To: DL: Councillors <councillors@wcc.govt.nz>
Subject: Reading Cinemas on the market

Kia ora councillors - writing a story about Reading Cinemas going on the market with all of its sites on Courtenay Place. Keen to hear your thoughts on who's likely to buy it and what the ideal development for the land would look like, you can reply here or give me a call.

Cheers,

Erin

Erin Gourley (she/her)

Reporter

s7(2)(a)

10 Brandon Street,
Wellington 6011

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?	

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RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

From: [Erin Gourley](#)
To: [DL: Councillors](#)
Subject: Residents Monitoring Survey comments?
Date: Wednesday, 3 July 2024 12:54:56 pm

Kia ora koutou,

I know lots of you are taking a break at the moment but please let me know if you'd like to make a comment on the results of the latest Residents Monitoring Survey!

Especially interested in these numbers so far: Pride in the city is at an all time low of 50%, and is especially poor in the city centre at just 37%, but satisfaction with council decision making is up slightly from 17% to 20%.

Cheers,

Erin

Erin Gourley (she/her)
Reporter

s7(2)(a)

10 Brandon Street,
Wellington 6011



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RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

From: [Julie Jacobson](#)
To: s7(2)(a)
Cc: [Councillor Diane Calvert](#); [Councillor Tony Randle](#); s7(2)(a); [Councillor Ray Chung](#); s7(2)(a); [Tom Hunt](#); erin.gourley@thepost.co.nz; s7(2)(a); s7(2)(a)
Subject: Re: Commuter Cycling data
Date: Monday, 8 July 2024 9:59:56 pm

Thanks s7(2)(a)

Julie Jacobson
Senior Reporter

s7(2)(a)
Please note I work Monday to Wednesday

10 Brandon Street,
Wellington 6011

PO Box 2595,
Wellington



On Mon, 8 Jul 2024 at 21:37, s7(2)(a) s7(2)(a) wrote:

This image will help if you can't follow the link!

Sent from [Outlook for iOS](#)

From: s7(2)(a)
Sent: Monday, July 8, 2024 9:34:10 PM
To: erin.gourley@thepost.co.nz <erin.gourley@thepost.co.nz>; Julie Jacobson <julie.jacobson@stuff.co.nz>; Tom Hunt <tom.hunt@stuff.co.nz>; s7(2)(a) <s7(2)(a)> <s7(2)(a)> <s7(2)(a)>; s7(2)(a) <s7(2)(a)>>
Cc: s7(2)(a) <s7(2)(a)>; Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>; Councillor Tony Randle <Tony.Randle@wcc.govt.nz>; Ray Chung <Ray.Chung@wcc.govt.nz>
Subject: Commuter Cycling data

The cycle commuter data for the month of June 24 shows that the number of detected cycle trips is down 20% of the same month last year. The city wide data is consistent with the data for Thorndon Quay. Have a muck around with this link.

<https://www.transportprojects.org.nz/cycle-data/#showdata/electronic/all/2024-06-01>

It would be interesting to see what is causing this reduction - working from home has been around for a while, the weather was generally good this June, but the economy is clearly much worse, could the missing 20% of cyclists all be laid off public servants?

I must have a look and see if the public transport data follows the same pattern - Councillor Randle - this is up your alley. Do you have any comparable public transport data?

For obvious reasons, Car parking data for Thorndon Quay has collapsed from an

annualised figure of \$1.3m to less than \$500k.

Maybe we are just doing everything telepathically these days? I was going to pay my parking fines telepathically, but alas, I couldn't because I couldn't find a car park to get fined in!

Cheers §7(2)(a)

Sent from [Outlook for iOS](#)

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RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

From: [Tom Hunt](#)
To: [Councillor Diane Calvert](#)
Subject: Re: FW: Courtney Place upgrade engagement starts this week
Date: Thursday, 11 July 2024 3:06:06 pm

Let me know what you hear back!

On Thu, Jul 11, 2024 at 3:03 PM Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz> wrote:

Check out the attachment. Questions I submitted yesterday.

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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Would you confirm that the work to be commenced in respect of the Cambridge/Kent Terrace intersection is that as outlined in an earlier email of 3 November 2023 that was to have commenced earlier in January this year?

Would you also advise:

1. Has a Golden Mile contract of works been signed, when it was signed and if so the public details of this contract
2. Have the costs changed to that approved in June 2023 for the project and if so what is the new amount and is the WCC's portion fully budgeted for within the 2024/34 LTP.
3. What is the approximate construction start and completion date for Cambridge/Kent Terrace intersection and the value of this contract
4. What is the approximate construction start and completion date for Courtenay

Place and what (if any) further design is required.

5. In terms of WCC's engagement, how will this differ from that as outlined by LGWM in September 2023 (email attached – Golden Mile pre-construction engagement) and how will WCC address any subsequent change in messaging from this time? Noting that it this engagement appears a duplication/rework of what was undertaken last year presumably adding additional costs?

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RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

From: [Erin Gourley](#)
To: [DL: Councillors](#)
Subject: Reading Cinemas on the market
Date: Sunday, 14 July 2024 10:57:40 am

Kia ora councillors - writing a story about Reading Cinemas going on the market with all of its sites on Courtenay Place. Keen to hear your thoughts on who's likely to buy it and what the ideal development for the land would look like, you can reply here or give me a call.

Cheers,

Erin

Erin Gourley (she/her)
Reporter

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RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

From: [Councillor Diane Calvert](#)
To: [Tom Hunt](#)
Subject: FW: 2024-34 LTP Final Activity Reports
Date: Tuesday, 23 July 2024 6:47:00 pm
Attachments: [Activity Reports \(Operating & Capital\) FINAL.xlsx](#)

Social Housing Costs

These are the Operating (opex) and Capital (Capex) expenditure spreadsheets for the 10 years.

There are two separate tabs.

So essentially we are spending over 10 years \$918 million. If you add in the 25% of renewals on the housing we are not accounting for this is approx. \$125 -150K (depending on how calculated -ie on the book value or the current value of the renewals). This takes the total to well over \$1 Billion.

Opex

Line 253 account Housing Operations & maintenance- net cost (after revenue) is \$325, 271

Note other than water, the only other highest opex cost is at Line 349, Code 1159 "Vehicle Network Asset Mgmt" of \$808k. I think this is the road network

Line 207 Code 1107 Swimming Pool maintenance is the next highest after housing ie \$305k

Capex

Line 66 code 2059 Housing Upgrade \$1.7 k

Line 67 code 2060 Housing Renewal - \$591k
(looks like these two codes being combined)

Note costs are more than Drinking Water and Stormwater upgrades combined

Councillor Diane Calvert
Wellington City Council | Wharangi/Onslow-Western Ward

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From: Raina Kereama <xxxxx.xxxxxxx@xxx.xxx.xx>
Sent: Monday, June 17, 2024 1:13 PM
To: DL: Councillors <xxxxxxxxxxx@xxx.xxx.xx>
Cc: Andrea Reeves <xxxxxx.xxxxxx@xxx.xxx.xx>
Subject: 2024-34 LTP Final Activity Reports

Kia ora koutou,

We have now finalised the budget, therefore, please find attached both the final Operating & Capital Expenditure Activity Reports. Please note that these are subject to final audit.

The Prospective Financial Statements and Funding Impact Statements will be included in the

committee reports to be published later this week. Please let me know if you would like me to send through the spreadsheet version of these.

Please let me know if you have any questions.

Ngā mihi,
Raina

Raina Kereama

Manager Financial Planning & Policy | Finance and Business | Wellington City Council

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OPERATING

Strategy	Activity Group	Activity	Activity Description	Income/ Expense	2024/25 Budget	2025/26 Budget	2026/27 Budget	2027/28 Budget	2028/29 Budget	2029/30 Budget	2030/31 Budget	2031/32 Budget	2032/33 Budget	2033/34 Budget	Total \$000s
Governance	1.1	1000	Annual Planning	Expense	1,845	1,903	1,914	1,993	2,053	2,106	2,183	2,276	2,331	2,404	21,007
			Annual Planning Total		1,845	1,903	1,914	1,993	2,053	2,106	2,183	2,276	2,331	2,404	21,007
		1001	Policy	Expense	1,451	1,503	1,501	1,566	1,613	1,653	1,717	1,794	1,843	1,907	16,548
			Policy Total		1,451	1,503	1,501	1,566	1,613	1,653	1,717	1,794	1,843	1,907	16,548
		1002	Committee & Council Process	Expense	7,978	8,985	7,597	8,033	8,867	8,222	8,785	9,814	9,147	9,789	87,217
			Committee & Council Process Total		(27)	(222)	(28)	(29)	(236)	(30)	(30)	(250)	(31)	(32)	(914)
		1003	Strategic Planning	Expense	652	674	675	704	726	743	771	805	826	853	7,429
			Strategic Planning Total		652	674	675	704	726	743	771	805	826	853	7,429
		1004	Tawa Community Board - Discretionary	Expense	19	20	20	21	21	21	22	22	23	23	213
			Tawa Community Board - Discretionary Total		19	20	20	21	21	21	22	22	23	23	213
		1005	Smart Capital - Marketing	Expense	3	3	3	3	3	4	4	4	4	4	35
			Smart Capital - Marketing Total		3	3	3	3	3	4	4	4	4	4	35
		1007	WCC City Service Centre	Expense	5,185	5,346	5,251	5,516	5,694	5,782	6,010	6,267	6,431	6,654	58,136
			WCC City Service Centre Total		(122)	(125)	(54)	(55)	(57)	(58)	(59)	(60)	(61)	(62)	(62)
		1009	Rating Property Valuations	Expense	893	913	932	955	977	999	1,023	1,049	1,069	1,091	9,899
	Rating Property Valuations Total		(220)	(225)	(230)	(235)	(239)	(244)	(249)	(253)	(258)	(262)	(262)		
1010	Rateable property data & valuation management	Expense	1,449	1,508	1,517	1,584	1,634	1,668	1,729	1,800	1,841	1,897	16,627		
	Rateable property data & valuation management Total		1,449	1,508	1,517	1,584	1,634	1,668	1,729	1,800	1,841	1,897	16,627		
1011	Archives	Expense	2,783	3,560	3,619	3,720	3,799	3,858	3,965	4,073	4,149	4,241	37,767		
	Archives Total		(148)	(151)	(157)	(164)	(170)	(173)	(177)	(181)	(185)	(189)	(193)		
	1.1 Total		21,742	23,692	22,563	23,619	24,695	24,562	25,706	27,170	27,138	28,330	249,217		
Total 1 Governance			21,742	23,692	22,563	23,619	24,695	24,562	25,706	27,170	27,138	28,330	249,217		
Environment and Infrastructure	2.1	1014	Parks and Reserves Planning	Expense	1,609	1,598	1,660	1,588	1,679	1,879	1,947	2,026	2,077	2,133	18,202
			Parks and Reserves Planning Total		1,609	1,598	1,588	1,660	1,685	1,879	1,947	2,026	2,077	2,133	18,202
		1015	Reserves Unplanned Maintenance	Expense	266	268	273	304	311	319	351	361	368	376	3,198
			Reserves Unplanned Maintenance Total		266	268	273	304	311	319	351	361	368	376	3,198
		1016	Parks Mowing- Open Space & Reserve Land	Expense	1,762	1,535	1,566	1,625	1,667	1,794	1,862	1,939	1,987	2,055	17,791
			Parks Mowing- Open Space & Reserve Land Total		(59)	(60)	(61)	(62)	(64)	(65)	(66)	(67)	(69)	(70)	(642)
		1017	Park Furniture and Infrastructure Maintenance	Expense	2,798	3,196	3,660	3,822	3,995	4,110	4,262	4,457	4,725	4,975	38,418
			Park Furniture and Infrastructure Maintenance Total		(41)	(42)	(43)	(44)	(45)	(46)	(47)	(48)	(49)	(49)	(448)
		1018	Parks and Buildings Maint	Expense	2,009	2,061	2,157	2,263	2,302	2,396	2,523	2,676	2,797	2,919	24,103
			Parks and Buildings Maint Total		(345)	(352)	(360)	(368)	(376)	(383)	(391)	(398)	(406)	(413)	(413)
		1019	CBD and Suburban Gardens	Expense	3,175	3,082	3,133	3,236	3,325	3,543	3,656	3,779	3,835	3,929	34,695
			CBD and Suburban Gardens Total		(297)	(304)	(311)	(318)	(324)	(331)	(337)	(343)	(350)	(356)	(356)
		1020	Arboricultural Operations	Expense	2,243	2,088	2,121	2,235	2,298	2,434	2,492	2,581	2,630	2,698	23,822
			Arboricultural Operations Total		(112)	(114)	(117)	(119)	(122)	(124)	(127)	(129)	(131)	(134)	(1,229)
		1021	Wellington Gardens (Botanic,Otari etc)	Expense	7,690	8,046	8,345	8,840	9,140	9,512	9,973	10,444	10,810	11,497	94,298
			Wellington Gardens (Botanic,Otari etc) Total		(879)	(889)	(896)	(904)	(911)	(918)	(925)	(932)	(939)	(946)	(953)
		1022	Coastal Operations	Expense	1,800	1,773	1,867	1,997	1,984	2,065	2,168	2,295	2,374	2,434	20,756
			Coastal Operations Total		(60)	(61)	(63)	(64)	(65)	(67)	(68)	(69)	(71)	(72)	(660)
		1026	Hazardous Trees Removal	Expense	533	566	576	594	609	624	641	660	674	690	6,166
			Hazardous Trees Removal Total		0	0	0	0	0	0	0	0	0	0	0
		1027	Town Belts Planting	Expense	980	1,865	1,912	1,986	1,980	2,030	2,087	2,153	2,197	2,250	19,441
			Town Belts Planting Total		980	1,865	1,912	1,986	1,980	2,030	2,087	2,153	2,197	2,250	19,441
		1028	Townbelt-Reserves Management	Expense	7,902	8,765	9,890	10,681	11,547	12,472	13,693	15,231	16,205	17,225	123,612
			Townbelt-Reserves Management Total		(366)	(374)	(390)	(407)	(422)	(439)	(456)	(473)	(490)	(507)	(524)
		1030	Community greening initiatives	Expense	695	757	761	790	819	857	888	1,024	1,047	1,077	8,915
			Community greening initiatives Total		695	757	761	790	819	857	888	1,024	1,047	1,077	8,915
		1031	Environmental Grants Pool	Expense	109	109	110	111	111	112	113	113	114	115	1,117
			Environmental Grants Pool Total		109	109	110	111	111	112	113	113	114	115	1,117
		1032	Walkway Maintenance	Expense	1,439	1,460	1,471	1,475	1,415	1,646	1,635	1,622	1,605	1,617	15,384
			Walkway Maintenance Total		1,439	1,460	1,471	1,475	1,415	1,646	1,635	1,622	1,605	1,617	15,384
1033	Weeds & Hazardous Trees Monitoring	Expense	1,930	1,781	1,803	1,862	1,912	1,969	2,022	2,020	2,061	2,118	19,479		
	Weeds & Hazardous Trees Monitoring Total		1,930	1,781	1,803	1,862	1,912	1,969	2,022	2,020	2,061	2,118	19,479		
1034	Animal Pest Management	Expense	2,359	2,402	2,458	2,538	2,608	2,738	2,814	2,896	2,959	3,030	26,801		
	Animal Pest Management Total		2,359	2,402	2,458	2,538	2,608	2,738	2,814	2,896	2,959	3,030	26,801		
1035	Waterfront Public Space Management	Expense	15,100	15,394	15,597	14,496	13,796	14,203	15,167	15,502	15,406	15,668	150,330		
	Waterfront Public Space Management Total		(502)	(515)	(526)	(537)	(548)	(559)	(570)	(581)	(591)	(602)	(5,530)		
1042	EV Charging & Home Energy Audits	Expense	44	45	46	48	49	50	52	53	54	56	498		
	EV Charging & Home Energy Audits Total		44	45	46	48	49	50	52	53	54	56	498		
1141	Build Wellington Developments	Expense	2,187	2,250	2,267	2,339	2,407	2,475	2,563	2,670	2,735	2,819	24,713		
	Build Wellington Developments Total		2,187	2,250	2,267	2,339	2,407	2,475	2,563	2,670	2,735	2,819	24,713		
1217	PSR Nursery Operations	Expense	904	1,179	1,176	1,209	1,309	1,340	1,396	1,455	1,473	1,523	12,965		
	PSR Nursery Operations Total		(55)	(56)	(57)	(59)	(60)	(61)	(62)	(63)	(64)	(66)	(603)		
	2.1 Total		54,820	57,554	59,786	61,164	62,253	65,656	69,298	72,751	74,799	77,831	655,912		
2.2	1036	Landfill Operations & Maint	Expense	13,600	14,315	16,696	18,050	20,086	22,502	24,400	25,288	26,197	27,172	208,306	
			Landfill Operations & Maint Total		(16,344)	(17,031)	(17,697)	(18,671)	(19,668)	(20,617)	(21,592)	(22,543)	(23,524)	(24,510)	
		1037	Suburban Refuse Collection	Expense	5,983	6,363	7,150	13,372	13,117	13,458	13,981	14,539	15,009	15,514	118,485
			Suburban Refuse Collection Total		(5,795)	(5,955)	(6,436)	0	0	0	0	0	0	0	(18,185)
		1038	Domestic Recycling	Expense	10,661	11,550	11,656	11,380	11,901	12,301	12,723	13,185	13,550	122,462	
			Domestic Recycling Total		(8,546)	(9,384)	(10,125)	(11,831)	(12,673)	(13,522)	(14,405)	(15,306)	(16,223)	(17,171)	(129,186)
		1039	Waste Minimisation	Expense	4,894	4,936	5,007	5,366	5,348	5,493	5,678	5,898	6		

Recreation Facilities and Services

5.1 1107	Swimming Pools Operations	Expense	35,409	36,240	36,853	38,289	39,570	40,541	41,799	43,722	44,649	45,966	403,038
		Income	(8,900)	(9,171)	(9,373)	(9,411)	(9,838)	(9,748)	(10,210)	(10,354)	(10,439)	(10,653)	(98,097)
	Swimming Pools Operations Total		26,509	27,069	27,480	28,878	29,732	30,793	31,588	33,368	34,211	35,313	304,942
1108	Natural Turf Sport Operations	Expense	5,218	6,578	7,142	7,878	8,136	8,301	8,445	8,698	8,857	9,074	78,328
		Income	(366)	(373)	(381)	(390)	(398)	(406)	(414)	(421)	(429)	(437)	(4,015)
	Natural Turf Sport Operations Total		4,853	6,205	6,761	7,489	7,738	7,896	8,031	8,277	8,427	8,636	74,313
1109	Synthetic Turf Sport Operations	Expense	2,667	1,490	1,567	1,686	1,797	1,738	1,883	1,966	1,861	1,861	18,667
		Income	(657)	(691)	(706)	(721)	(736)	(751)	(765)	(780)	(795)	(809)	(7,412)
	Synthetic Turf Sport Operations Total		2,010	799	861	965	1,002	1,046	1,117	1,186	1,066	1,203	11,255
1110	Recreation Centres	Expense	4,977	5,052	5,203	5,442	5,588	5,751	5,973	6,226	6,377	6,550	57,138
		Income	(1,026)	(1,047)	(1,093)	(1,093)	(1,116)	(1,138)	(1,160)	(1,182)	(1,205)	(1,226)	(11,263)
	Recreation Centres Total		3,951	4,005	4,133	4,349	4,472	4,612	4,813	5,044	5,173	5,324	45,875
1111	ASB Sports Centre	Expense	8,328	8,523	8,786	8,981	9,239	9,688	9,819	10,163	10,710	10,885	95,121
		Income	(1,737)	(1,798)	(1,838)	(1,878)	(1,917)	(1,956)	(1,993)	(2,031)	(2,069)	(2,107)	(19,323)
	ASB Sports Centre Total		6,591	6,725	6,948	7,103	7,321	7,732	7,826	8,133	8,640	8,779	75,798
1112	Basin Reserve Trust	Expense	2,644	2,778	2,918	3,040	3,173	3,351	3,686	3,987	4,201	4,380	34,158
	Basin Reserve Trust Total		2,644	2,778	2,918	3,040	3,173	3,351	3,686	3,987	4,201	4,380	34,158
1113	Recreational NZ Academy Sport	Expense	47	47	47	47	47	47	47	47	47	47	470
	Recreational NZ Academy Sport Total		47	47	47	47	47	47	47	47	47	47	470
1114	Playground and Skate Facility Maintenance	Expense	1,768	1,954	2,375	2,603	2,756	2,891	3,022	3,176	3,310	3,467	27,322
	Playground and Skate Facility Maintenance Total		1,768	1,954	2,375	2,603	2,756	2,891	3,022	3,176	3,310	3,467	27,322
1115	Marina Operations	Expense	976	1,000	1,022	1,106	1,158	1,249	1,297	1,395	1,406	1,458	12,067
		Income	(795)	(1,043)	(1,066)	(1,090)	(1,112)	(1,135)	(1,156)	(1,178)	(1,201)	(1,222)	(10,998)
	Marina Operations Total		181	(43)	(44)	17	46	114	141	216	205	235	1,069
1116	Municipal Golf Course	Expense	291	290	298	309	319	327	337	349	357	366	3,243
		Income	(81)	(82)	(84)	(86)	(88)	(90)	(91)	(93)	(95)	(97)	(888)
	Municipal Golf Course Total		210	208	214	223	231	237	246	256	262	270	2,356
1117	Recreation Programmes	Expense	637	630	632	652	651	662	681	703	716	734	6,698
		Income	(105)	(61)	(63)	(64)	(65)	(67)	(68)	(69)	(70)	(72)	(704)
	Recreation Programmes Total		532	569	569	588	586	596	613	634	646	663	5,995
1120	Passport to Leisure Programme	Expense	101	184	184	193	199	203	211	221	226	234	1,957
	Passport to Leisure Programme Total		101	184	184	193	199	203	211	221	226	234	1,957
5.1 Total			49,396	50,502	52,446	55,495	57,302	59,517	61,341	64,544	66,415	68,550	585,509
5.2 1118	Library Network - Wide Operation	Expense	15,692	18,842	15,120	16,401	17,156	17,294	17,392	16,555	16,770	17,436	168,657
		Income	(84)	(86)	(88)	(90)	(92)	(93)	(95)	(97)	(98)	(100)	(923)
	Library Network - Wide Operation Total		15,608	18,756	15,032	16,311	17,064	17,200	17,297	16,458	16,672	17,336	167,734
1119	Branch Libraries	Expense	13,017	13,201	13,486	14,101	14,507	14,768	15,335	15,966	16,309	16,777	147,468
		Income	(267)	(176)	(180)	(184)	(188)	(191)	(195)	(198)	(202)	(206)	(1,987)
	Branch Libraries Total		12,750	13,025	13,307	13,917	14,320	14,576	15,140	15,768	16,107	16,571	145,481
1121	Community Advice & Information	Expense	4,445	4,665	4,707	4,890	5,046	4,582	4,744	4,932	5,053	5,211	48,275
		Income	(137)	1	1	1	1	1	2	2	2	2	(124)
	Community Advice & Information Total		4,309	4,666	4,708	4,891	5,047	4,583	4,746	4,934	5,055	5,213	48,151
1122	Community Group Relationship Management	Expense	23	31	32	33	33	34	35	36	37	38	333
	Community Group Relationship Management Total		23	31	32	33	33	34	35	36	37	38	333
1124	Social & Recreational Grant Pool	Expense	5,835	5,392	5,472	5,472	5,472	5,472	5,472	5,472	5,472	5,472	55,004
	Social & Recreational Grant Pool Total		5,835	5,392	5,472	5,472	5,472	5,472	5,472	5,472	5,472	5,472	55,004
1125	Housing Operations and Maintenance	Expense	39,311	44,710	49,362	50,514	52,403	56,234	58,733	60,760	63,835	66,986	542,848
		Income	(19,822)	(20,218)	(20,663)	(21,117)	(21,561)	(21,992)	(22,410)	(22,836)	(23,270)	(23,688)	(217,576)
	Housing Operations and Maintenance Total		19,489	24,492	28,699	29,397	30,842	34,242	36,323	37,924	40,566	43,297	325,271
1126	Housing Upgrade Project	Expense	1	1	1	1	1	1	1	1	1	1	7
	Housing Upgrade Project Total		1	1	1	1	1	1	1	1	1	1	7
1127	Community Property Programmed Maintenance	Expense	1,399	1,440	1,480	1,534	1,583	1,649	1,715	1,783	1,843	1,911	16,337
		Income	0	0	0	0	0	0	0	0	0	0	0
	Community Property Programmed Maintenance Total		1,399	1,440	1,480	1,534	1,583	1,649	1,715	1,783	1,843	1,911	16,337
1128	Community Halls Operations and Maintenance	Expense	1,366	1,495	1,539	1,645	1,700	1,775	1,927	1,871	1,927	1,991	16,901
		Income	(10)	(10)	(10)	(10)	(11)	(11)	(11)	(11)	(12)	(12)	(108)
	Community Halls Operations and Maintenance Total		1,356	1,485	1,529	1,580	1,634	1,690	1,764	1,860	1,916	1,979	16,793
1129	Community Prop & Facility Ops	Expense	4,211	4,674	4,852	6,243	6,490	6,747	6,450	6,907	7,272	8,303	62,149
		Income	(308)	(314)	(321)	(328)	(335)	(342)	(348)	(355)	(361)	(368)	(3,379)
	Community Prop & Facility Ops Total		3,903	4,360	4,531	5,915	6,155	6,405	6,102	6,552	6,911	7,935	58,770
1130	Rent Grants For Community Welfare Groups	Expense	232	232	232	232	232	232	232	232	232	232	2,320
	Rent Grants For Community Welfare Groups Total		232	232	232	232	232	232	232	232	232	232	2,320
1131	Burial & Cremation Operations	Expense	2,437	2,578	2,681	2,829	2,997	3,108	3,226	3,349	3,392	3,493	30,091
		Income	(1,151)	(1,186)	(1,212)	(1,239)	(1,265)	(1,290)	(1,314)	(1,339)	(1,365)	(1,389)	(12,750)
	Burial & Cremation Operations Total		1,286	1,392	1,469	1,591	1,733	1,819	1,912	2,010	2,027	2,104	17,342
1132	Public Toilet Cleaning And Maintenance	Expense	5,594	6,066	6,282	6,469	6,731	7,035	7,340	7,665	7,896	8,145	69,223
	Public Toilet Cleaning And Maintenance Total		5,594	6,066	6,282	6,469	6,731	7,035	7,340	7,665	7,896	8,145	69,223
1135	Anti-Graffiti Flying Squad	Expense	836	862	875	903	928	949	977	1,009	1,031	1,057	9,429
	Anti-Graffiti Flying Squad Total		836	862	875	903	928	949	977	1,009	1,031	1,057	9,429
1136	Safe City Project Operations	Expense	2,829	3,071	3,107	3,225	3,332	3,370	3,386	3,636	3,727	3,850	33,532
		Income	(234)	(239)	(244)	(249)	(254)	(259)	(264)	(269)	(274)	(279)	(2,566)
	Safe City Project Operations Total		2,595	2,832	2,862	2,975	3,078	3,111	3,122	3,367	3,453	3,571	30,966
1137	Civil Defence	Expense	3,543	3,657	3,752	3,895	4,009	4,081	4,211	4,355	4,454	4,575	40,534
		Income	(200)	(209)	(213)	(217)	(221)	(226)	(230)	(234)	(238)	(243)	(2,193)
	Civil Defence Total		3,343	3,453	3,544	3,682	3,792	3,859	3,986	4,125	4,220	4,337	38,341
1138	Rural Fire	Expense	71	75	81	86	91	96	102	108	114	120	945
	Rural Fire Total		71	75	81								

1226	Sub-Surface Asset Data Project	Expense	1,603	1,481	620	623	626	630	634	640	642	645	8,143
		Income	(1,980)	(917)	(595)	(608)	(620)	(633)	(645)	(657)	(670)	(682)	(8,006)
	Sub-Surface Asset Data Project Total		(377)	564	25	16	6	(3)	(11)	(17)	(28)	(37)	137
6.1 Total			22,210	16,096	15,472	15,886	16,602	16,780	17,061	17,903	18,162	18,227	174,999
6.2 1146	Building Control and Facilitation	Expense	22,896	24,050	24,071	25,110	25,862	26,442	27,423	28,579	29,295	30,255	263,984
		Income	(16,181)	(16,520)	(16,884)	(17,239)	(17,584)	(17,919)	(18,254)	(18,606)	(18,942)	(19,283)	(177,417)
	Building Control and Facilitation Total		6,715	7,530	7,188	7,872	8,277	8,523	9,164	9,973	10,353	10,973	86,567
1148	Development Control and Facilitation	Expense	9,223	9,491	9,501	9,903	10,197	10,444	10,836	11,301	11,585	11,971	104,451
		Income	(5,749)	(5,864)	(5,993)	(6,124)	(6,253)	(6,378)	(6,499)	(6,623)	(6,749)	(6,870)	(63,101)
	Development Control and Facilitation Total		3,474	3,628	3,509	3,778	3,944	4,065	4,337	4,678	4,836	5,101	41,350
1151	Earthquake Risk Building Project	Expense	4,810	1,617	1,622	1,685	1,734	1,777	1,842	1,918	1,968	2,031	21,005
		Income	(3)	(3)	(3)	(3)	(3)	(4)	(4)	(4)	(4)	(4)	(35)
	Earthquake Risk Building Project Total		4,807	1,613	1,619	1,682	1,731	1,774	1,838	1,915	1,964	2,027	20,970
6.2 Total			14,996	12,771	12,315	13,332	13,952	14,362	15,339	16,566	17,153	18,101	148,887
Total 6 Urban Development			37,206	28,867	27,787	29,218	30,554	31,142	32,400	34,468	35,315	36,928	323,886
Transport													
7.1 1024	Road Corridor Growth Control	Expense	2,674	2,880	2,953	3,042	3,125	3,209	3,297	3,392	3,464	3,546	31,583
		Income	(1,030)	(1,107)	(1,136)	(1,166)	(1,195)	(1,223)	(1,251)	(1,278)	(1,305)	(1,333)	(12,023)
	Road Corridor Growth Control Total		1,645	1,774	1,817	1,876	1,930	1,987	2,046	2,114	2,159	2,213	19,560
1025	Street Cleaning	Expense	8,350	8,932	9,128	9,375	9,606	9,847	10,088	10,358	10,570	10,800	97,054
		Income	(368)	(393)	(402)	(411)	(420)	(429)	(438)	(447)	(456)	(464)	(4,228)
	Street Cleaning Total		7,983	8,539	8,726	8,963	9,185	9,418	9,651	9,911	10,114	10,336	92,825
1152	Ngauranga to Airport Corridor	Expense	255	52	53	55	57	58	60	63	64	66	784
	Ngauranga to Airport Corridor Total		255	52	53	55	57	58	60	63	64	66	784
1153	Transport Planning and Policy	Expense	1,313	1,365	1,400	1,469	1,515	1,542	1,606	1,678	1,727	1,792	15,406
		Income	0	0	0	0	0	0	0	0	0	0	0
	Transport Planning and Policy Total		1,313	1,365	1,400	1,469	1,515	1,542	1,606	1,678	1,727	1,792	15,406
1154	Road Maintenance	Expense	4,114	4,374	4,469	4,704	4,823	4,942	5,076	5,180	5,293	5,407	47,567
		Income	(1,299)	(1,380)	(1,411)	(1,444)	(1,475)	(1,506)	(1,517)	(1,547)	(1,577)	(1,607)	(14,761)
	Road Maintenance Total		2,815	2,994	3,058	3,260	3,348	3,436	3,559	3,633	3,716	3,799	32,806
1155	Tawa Shared Driveways Maintenance	Expense	35	35	36	37	38	39	40	41	42	43	386
	Tawa Shared Driveways Maintenance Total		35	35	36	37	38	39	40	41	42	43	386
1156	Wall, Bridge & Tunnel Maintenance	Expense	3,153	3,190	3,260	3,348	3,431	3,518	3,605	3,702	3,778	3,860	34,845
		Income	(1,102)	(1,124)	(1,149)	(1,176)	(1,202)	(1,227)	(1,252)	(1,277)	(1,302)	(1,327)	(12,137)
	Wall, Bridge & Tunnel Maintenance Total		2,051	2,067	2,110	2,173	2,229	2,291	2,353	2,425	2,476	2,533	22,708
1157	Drains & Walls Asset Management	Expense	14,476	15,509	16,764	17,536	18,613	19,875	21,309	23,125	24,291	25,353	196,850
		Income	(171)	(190)	(194)	(199)	(203)	(207)	(211)	(216)	(220)	(224)	(2,035)
	Drains & Walls Asset Management Total		14,305	15,319	16,570	17,338	18,410	19,668	21,098	22,909	24,071	25,129	194,815
1158	Kerb & Channel Maintenance	Expense	2,052	2,196	2,244	2,305	2,361	2,420	2,479	2,545	2,597	2,653	23,853
		Income	(773)	(827)	(846)	(865)	(884)	(903)	(921)	(939)	(958)	(976)	(8,893)
	Kerb & Channel Maintenance Total		1,278	1,369	1,399	1,440	1,477	1,518	1,558	1,606	1,639	1,677	14,960
1159	Vehicle Network Asset Management	Expense	38,418	47,986	57,913	68,143	80,208	92,076	103,798	103,516	106,046	114,800	812,903
		Income	(404)	(412)	(421)	(431)	(440)	(449)	(458)	(466)	(475)	(484)	(4,440)
	Vehicle Network Asset Management Total		38,014	47,574	57,491	67,712	79,768	91,627	103,340	103,050	105,571	114,315	808,463
1160	Port and Ferry Access Planning	Expense	83	93	97	102	105	108	110	113	115	118	1,044
	Port and Ferry Access Planning Total		83	93	97	102	105	108	110	113	115	118	1,044
1161	Cycleways Maintenance	Expense	595	630	666	765	808	852	998	1,152	1,306	1,468	9,241
		Income	(224)	(237)	(251)	(287)	(303)	(318)	(371)	(426)	(482)	(541)	(3,440)
	Cycleways Maintenance Total		371	393	415	478	505	534	627	727	824	928	5,801
1162	Cycleway Asset Management	Expense	954	2,409	3,145	3,907	4,386	4,790	5,258	5,836	6,530	7,306	44,520
		Income	(8)	(8)	(8)	(8)	(9)	(9)	(9)	(9)	(9)	(9)	(87)
	Cycleway Asset Management Total		947	2,401	3,136	3,899	4,377	4,782	5,249	5,827	6,521	7,296	44,434
1163	Cycleways Planning	Expense	5,579	5,553	5,536	5,787	5,954	6,070	6,294	6,552	6,729	7,323	61,378
		Income	(1,545)	(1,576)	(1,612)	(1,649)	(1,686)	(1,721)	(1,755)	(1,791)	(1,826)	(1,861)	(17,022)
	Cycleways Planning Total		4,034	3,977	3,923	4,138	4,269	4,349	4,539	4,761	4,903	5,462	44,355
1164	Lambton Quay Interchange Maintenance	Expense	1,090	1,122	1,155	1,188	1,222	1,260	1,302	1,356	1,385	1,416	12,495
		Income	(465)	(475)	(485)	(496)	(506)	(516)	(527)	(537)	(547)	(557)	(5,111)
	Lambton Quay Interchange Maintenance Total		625	647	670	692	716	743	775	819	838	858	7,384
1165	Street Furniture Advertising	Income	(1,205)	(1,231)	(1,258)	(1,285)	(1,312)	(1,339)	(1,365)	(1,391)	(1,418)	(1,445)	(13,249)
	Street Furniture Advertising Total		(1,205)	(1,231)	(1,258)	(1,285)	(1,312)	(1,339)	(1,365)	(1,391)	(1,418)	(1,445)	(13,249)
1166	Passenger Transport Asset Management	Expense	1,243	1,268	1,306	1,356	1,421	1,497	1,562	1,660	1,733	1,804	14,851
		Income	0	0	0	0	0	0	0	0	0	0	0
	Passenger Transport Asset Management Total		1,243	1,268	1,306	1,356	1,421	1,497	1,562	1,660	1,733	1,804	14,851
1168	Cable Car	Expense	1,079	854	317	3,026	2,484	17	18	18	17	12	7,842
	Cable Car Total		1,079	854	317	3,026	2,484	17	18	18	17	12	7,842
1170	Street Furniture Maintenance	Expense	425	445	469	495	522	551	581	611	643	678	5,419
		Income	(17)	(17)	(18)	(18)	(19)	(19)	(19)	(20)	(20)	(20)	(187)
	Street Furniture Maintenance Total		408	428	451	477	503	532	561	591	623	658	5,232
1171	Footpaths Asset Management	Expense	13,662	13,662	14,704	15,261	16,017	17,232	18,538	20,037	20,783	21,440	170,730
		Income	(75)	(80)	(82)	(84)	(86)	(88)	(90)	(91)	(93)	(95)	(865)
	Footpaths Asset Management Total		12,987	13,582	14,622	15,177	15,931	17,144	18,449	19,946	20,690	21,345	169,865
1172	Footpaths & Accessway Maintenance	Expense	1,704	1,690	1,727	1,773	1,817	1,862	1,908	1,958	2,041	1,998	18,478
		Income	(643)	(637)	(651)	(666)	(681)	(695)	(709)	(723)	(738)	(752)	(6,894)
	Footpaths & Accessway Maintenance Total		1,061	1,053	1,076	1,107	1,136	1,167	1,199	1,235	1,261	1,246	11,584
1173	Footpaths Structures Maintenance	Expense	327	351	382	416	451	489	530	573	618	667	4,805
		Income	(122)	(125)	(128)	(131)	(134)	(136)	(139)	(142)	(145)	(147)	(1,349)
	Footpaths Structures Maintenance Total		205	226	254	285	318	353	390	431	473	519	3,456
1174	Traffic Signals Maintenance	Expense	2,017	2,084	2,								

		Safety Asset Management Total	4,071	4,294	4,513	4,705	4,904	5,134	5,396	5,718	5,923	5,983	50,640	
1213		LGWM - Early Delivery	Expense	6,971	414	621	535	258	0	0	0	0	8,800	
		LGWM - Early Delivery Total		6,971	414	621	535	258	0	0	0	0	8,800	
1212		LGWM - City Streets	Expense	1,381	1,714	2,037	1,069	592	606	620	636	647	9,963	
		LGWM - City Streets Total		1,381	1,714	2,037	1,069	592	606	620	636	647	9,963	
7.1 Total				117,622	125,696	137,965	152,885	167,578	181,452	198,567	204,242	210,368	223,894	1,720,268
7.2	1184	Parking Services & Enforcement	Expense	22,359	22,826	23,464	24,554	25,727	25,210	25,806	26,581	27,250	251,977	
		Parking Services & Enforcement Total	Income	(36,943)	(36,959)	(37,725)	(38,565)	(39,384)	(40,182)	(40,955)	(41,743)	(42,547)	(43,323)	(398,325)
				(14,584)	(14,132)	(14,262)	(14,011)	(13,657)	(14,971)	(15,149)	(15,162)	(15,297)	(15,123)	(146,348)
1185		Waterfront Parking Services	Expense	152	182	199	217	230	247	267	285	306	2,413	
		Waterfront Parking Services Total	Income	(1,135)	(1,158)	(1,184)	(1,211)	(1,238)	(1,264)	(1,289)	(1,315)	(1,341)	(1,367)	(12,503)
				(983)	(975)	(986)	(995)	(1,008)	(1,017)	(1,022)	(1,030)	(1,035)	(1,039)	(10,090)
7.2 Total				(15,567)	(15,108)	(15,248)	(15,005)	(14,665)	(15,988)	(16,171)	(16,192)	(16,331)	(156,438)	
Total 7 Transport Council				102,055	110,588	122,718	137,880	152,912	165,464	182,396	188,050	194,036	207,731	1,563,830
10.1	1012	Maori Partnerships	Expense	2,143	2,260	2,289	2,367	2,430	2,489	2,565	2,653	2,716	2,790	24,703
		Maori Partnerships Total		2,143	2,260	2,289	2,367	2,430	2,489	2,565	2,653	2,716	2,790	24,703
1013		Maori Strategic Advice	Expense	2,166	2,259	2,293	2,375	2,440	2,505	2,589	2,689	2,754	2,836	24,907
		Maori Strategic Advice Total		2,166	2,259	2,293	2,375	2,440	2,505	2,589	2,689	2,754	2,836	24,907
1186		Waterfront Commercial Property Services	Expense	4,452	4,788	4,970	5,138	5,172	5,358	5,583	5,772	5,931	6,145	53,309
		Waterfront Commercial Property Services Total	Income	(2,034)	(2,242)	(2,292)	(2,303)	(2,349)	(2,432)	(2,479)	(2,526)	(2,530)	(2,576)	(23,576)
				2,417	2,545	2,679	2,836	2,823	2,926	3,104	3,246	3,401	3,570	29,546
1187		Commercial Property Management & Services	Expense	9,677	11,649	14,251	15,034	15,689	16,582	17,261	18,575	19,119	19,721	157,559
		Commercial Property Management & Services Total	Income	(2,950)	(3,883)	(4,985)	(5,187)	(5,393)	(5,603)	(5,817)	(6,042)	(6,280)	(6,521)	(52,659)
				6,728	7,766	9,266	9,847	10,296	10,980	11,444	12,533	12,840	13,200	104,900
1191		NZTA Income on Capex Work	Income	(66,927)	(63,141)	(78,012)	(62,108)	(49,339)	(46,872)	(41,013)	(42,985)	(42,361)	(42,219)	(534,977)
		NZTA Income on Capex Work Total		(66,927)	(63,141)	(78,012)	(62,108)	(49,339)	(46,872)	(41,013)	(42,985)	(42,361)	(42,219)	(534,977)
1193		Self Insurance Reserve	Expense	1,784	1,652	1,687	1,730	1,768	1,809	1,851	1,899	1,934	1,974	18,088
		Self Insurance Reserve Total		1,784	1,652	1,687	1,730	1,768	1,809	1,851	1,899	1,934	1,974	18,088
1196		External Capital Funding	Income	(117,676)	(143,143)	(28,375)	(4,052)	(6,520)	(2,768)	0	0	0	0	(302,534)
		External Capital Funding Total		(117,676)	(143,143)	(28,375)	(4,052)	(6,520)	(2,768)	0	0	0	0	(302,534)
1198		Waterfront Utilities Management	Expense	768	818	890	955	1,029	1,088	1,164	1,232	1,316	1,386	10,646
		Waterfront Utilities Management Total	Income	(180)	(184)	(188)	(192)	(196)	(200)	(204)	(207)	(211)	(215)	(1,976)
				588	634	702	763	833	888	960	1,025	1,105	1,171	8,670
1200		Org	Expense	8,967	9,251	9,196	9,568	9,826	9,380	9,613	9,709	9,835	9,983	95,330
		Org Total	Income	(600,735)	(675,243)	(747,284)	(816,210)	(865,899)	(911,119)	(965,567)	(1,007,852)	(1,050,974)	(1,106,226)	(8,747,110)
				(591,769)	(665,992)	(738,087)	(806,642)	(856,073)	(901,738)	(955,953)	(998,143)	(1,041,139)	(1,096,243)	(8,651,780)
1204		Sustainable Parking Infrastructure	Income	0	0	0	0	0	0	0	0	0	0	0
		Sustainable Parking Infrastructure Total		0	0	0	0	0	0	0	0	0	0	0
1218		Maori Capability and Success	Expense	1,331	1,436	1,442	1,502	1,546	1,587	1,645	1,715	1,758	1,815	15,778
		Maori Capability and Success Total		1,331	1,436	1,442	1,502	1,546	1,587	1,645	1,715	1,758	1,815	15,778
1220		Climate change response	Expense	5,552	6,424	5,602	6,194	5,326	5,271	5,435	5,624	5,751	5,913	57,091
		Climate change response Total		5,552	6,424	5,602	6,194	5,326	5,271	5,435	5,624	5,751	5,913	57,091
1225		Climate and Sustainability Fund	Expense	250	250	250	0	0	0	0	0	0	0	750
		Climate and Sustainability Fund Total		250	250	250	0	0	0	0	0	0	0	750
1228		Te Matapihi Operations	Expense	0	(110)	(236)	(189)	(142)	(68)	29	148	249	386	67
		Te Matapihi Operations Total		0	(110)	(236)	(189)	(142)	(68)	29	148	249	386	67
10.1 Total		Organisational Projects		(753,411)	(847,158)	(818,501)	(845,379)	(884,611)	(922,994)	(967,343)	(1,009,596)	(1,050,992)	(1,104,806)	(9,204,791)
Total 10 Council				(753,411)	(847,158)	(818,501)	(845,379)	(884,611)	(922,994)	(967,343)	(1,009,596)	(1,050,992)	(1,104,806)	(9,204,791)
Grand Total				(73,009)	(135,130)	(56,865)	(11,422)	(6,106)	4,247	15,096	20,517	21,783	27,870	(193,019)

RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT

CAPITAL

Strategy	Activity Group	Activity	Activity Description	2024/25 Budget	2025/26 Budget	2026/27 Budget	2027/28 Budget	2028/29 Budget	2029/30 Budget	2030/31 Budget	2031/32 Budget	2032/33 Budget	2033/34 Budget	Total \$000s
Governance	1.1	2000	Committee & Council Processes	0	146	0	0	0	0	0	0	0	0	146
	1.1 Total			0	146	0	0	0	0	0	0	0	0	146
Total 1 Governance				0	146	0	0	0	0	0	0	0	0	146
Environment and Infrastructure	2.1	2001	Property Purchases - Reserves	0	6,539	1,459	4,674	0	4,771	4,862	15,740	7,696	7,026	52,766
		2003	Parks Infrastructure	1,349	1,598	1,442	1,717	1,743	1,845	1,433	1,000	1,163	2,049	15,340
		2004	Parks Buildings	395	1,169	976	976	1,068	1,227	1,053	1,000	1,100	1,116	10,079
		2005	Plimmer Bequest Project	500	2,191	1,042	0	0	0	1,696	1,152	0	0	6,582
		2006	Botanic Garden	1,311	3,801	5,828	520	3,501	2,429	642	2,696	4,350	2,685	27,763
		2008	Coastal	1,355	2,232	851	510	856	653	827	594	826	840	9,543
		2009	Town Belt & Reserves	4,729	933	1,180	1,456	1,355	4,201	4,106	4,366	6,386	5,347	34,059
		2010	Walkways renewals	1,343	1,217	1,934	3,264	2,709	3,129	3,650	1,479	1,680	3,386	23,790
		2067	Wgtn Waterfront Development	1,000	1,020	1,042	7,671	32,632	11,095	0	0	0	0	54,461
		2068	Waterfront Renewals	3,985	4,279	4,187	2,484	3,576	3,089	2,124	1,740	1,763	2,002	29,228
	2.1 Total			15,967	24,977	19,942	23,272	47,440	32,440	20,392	29,766	24,964	24,452	263,611
	2.2	2011	Southern Landfill Improvement	15,334	24,327	35,840	28,987	11,160	5,059	5,439	6,951	7,181	7,521	147,801
	2.2 Total			15,334	24,327	35,840	28,987	11,160	5,059	5,439	6,951	7,181	7,521	147,801
	2.3	2013	Water - Network renewals	4,927	12,199	19,944	16,394	13,769	17,746	12,021	23,886	22,801	24,577	168,264
		2015	Water - Water Meter upgrades	0	0	0	2,527	13,093	33,485	43,189	42,011	9,322	0	143,627
		2016	Water - Network upgrades	2,775	1,734	1,728	4,438	4,023	2,340	1,158	1,301	1,181	1,267	21,945
		2019	Water - Reservoir renewals	0	0	0	0	0	0	0	0	967	4,443	5,411
		2020	Water - Reservoir upgrades	0	0	0	0	0	0	0	0	1,934	5,925	7,859
	2.3 Total			7,703	13,933	21,672	23,359	30,885	53,571	56,368	67,198	36,205	36,211	347,105
	2.4	2023	Wastewater - Network renewals	30,570	23,953	27,123	73,757	60,265	45,613	39,254	39,632	28,249	25,951	394,367
		2024	Wastewater - Network upgrades	19,809	19,997	10,133	6,386	2,245	15,027	14,817	14,672	27,535	85,814	216,435
		2146	Sludge Minimisation	116,429	140,937	16,625	0	0	0	0	0	0	0	273,991
	2.4 Total			166,808	184,886	53,882	80,143	62,510	60,640	54,071	54,304	55,785	111,765	884,793
	2.5	2028	Stormwater - Network upgrades	2,195	2,199	2,237	3,013	7,985	23,032	55,124	45,601	5,174	9,072	155,632
		2029	Stormwater - Network renewals	1,526	1,591	11,087	4,801	3,562	3,609	2,731	7,806	12,289	4,014	53,014
	2.5 Total			3,721	3,789	13,323	7,814	11,547	26,641	57,855	53,407	17,464	13,086	208,646
	2.6	2033	Zoo renewals	1,311	1,342	1,406	1,823	1,901	1,913	1,957	2,159	2,204	2,251	18,267
		2034	Zoo upgrades	0	0	0	0	300	700	4,500	7,118	350	800	13,768
		2135	Zealandia	0	0	0	0	400	1,300	1,000	1,000	0	0	3,700
	2.6 Total			1,311	1,342	1,406	1,823	2,601	3,913	7,457	10,277	2,554	3,051	35,735
Total 2 Environment and Infrastructure				210,843	253,255	146,065	165,399	166,144	182,264	201,581	221,903	144,152	196,086	1,887,692
Economic Development	3.1	2035	Wellington Venues renewals	4,704	2,851	2,143	5,713	6,037	4,554	1,128	2,928	7,099	4,039	41,195
		2036	Venues Upgrades	0	0	0	3,196	3,260	3,322	3,385	0	0	0	13,163
	3.1 Total			4,704	2,851	2,143	8,910	9,297	7,876	4,513	2,928	7,099	4,039	54,359
Total 3 Economic Development				4,704	2,851	2,143	8,910	9,297	7,876	4,513	2,928	7,099	4,039	54,359
Arts and Cultural Activities	4.1	2038	Gallery & Museum Upgrades	1,686	12,316	5,754	957	0	0	0	0	0	0	20,714
		2041	Te ara o nga tupuna - Maori heritage trails	1,068	0	0	0	0	0	0	0	0	0	1,068
		2042	Arts Installation	120	77	78	80	82	83	85	86	88	89	867
		2148	Toi Poneke Art centre relocation to new building	275	3,350	2,085	95	0	0	0	0	0	0	5,805
		2129	Wellington Convention & Exhibition Centre (WCEC)	354	0	0	0	0	0	0	0	0	0	354
	4.1 Total			3,503	15,742	7,918	1,132	82	83	85	86	88	89	28,807
Total 4 Arts and Cultural Activities				3,503	15,742	7,918	1,132	82	83	85	86	88	89	28,807
Recreation Facilities and Services	5.1	2043	Aquatic Facility upgrades	1,270	6,015	3,013	4,964	3,753	3,878	0	0	0	0	22,893
		2044	Aquatic Facility renewals	3,180	3,438	1,459	2,347	2,237	2,208	1,398	2,340	2,784	2,622	24,013
		2045	Sportsfields upgrades	890	6,544	6,276	451	456	470	495	480	526	511	17,099
		2046	Synthetic Turf Sportsfields renewals	1,600	0	0	0	583	1,379	1,490	0	1,761	3,760	10,573
		2047	Synthetic Turf Sportsfields upgrades	0	0	2,491	0	0	0	0	0	0	0	2,491
		2048	Recreation Centre Renewal	139	695	2,849	67	467	268	51	258	284	8,455	13,535
		2049	ASB Sports Centre	101	60	114	65	83	163	87	923	1,305	23	2,925
		2050	Basin Reserve	437	136	184	314	690	2,883	969	1,668	406	304	7,991
		2051	Playgrounds renewals & upgrades	2,699	7,525	1,878	3,196	2,080	1,852	1,759	2,082	2,700	2,002	27,775
		2052	Evans Bay Marina - Renewals	1,217	154	1,452	138	1,719	169	52	35	61	140	5,138
		2053	Clyde Quay Marina - Upgrade	14	87	389	22	530	25	5	320	37	31	1,462
	5.1 Total			11,547	24,655	20,104	11,565	12,599	13,294	6,308	8,106	9,866	17,849	135,894
	5.2	2054	Library Materials Upgrade	4,491	2,727	2,414	2,467	2,519	2,514	2,562	2,751	2,803	2,854	28,102
		2055	Library Computer and Systems Replacement	1,785	808	649	373	381	444	452	610	481	489	6,471
		2056	Central Library - Upgrades and Renewals	81	2,683	36	37	146	38	100	156	42	42	3,362
		2057	Branch Library - Upgrades	0	0	0	0	0	0	0	13,643	11,121	0	24,765
		2058	Branch Library - Renewals	411	200	172	344	985	711	468	323	595	357	4,566
		2059	Housing upgrades	1,762	0	0	0	0	0	0	0	0	0	1,762
		2060	Housing renewals	47,111	50,930	61,388	89,486	81,560	79,523	75,943	53,625	27,486	24,060	591,112
		2061	Community Centres and Halls - Upgrades and Renewals	4,340	249	337	540	499	432	511	618	622	453	8,600
		2062	Burial & Cremations	339	1,019	2,413	2,441	1,236	685	522	449	632	363	10,099
		2063	Public Convenience and pavilions	1,418	643	2,067	1,882	2,330	1,243	802	807	1,266	868	13,327
		2064	Safety Initiatives	2,245	122	124	127	130	132	135	145	147	150	3,457
		2065	Emergency Management renewals	86	88	90	92	94	96	97	104	106	108	960
		2151	Te Awe Mapara: CFNP	100	300	0	3,750	3,750	3,750	25,373	25,373	25,373	25,373	113,140
	5.2 Total			64,169	59,768	69,691	101,540	93,630	89,568	106,964	98,603	70,674	55,117	809,723
Total 5 Recreation Facilities and Services				75,716	84,423	89,795	113,105	106,229	102,862	113,272	106,709	80,540	72,966	945,616
Urban Development	6.1	2070	Central City Framework	1,876	6,710	3,751	1,663	2,889	1,454	3,003	934	2,531	371	25,183
		2074	Minor CBD Enhancements	62	0	0	0	0	221	226	2,070	234	2,145	4,958

	2147	Subsurface Data Project Capex	1,544	220	0	0	0	0	0	0	0	0	1,764	
	2073	Suburban Centres upgrades	997	0	0	0	0	0	0	0	0	0	997	
	6.1 Total		4,480	6,930	3,751	1,663	2,889	1,675	3,229	3,003	2,765	2,516	32,902	
	6.2	2076	Earthquake Risk Mitigation	57,852	69,900	24,888	5,000	0	0	0	0	0	157,640	
	6.2 Total		57,852	69,900	24,888	5,000	0	0	0	0	0	0	157,640	
Total 6 Urban Development			62,331	76,831	28,639	6,663	2,889	1,675	3,229	3,003	2,765	2,516	190,542	
Transport	7.1	2077	Wall, Bridge & Tunnel Renewals	7,975	12,776	13,068	8,511	8,697	9,992	10,190	18,505	9,417	9,595	108,725
		2078	Asphalt & Other Seal Renewals	1,654	1,567	1,635	1,839	1,917	1,996	2,077	2,226	2,271	2,314	19,496
		2079	Chipseal Renewals	4,573	4,758	4,964	5,585	5,822	6,062	6,307	6,761	6,896	7,026	58,755
		2080	Preseal Preparations	5,012	5,647	5,776	5,909	6,035	6,160	6,168	6,288	6,410	6,531	59,937
		2081	Shape & Camber Correction	2,221	1,831	1,909	2,146	2,237	2,329	2,422	2,596	2,648	2,698	23,037
		2082	Drainage Renewals	978	1,048	1,072	1,096	1,120	1,144	1,167	1,190	1,214	1,237	11,266
		2083	Wall Upgrades	6,500	6,630	6,782	5,229	5,343	5,454	5,562	5,673	5,785	5,894	58,854
		2084	Service Lane & Road Boundary Upgrades	60	61	62	64	65	67	68	69	71	72	659
		2085	Tunnel & Bridge Upgrades	3,240	1,688	1,727	1,766	1,805	1,843	1,879	1,917	1,955	1,992	19,812
		2086	Kerb & Channels Renewals	2,522	2,701	2,763	2,826	2,888	2,949	3,007	3,068	3,129	3,188	29,040
		2087	New Roads	1,650	1,275	5,217	10,675	16,599	27,485	7,947	8,689	4,342	8,410	92,290
		2088	Emergency Route Walls Upgrades	2,830	3,797	2,224	2,509	1,984	2,026	2,066	2,108	2,386	3,154	25,084
		2089	Roading Capacity Upgrades	0	0	0	0	0	0	0	0	0	0	0
		2090	Roading Rebuild	2,563	2,745	2,808	2,872	2,935	2,997	3,057	3,118	3,180	3,240	29,513
		2094	Cycling Network Renewals	25,215	12,123	19,029	4,788	6,078	7,044	9,569	11,516	12,215	7,637	115,212
		2095	Bus Priority Planning	150	153	157	160	163	166	170	173	176	180	1,648
		2096	Footpaths Structures Renewals & Upgrades	656	625	639	654	668	682	696	727	742	756	6,845
		2097	Footpaths Renewals	4,213	3,758	3,846	3,937	4,023	4,107	4,189	4,491	4,581	4,667	41,812
		2098	Footpaths Upgrades	1,339	960	1,241	1,004	1,296	1,046	1,348	1,087	1,402	1,129	11,851
		2099	Street Furniture Renewals	223	202	207	212	217	221	226	244	249	254	2,256
		2100	Pedestrian Network Accessways	306	268	274	281	287	293	299	322	329	335	2,994
		2101	Traffic & Street Signs Renewals	946	1,062	1,086	1,111	1,135	1,159	1,182	1,205	1,229	1,253	11,367
		2102	Traffic Signals Renewals	2,150	2,412	2,468	2,524	2,580	2,634	2,687	2,740	2,795	2,848	25,838
		2103	Street Lights Renewals & Upgrades	1,317	1,387	1,462	1,513	1,562	1,608	1,653	997	1,019	1,040	13,558
		2104	Rural Road Upgrades	100	102	104	107	109	111	114	116	118	120	1,102
		2105	Minor Works Upgrades	5,006	4,287	4,383	6,081	5,121	5,226	5,328	5,433	5,539	5,642	52,046
		2106	Fences & Guardrails Renewals	1,015	964	987	1,009	1,032	1,053	1,074	1,124	1,146	1,168	10,572
		2107	Speed Management Upgrades	70	204	209	213	217	221	226	230	234	238	2,063
		2141	LGWM - City Streets	11,538	27,575	37,647	19,700	10,888	11,106	11,328	11,543	11,763	11,986	165,073
		2142	LGWM - Early Delivery	45,014	20,927	28,140	32,393	15,567	0	0	0	0	0	142,041
		2152	Charged Up Capital	864	0	0	0	0	0	0	0	0	0	864
	7.1 Total		141,899	123,534	151,886	126,715	108,391	107,180	92,006	104,158	93,239	94,604	1,143,612	
	7.2	2108	Parking Asset renewals	1,216	786	720	1,043	788	1,035	876	1,865	2,304	1,939	12,572
		2109	Parking Upgrades	4,714	915	940	962	197	202	206	210	214	218	8,777
	7.2 Total		5,930	1,702	1,660	2,005	986	1,236	1,081	2,075	2,518	2,156	21,350	
Total 7 Transport			147,829	125,236	153,546	128,720	109,377	108,416	93,087	106,233	95,757	96,761	1,164,962	
Council	10.1	2111	Capital Replacement Fund	3,551	4,723	4,827	4,928	5,027	5,123	5,220	5,571	5,671	5,773	50,415
		2112	Information Management	4,030	5,293	701	1,781	2,116	1,049	758	772	1,109	1,129	18,738
		2114	ICT Infrastructure	3,750	3,829	1,565	1,598	1,630	1,661	1,693	1,725	1,756	1,787	20,993
		2117	Unscheduled infrastructure renewals	0	0	0	0	0	0	0	2,693	2,742	2,791	8,226
		2118	Health & Safety - Legislation Compliance	372	380	388	396	404	412	420	443	451	459	4,126
		2119	Civic Property renewals	5,268	11,007	1,510	2,469	3,632	1,487	805	3,436	2,436	3,946	35,996
		2120	Commercial Properties renewals	5,533	2,519	1,022	2,698	6,751	3,655	1,100	2,231	3,161	2,592	31,262
		2121	Community & Childcare Facility renewals	160	282	416	861	1,630	921	246	897	1,187	660	7,261
		2126	Business Unit Support	9,285	8,274	4,278	4,368	4,455	4,540	4,626	4,714	4,799	4,885	54,226
		2127	Workplace	40,892	0	0	0	0	0	0	0	0	0	40,892
		2128	Civic Campus Resilience and Improvements	107,605	40,437	31,656	5,410	21,734	22,147	22,567	22,996	23,410	23,831	321,794
		2133	Quarry Renewals & Upgrades	8,761	6,439	5,961	67	68	69	71	21	21	21	21,498
		2140	Security	719	752	786	821	838	854	870	1,240	1,663	918	9,462
	10.1 Total		189,927	83,934	53,111	25,398	48,284	41,917	38,376	46,739	48,406	48,795	624,888	
Total 10 Council			189,927	83,934	53,111	25,398	48,284	41,917	38,376	46,739	48,406	48,795	624,888	
Grand Total			694,853	642,419	481,217	449,327	442,301	445,094	454,142	487,602	378,807	421,251	4,897,014	

From: [Tom Hunt](#)
To: [Councillor Diane Calvert](#)
Subject: Re: FW: Audit Opinion
Date: Tuesday, 23 July 2024 1:17:31 pm
Attachments: [image001.png](#)
[image002.png](#)
[image003.jpg](#)

Thanks Diane

On Tue, Jul 23, 2024 at 1:14 PM Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz> wrote:

You can see an email trail showing funding for renewals of social housing is undercooked by 25%

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

P [s7\(2\)\(f\)\(ii\)](#) | E [x@x](#) | W Wellington.govt.nz | F dianecalvertnz | T dianecalvertnz | W dianecalvert.nz

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From: [s7\(2\)\(a\)](#) <[s7\(2\)\(a\)@auditnz.parliament.nz](mailto:s7(2)(a)@auditnz.parliament.nz)>
Sent: Thursday, April 11, 2024 2:51 PM
To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>; Stephen McArthur <Stephen.McArthur@wcc.govt.nz>
Cc: Andrea Reeves <Andrea.Reeves@wcc.govt.nz>
Subject: RE: Audit Opinion

Yes it does Cr Calvert.

Kind regards

[s7\(2\)\(a\)](#)

From: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Sent: Thursday, April 11, 2024 2:50 PM
To: s7(2)(a) <s7(2)(a)@auditnz.parliament.nz>; Stephen McArthur <Stephen.McArthur@wcc.govt.nz>
Cc: Andrea Reeves <Andrea.Reeves@wcc.govt.nz>
Subject: RE: Audit Opinion

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Thanks but you made the statement about “housing”. I’m simply seeking clarification that this includes the city’s social housing assets.

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: s7(2)(a) <s7(2)(a)@auditnz.parliament.nz>
Sent: Thursday, April 11, 2024 2:38 PM
To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>; Stephen McArthur <Stephen.McArthur@wcc.govt.nz>
Cc: Andrea Reeves <Andrea.Reeves@wcc.govt.nz>
Subject: RE: Audit Opinion

Hi Councillor Calvert

The relationship between renewals funding requirements and project \$ are not linear (there are other factors to take into account eg condition of the assets), which is why Stephen

suggested Andrea respond because it is an asset management planning as well as financial strategy matter.

Kind regards

s7(2)(a)

s7(2)(a)

Director

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Level 1, 100 Molesworth Street, Thorndon, Wellington 6011 | PO Box 99 Wellington 6140

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From: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>

Sent: Thursday, April 11, 2024 2:33 PM

To: Stephen McArthur <Stephen.McArthur@wcc.govt.nz>; s7(2)(a)

<[s7\(2\)\(a\)@auditnz.parliament.nz](mailto:s7(2)(a)@auditnz.parliament.nz)>

Cc: Andrea Reeves <Andrea.Reeves@wcc.govt.nz>

Subject: RE: Audit Opinion

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Thanks but my email was to the Auditor as it was her letter not the Council's.

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: Stephen McArthur <Stephen.McArthur@wcc.govt.nz>
Sent: Thursday, April 11, 2024 2:32 PM
To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>; s7(2)(a) <[s7\(2\)\(a\)@auditnz.parliament.nz](mailto:s7(2)(a)@auditnz.parliament.nz)>
Cc: Andrea Reeves <Andrea.Reeves@wcc.govt.nz>
Subject: RE: Audit Opinion

Kia ora Diane

Andrea and her team will answer your question.

Ngā mihi,

Stephen McArthur (He/Him)
Tātai Heke Rautaki | Te Kaunihera o Pōneke

Chief Strategy and Governance Officer | Strategy and Governance Group | Wellington City Council

M [s7\(2\)\(f\)\(ii\)](mailto:s7(2)(f)(ii)@wcc.govt.nz) | W Wellington.govt.nz |

EA: Lisa Richter | E lisa.richter@wcc.govt.nz | [s7\(2\)\(f\)\(ii\)](mailto:s7(2)(f)(ii)@wcc.govt.nz)

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From: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Sent: Thursday, April 11, 2024 2:30 PM
To: s7(2)(a) <s7(2)(a)@auditnz.parliament.nz>
Cc: Andrea Reeves <Andrea.Reeves@wcc.govt.nz>; Stephen McArthur <Stephen.McArthur@wcc.govt.nz>
Subject: RE: Audit Opinion

In other words is the city's social housing assets included in your statement

“Risks associated with plans to defer renewals of transport and operational assets

Page [27] outlines the Council's plan to defer 25% of its transport, property, housing and other community asset renewals for the next 10 years. The Council notes that the community may, as a result, experience lower levels of service than planned.”

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: s7(2)(a) <s7(2)(a)@auditnz.parliament.nz>
Sent: Thursday, April 11, 2024 1:19 PM
To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Cc: Andrea Reeves <Andrea.Reeves@wcc.govt.nz>; Stephen McArthur <Stephen.McArthur@wcc.govt.nz>
Subject: RE: Audit Opinion

Hi Councillor Calvert

Yes.

Funding of renewals differs to inflation increases for projects – the figures in the forecast financial statements are required to be inflated.

Kind regards

s7(2)(a)

s7(2)(a)

Director

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P s7(2)(a)

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From: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>

Sent: Thursday, April 11, 2024 12:14 PM

To: s7(2)(a) <s7(2)(a)@auditnz.parliament.nz>

Cc: Andrea Reeves <Andrea.Reeves@wcc.govt.nz>; Stephen McArthur <Stephen.McArthur@wcc.govt.nz>

Subject: Audit Opinion

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One other question I have in respect of the audit opinion ie You stae

“Risks associated with plans to defer renewals of transport and operational assets

Page [27] outlines the Council’s plan to defer 25% of its transport, property, housing and other community asset renewals for the next 10 years. The Council notes that the community may, as a result, experience lower levels of service than planned.”

Does the 25% renewal includes the city’s social housing which already has an inflation

adjusted \$592 million capex budget over the 10 years?

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: [Councillor Diane Calvert](#)
To: [Julie Jacobson](#)
Subject: RE: FW: Works on Thorndon Quay
Date: Wednesday, 24 July 2024 12:25:00 pm

Hi

The Stuff article had the incorrect amount for the crossings

Councillor Diane Calvert
Wellington City Council | Wharangi/Onslow-Western Ward

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From: Julie Jacobson <xxxxx.xxxxxxx@xxxxx.xx.xx>
Sent: Wednesday, July 24, 2024 12:24 PM
To: Councillor Tony Randle <xxxx.xxxxx@xxx.xxxx.xx>; Councillor Ray Chung <xxx.xxxxx@xxx.xxxx.xx>; Councillor Nicola Young <xxxxxx.xxxxx@xxx.xxxx.nz>; Councillor Diane Calvert <xxxxx.xxxxxxx@xxx.xxxx.xx>
Subject: Fwd: FW: Works on Thorndon Quay

Afternoon.

I suppose you all saw the Stuff piece this morning, that was actually a rewrite of mine :) Diane has very kindly just shared the cost of the raised crossings. I had also asked for this. Could you fire through any comments and I'll pull together another story
Thanks

----- Forwarded message -----

From: **Councillor Diane Calvert** <[xxxxx.xxxxxxx@xxx.xxxx.xx](#)>
Date: Wed, 24 Jul 2024 at 11:59
Subject: FW: Works on Thorndon Quay
To: Julie Jacobson <[xxxxx.xxxxxxx@xxxxx.xx.xx](#)>, Tom Hunt <[xxx.xxxx@xxxxx.xx.xx](#)>

FYI. Sorry meant to have forwarded on sooner.

Diane

Councillor Diane Calvert
Wellington City Council | Wharangi/Onslow-Western Ward

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From: Rebecca

Sent: Thursday, July 18, 2024 4:22 PM

To: Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx>

Cc: Siobhan Procter <xxxxxxx.xxxxxx@xxx.xxx.xx>; Councillor Nicola Young <xxxxxx.xxxxx@xxx.xxx.xx>; Richard MacLean <xxxxxxx.xxxxxx@xxx.xxx.xx>; Brad Singh <xxxxxxx.xxxxx@xxx.xxx.xx>; BUS: Elected members queries <xxxxxxxxxxxxxxxxxxxxxx@xxx.xxx.xx>; BUS: Official Information <xxxxxxxxxxxxxx@xxx.xxx.xx>

Subject: RE: Works on Thorndon Quay

Kia Ora Cr Calvert,

We built delay contingencies in at the inception of the contract – so while discovering the tramlines did impact our buffer, we have not exceeded it.

Hei konā mai

Rebecca

From: Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx>

Sent: Thursday, July 18, 2024 3:38 PM

To: Rebecca **Cc:** Siobhan Procter <xxxxxxx.xxxxxx@xxx.xxx.xx>; Councillor Nicola Young <xxxxxx.xxxxx@xxx.xxx.xx>; Richard MacLean <xxxxxxx.xxxxxx@xxx.xxx.xx>; Brad Singh <xxxxxxx.xxxxx@xxx.xxx.xx>; BUS: Elected members queries <xxxxxxxxxxxxxxxxxxxxxx@xxx.xxx.xx>; BUS: Official Information <xxxxxxxxxxxxxx@xxx.xxx.xx>

Subject: RE: Works on Thorndon Quay

Thanks Rebecca for providing the info.

In terms of the budget and time still remaining on target, how can this be, given there was a significant delay when old tram lines were discovered?

Regards

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: Rebecca

Sent: Thursday, July 18, 2024 3:35 PM

To: Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx >

Cc: Siobhan Procter <xxxxxx.xxxxxx@xxx.xxx.xx >; Councillor Nicola Young <xxxxxx.xxxxxx@xxx.xxx.xx >; Richard MacLean <xxxxxx.xxxxxx@xxx.xxx.xx >; Brad Singh <xxxxxx.xxxxxx@xxx.xxx.xx >; BUS: Elected members queries <xxxxxxxxxxxxxxxxxxxxxxxx@xxx.xxx.xx >; BUS: Official Information <xxxxxxxx.xxxxxx@xxx.xxx.xx >

Subject: Works on Thorndon Quay

Kia Ora Councillor Calvert,

Thanks for your patience. Renier and team are working with our Official Information kaimahi to ensure that none of the questions we're receiving about the work on Thorndon Quay slip through the net.

Is the Thorndon cycleway project on time?

Yes, the project is on schedule.

What overruns budget wise has occurred or are they on budget after 8 months? |

The project is currently on budget. After 10 months of construction, our latest forecast shows the cost to complete is also tracking within existing approved budgets. We have reconfirmed timing and budget with our contractor today.

Would you please clarify the approx. cost of a raised signalled crossing and that of an unraised signal crossing as a guide. I appreciate you may not be able to cost it out as part of the TQ work but please give us an indicative cost e.g. signalled crossing in Box Hill, Khandallah?

The five signalised raised crossings on Thorndon Quay average \$275K. This includes the cost of signals (\$120k), electrical ducting (\$70K) and the raised asphalt platform (\$85.5K). The total estimated cost of this construction is approximately \$1.4M.

Comparatively, the three signalised unraised crossings at the Box Hill/Station Road intersection average \$246.5K. The total estimated cost of this construction is approximately \$740K.

Rebecca

Rebecca Chief Advisor to the Chief Infrastructure Officer
Wellington City Council

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From: [Julie Jacobson](#)
To: [Councillor Diane Calvert](#)
Subject: Re: FW: Works on Thorndon Quay
Date: Wednesday, 24 July 2024 12:53:29 pm

Magic thanks. I'll make sure you're in the story

On Wed, 24 Jul 2024 at 12:49, Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz> wrote:

Excessive road cones, unmitigated disaster on local businesses, covering over 110 year old fragile water pipes and now over-specified crossings. This shows you what happens when you have a ratepayer/ taxpayer money pit, multiple consultancy firms vying to outdo each other, overly zealous designers bound by a lack of accountability and active monitoring by both WCC and NZTA.

I and my colleagues have been calling out these concerns for the past several months and finally it seems that public pressure is having an effect. The Council is starting to make some conciliatory noises but is it too little and too late? NZTA remains surprisingly quiet given they are funding 51% of the work.

Auckland's Mayor Brown has part of the solution in his recent report on Road Cones. Wellington City Council would do well to take a look at that report, consider last week's Court of Appeal ruling against the council's consultation practices and remember who it serves; that is the people and businesses of Wellington.

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: Julie Jacobson <julie.jacobson@stuff.co.nz>
Sent: Wednesday, July 24, 2024 12:24 PM
To: Councillor Tony Randle <Tony.Randle@wcc.govt.nz>; Councillor Ray Chung <Ray.Chung@wcc.govt.nz>; Councillor Nicola Young <Nicola.Young@wcc.govt.nz>; Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Subject: Fwd: FW: Works on Thorndon Quay

Afternoon.

I suppose you all saw the Stuff piece this morning, that was actually a rewrite of mine :)

Diane has very kindly just shared the cost of the raised crossings. I had also asked for this.

Could you fire through any comments and I'll pull together another story

Thanks

----- Forwarded message -----

From: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Date: Wed, 24 Jul 2024 at 11:59
Subject: FW: Works on Thorndon Quay
To: Julie Jacobson <julie.jacobson@stuff.co.nz>, Tom Hunt <tom.hunt@stuff.co.nz>

FYI. Sorry meant to have forwarded on sooner.

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: Rebecca

Sent: Thursday, July 18, 2024 4:22 PM

To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>

Cc: Siobhan Procter <Siobhan.Procter@wcc.govt.nz>; Councillor Nicola Young <Nicola.Young@wcc.govt.nz>; Richard MacLean <Richard.MacLean@wcc.govt.nz>; Brad Singh <Bradley.Singh@wcc.govt.nz>; BUS: Elected members queries <Electedmembersqueries@wcc.govt.nz>; BUS: Official Information <Official.Information@wcc.govt.nz>

Subject: RE: Works on Thorndon Quay

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Rebecca

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Sent: Thursday, July 18, 2024 3:38 PM

To: Rebecca **Cc:** Siobhan Procter <Siobhan.Procter@wcc.govt.nz>; Councillor Nicola Young <Nicola.Young@wcc.govt.nz>; Richard MacLean <Richard.MacLean@wcc.govt.nz>; Brad Singh <Bradley.Singh@wcc.govt.nz>; BUS: Elected members queries <Electedmembersqueries@wcc.govt.nz>; BUS: Official Information <Official.Information@wcc.govt.nz>

Subject: RE: Works on Thorndon Quay

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Regards

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: Rebecca

Sent: Thursday, July 18, 2024 3:35 PM

To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>

Cc: Siobhan Procter <Siobhan.Procter@wcc.govt.nz>; Councillor Nicola Young <Nicola.Young@wcc.govt.nz>; Richard MacLean <Richard.MacLean@wcc.govt.nz>; Brad Singh <Bradley.Singh@wcc.govt.nz>; BUS: Elected members queries <Electedmembersqueries@wcc.govt.nz>; BUS: Official Information <Official.Information@wcc.govt.nz>

Subject: Works on Thorndon Quay

Kia Ora Councillor Calvert,

Thanks for your patience. Renier and team are working with our Official Information kaimahi to ensure that none of the questions we're receiving about the work on Thorndon Quay slip through the net.

Is the Thorndon cycleway project on time?

Yes, the project is on schedule.

What overruns budget wise has occurred or are they on budget after 8 months? |

The project is currently on budget. After 10 months of construction, our latest forecast shows the cost to complete is also tracking within existing approved budgets. We have reconfirmed timing and budget with our contractor today.

Would you please clarify the approx. cost of a raised signalled crossing and that of an unraised signal crossing as a guide. I appreciate you may not be able to cost it out as part of the TQ work but please give us an indicative cost e.g. signalled crossing in Box Hill, Khandallah?

The five signalised raised crossings on Thorndon Quay average \$275K. This includes the cost of signals (\$120k), electrical ducting (\$70K) and the raised asphalt platform (\$85.5K). The total estimated cost of this construction is approximately \$1.4M.

Comparatively, the three signalised unraised crossings at the Box Hill/Station Road intersection average \$246.5K. The total estimated cost of this construction is approximately \$740K.

Rebecca

Rebecca Chief Advisor to the Chief Infrastructure Officer

Wellington City Council

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From: [Councillor Diane Calvert](#)
To: [Tom Hunt](#)
Subject: Social Housing
Date: Thursday, 25 July 2024 11:58:00 am
Attachments: [Social Housing July 2025.docx](#)

Following on from the emails I sent, I have pulled together a summary of info- just as much for my own info as for you.

Cheers

Diane

Councillor Diane Calvert
Wellington City Council | Wharangi/Onslow-Western Ward

Ph **s7(2)(f)(ii)** | E [x@xx](#) | W [Wellington.govt.nz](#) | F [dianecalvertnz](#) | T [dianecalvertnz](#) | W [dianecalvert.nz](#)

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WCC Social Housing (as at 25 July 2024)

Is Council really fulfilling its promises on social housing or does it keep kicking the can down the road like water? In the end is this costing ratepayers even more money than necessary?

SUMMARY

- The deal with government was done in 2007 yet only half the upgrades have been completed.
- No work on further upgrades has happened over the past several years.
- Three years ago, in the Council's last long-term plan it said the current financial trajectory for social housing was not sustainable. Fast forward three years, the situation has grown even worse despite a new entity being set up - Te Toi Mahana (TTM) – a council owned Community Housing Provider (CHP)
- Social Housing is one of the Council's biggest spends over the next 10 years and is amongst the top three of services provided- budget wise
- Social Housing Upgrade is not due to be completed until two years after the current 10-year plan.
- Over the next 10 years the Council has budgeted for:
 - Capital expenditure (inflated) - \$592 million (up from \$445m in 2021-31 LTP)
 - Operating expenditure - \$325 million (up from \$264m in 2021-31 LTP)
- The Council is having to borrow (to fund both housing upgrades and the shortfall in operating costs)
- There is no appetite for this Council to look at working smarter and faster to help reduce the debt and deliver better housing sooner.
- TTM is a Council controlled CHP and of the nine board members- three are council representatives (1/3).
- TTM is a new organisation and whilst it has recruited for tenancy management skills, it has no asset management capability and needs to develop that.
- WCC has recently transferred \$11 million of properties and gifted \$23 million to TTM to increase housing supply yet this Council is having to borrowing money to fund this and is delayed in its own upgrade programme

Background

Social Housing Investment

2021-2031 LTP

In the 2021-2031 LTP, Council noted, in respect of a planned capital expenditure social housing upgrade of \$446m, “ *that this is unsustainable over the medium to long term*”.

2022 LTP amendment

It was not until June 2021 [Social, Cultural, and Economic Committee - 2 June 2021, 9.30AM - Meetings - Wellington City Council](#) that officers presented papers on potential options to reduce the financial burden on the city in respect of housing. No one back then expected the 2021-2031 LTP figures from year three onwards to remain affordable nor costs to be met by ratepayers.

Council agreed to “*Fund City Housing's operating deficit and capital shortfall through debt and City Housing cash reserves until the CHP is operational (up to three years)*”.

At the time, Officers noted that they did not recommend “*Removal of the ring-fencing of City Housing operations by fully rates funding the operating deficit and debt funding the full capital*

programme – on the basis that the rates and debt impact would be unsustainable given other Council funding pressures. [Social, Cultural, and Economic Committee - 2 June 2021, 9.30AM - Meetings - Wellington City Council](#)

The LTP amendment that a Community Housing provider (CHP) be formed to manage the Council's social housing was determined on 30 June 2022 [Annual Plan / Long-Term Plan Committee \(disestablished October 2022\) - 30 June 2022, 9.30AM - Meetings - Wellington City Council](#).

2024-2034 LTP

Since 2021 the capital expenditure budget for social housing has increased by approximately one third and now there are also yearly operating deficits (**approximately \$325 million** over the next 10 years).

The costs associated with Council providing social housing is close to \$1 billion for this draft LTP CD:

- Capital expenditure (inflated) - \$592 million
- Operating expenditure - \$325 million

The Council now leases 1676 properties (the bulk of its portfolio) to Te Toi Mahana trust (the recently formed CHP). Approximately 850 properties are due for an upgrade which is the significant portion included in the council's capital expenditure budget.

Whilst the Council is now running at an annual operational deficit for its social housing, the trust shows an operational surplus. This operational deficit is being funded through debt.

Social housing is the largest capital expenditure activity line item in the budget (even above water) and our 3rd highest operating expenditure item (behind water, and vehicle network asset mgmt.-roading.) Yet it barely gets a mention in the LTP despite its significance.

Te Toi Mahana - CHP

The last quarterly report (Jan to Mar) can be found here

[Agenda of Kōrau Mātinitini | Social, Cultural, and Economic Committee - Wednesday, 29 May 2024 \(wellington.govt.nz\)](#)

Transfer of housing and cash injection

Council have gifted \$11 million of council properties to the Council's CHP plus a gift of \$23 million to increase housing supply, despite operating losses and upgrades required.

[Released-Public-Excluded-Information-Report-of-the-Krau-Mtinitini-Social-Cultural-and-Economic-Commi \(wellington.govt.nz\)](#)

Social Housing Costs

These are the Operating (opex) and Capital (Capex) expenditure spreadsheets for the 10 years. There are two separate tabs.

So essentially we are spending over 10 years \$918 million. If you add in the 25% of renewals on the housing we are not accounting for this is approx. \$125 -150K (depending on how calculated -ie on the book value or the current value of the renewals). This takes the total to well over \$1 Billion.

Opex

Line 253 account Housing Operations & maintenance- net cost (after revenue) is \$325, 271

Note other than water, the only other highest opex cost is at Line 349, Code 1159 "Vehicle Network Asset Mgmt" of \$808k. I think this is the road network

Line 207 Code 1107 Swimming Pool maintenance is the next highest after housing ie \$305k

Capex

Line 66 code 2059 Housing Upgrade \$1.7 k

Line 67 code 2060 Housing Renewal - \$591k

(looks like these two codes being combined)

Note costs are more than Drinking Water and Stormwater upgrades combined

Long Term Plan- 2024-2034

[Agenda of Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee - Wednesday, 26 June 2024 \(wellington.govt.nz\)](#)

Reference	Pg #	Comment
Agenda paper	12	<p>Audit of the 2024-34 LTP has occurred in two phases as below.</p> <p>a. Phase one audit of the CD. The Auditor's issued an unqualified opinion on the CD which included two emphasis of matters paragraphs.</p> <p>b. Phase two audit of the final LTP documents (following Council deliberation decisions in May 2024).</p> <p>The matters of emphasis in the CD drew the reader's attention to uncertainty and risks relating to:</p> <p>a. The planned renewal of three waters assets; and</p> <p>b. Plans to defer renewals of transport and operational assets.</p>
LTP- Section 1 Summary, Volume 1	27	Next 10 years \$325.3m opex on our social housing portfolio • \$592.9m of capex on renewing and upgrading our social housing unit
LTP – Volume 1	42	Deferral of renewal spending To reduce spending, we will seek value-for-money options through good procurement practices and we will review our programmes to identify more cost effective options. For some areas there is low risk of this reduced spending resulting in a lower level of service, but in Transport, Property, Housing and other community assets we are planning to defer 25% of the renewals spend.
LTP- Volume 1	51	Strategic rationalisation to better manage the overall asset portfolio Target renewals at 75% of unconstrained forecasts for the first ten years, with the exception of the three waters network.
LTP- Volume 2	133	Services We Deliver - Provision of lease properties (over 1,900 units) to Te Toi Mahana Community Housing Provider

Reference	Pg #	Comment
	291 & 295	Note social housing should not be rates funded and fully funded "As the main beneficiaries, it is appropriate for tenants to pay all of the costs involved in providing community housing.
Volume 3	433	Our social housing assets are valued (Optimised Replacement Value) at approximately \$401.8 million* as at 30 June 2023 and include: <ul style="list-style-type: none"> • 275 social housing buildings, containing: <ul style="list-style-type: none"> • 1786 units • 2713 bedrooms • 4835 bed space • As at end of June 2024, I think this around \$500m
LTP – Volume 3- Infrastructure Strategy	435	<p>For housing renewals, 75% renewal funding has been applied. While Council condition information shows housing assets mainly being in very good or good condition, asset condition information is currently not fully up to date with the most recent comprehensive SPM data survey being performed in 2016 and therefore may not be reflective of current condition. A higher level of condition uncertainty creates some risk and uncertainty in our ability to prioritise renewal spending. The level of risk associated with the deferral of these renewals has been deemed to be relatively low, as a large proportion of these renewals are low-cost or low-risk renewals that are primarily dealt with through operational or reactive maintenance through the current vacate process at end of tenancy. Alongside this, levels of risk are lowered through the delivery of the HUP2 work programme and any renewals that will take place as part of this work. Furthermore, the renewals programme is delivered based upon prioritisation of individual components based upon risk and criticality. It is envisaged that once the full asset condition survey is completed in 2024 the Council and CHP will jointly develop and continue delivery of a strong renewals plan within the budget available. City Housing renewals are prioritised to safety and accessibility. Funding renewals at 75% carries greater risk in that it creates more property vacancies due to the poor condition. This incurs additional costs to the Council.</p> <p>Level of service & performance The Council has provided Social Housing since the 1950's. It is now managed under lease by Te Toi Māhara Trust. The performance of the housing stock is generally good. Tenant satisfaction is high. About half of the housing stock has been upgraded to meet modern requirements and standards over the last 20 years as part of a cost sharing arrangement with the Crown, and the remainder of the housing stock will be upgraded in the coming years.</p>
	436	<p>Key challenges Our social housing is aging, not accessible, inclusive, or efficient and are no longer fit-for-purpose.</p>
	438	<p>Social Housing Upgrade Programme Existing social housing assets are currently being upgraded through a partnership programme with the Crown. Providing access for all New Zealanders to affordable, sustainable, good quality housing appropriate to their needs is the vision of the New Zealand Housing strategy that drove the need to upgrade the council's social housing. In 2007 the Council reached an agreement with the Crown to develop an upgrade programme where</p>

Reference	Pg #	Comment
		<p>the Crown offered \$220m to contribute to the upgrade of the portfolio to ensure the Council's social housing portfolio is safe and secure, and to a good standard for modern living. The first phase of the programme (HUP1) was completed in 2018 which saw upgrade of approximately half of the portfolio upgraded and full expenditure of the Crown grant. Planning for the second phase of the programme is underway. Planning and delivery is currently underway. There are two active projects underway in HUP2. Aside from that working toward completing a programme business case in 2024 detailing several programme options for consideration / decision making. Housing Renewals programme The aging condition of existing social housing assets requires ongoing attention. But financial affordability does put significant constraint onto the programme</p>
	440-441	<p>Issue re Housing Social Housing Upgrade Programme- The principal option for this issue is to make best use of existing by improving the quality of living standards and undertaking seismic improvements. A business case is underway, this will identify options for investment. (Adopted) Delivery timeframe- 2024-2036. Cost - \$400m Risk & implications-This option meets the requirements of the Crown deed. Key risks for delivering the programme in accordance with the Deed requirements are: Seismic performance - one of the requirements of the Deed is to deliver building to 67%NBS. Approximately 50% of the portfolio has had assessments complete. The remaining 50% are scheduled to be complete next year (scope risk). Re-housing of Te Toi Mahana tenants, whilst upgrades are complete. This is a key constraint to the delivery of the programme, therefore the expediency to which the programme can be delivered, therefore cost.</p>
		<p>Housing Renewals programme Fund renewals at 75% of unconstrained forecast for first 10 years to manage affordability in the short term. Increase the funding in years 11-20 to address the gap. (Adopted) Delivery & cost timeframe 2024-34 \$139m 2034-44 \$313m 2044-54 \$205m Risk & implications-Deferring 25% of renewals does carry some risk. This will be managed through prioritising where the greatest need is, such as accessibility and safety. It may create more vacancies, due to property condition. WCC will incur a fee, where we have to pay the rental cost to Te Toi Māhāna <i>NOTE: Dollar amounts are indicative for out years and will be refined as more information is available and the implementation period draws closer</i></p>

From: [Kevin Norquay](#)
To: [Councillor Diane Calvert](#)
Subject: Reporter - The Post
Date: Wednesday, 31 July 2024 1:59:18 pm

Kia Ora Diane

This email is by way of an introduction, as The Post editor Tracy Watkins is keen for me to take closer interest in Wellington issues.

For three years I have been covering a range of business, social and political issues for the Sunday Star-Times.

I intend to be at the Thursday council meeting tomorrow, to get a sighter.

I'm likely to write more big picture Wellington than the tiny details Wellington (that's likely to be the area of Tom Hunt, and a new reporter who starts next month).

This is just an FYI. Hopefully we will catch up shortly.

Cheers, Kevin

My Stuff bio: Kevin Norquay joined The Dominion sports department in 1985, covering athletics, hockey and rugby league.

He moved to work in general news, then politics, and as a foreign correspondent for NZPA, of which he was later appointed editor.

He has covered three Olympic Games, three elections and was a finalist in the Voyager awards for his reports on the 2015 Chris Cairns perjury trial in London.

He once filed a story from Nelson Mandela's front lawn in Johannesburg.

Kevin Norquay

Senior Writer

(he/him)

M [s7\(2\)\(a\)](#)

10 Brandon St, Wellington 6011



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From: [Julie Jacobson](#)
To: [Tom Hunt](#); [Councillor Diane Calvert](#)
Subject: Fwd: Thorndon quay crossings
Date: Wednesday, 7 August 2024 12:03:09 pm
Attachments: [Re Is this actually what WCC was told Felix ASAPeml.msg](#)

----- Forwarded message -----

From: s7(2)(f)(ii) <s7(2)(f)(ii)@nzta.govt.nz>
Date: Mon, 5 Aug 2024 at 15:25
Subject: RE: Thorndon quay crossings
To: Julie Jacobson <julie.jacobson@stuff.co.nz>

Julie,

As discussed. Please find attached the response I sent to Kevin Norquay on Friday.

WCC is leading this work as the Hutt Road/Thorndon Quay projects were handed to the WCC after LGWM was wound up earlier this year. It would have to speak to the specifics of the options under consideration as it is leading this work – NZTA is strictly a co-funder

s7(2)(f)(ii) / Media Manager
Te Waka Kotahi Engagement and Partnerships

M s7(2)(f)(ii)
E s7(2)(f)(ii) @nzta.govt.nz / w nzta.govt.nz

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NZTA/ Waka Kotahi Top of the South Facebook: [facebook.com/nztantm](https://www.facebook.com/nztantm)

NZTA/Waka Kotahi Wellington Twitter: <https://twitter.com/nztawgti>

NZTA/Waka Kotahi Top of the South Twitter: <https://www.twitter.com/nztantm>

From: Julie Jacobson <julie.jacobson@stuff.co.nz>
Sent: Monday, August 5, 2024 3:06 PM
To: s7(2)(f)(ii) <s7(2)(f)(ii)@nzta.govt.nz>
Subject: Re: Thorndon quay crossings

can you confirm, sorry

On Mon, 5 Aug 2024 at 15:03, Julie Jacobson <julie.jacobson@stuff.co.nz> wrote:

Hi s7(2)(b)

I'm writing a follow up to the Thorndon Quay crossing stories we've been running, but you confirm how much NZTA was funding the raised crossings to the tune of?

WCC told me the total estimated cost of construction would be about \$1.4m, with each of the signalised raised crossings costing an average \$275,000, made up of \$120,000 for the lights, \$70,000 for electrical ducting and \$85,500 for the asphalt platform.

The report that came up last week, and will again this week, says WCC will need to find \$312,500 to fund NZTA's 51%.

But I can't get clarity from WCC whether that \$275,000 was the total (ie both WCC and NZTA funding) or just WCC.

Do you have anything that makes sense..

Julie Jacobson
Senior Reporter

s7(2)(a)

Please note I work Monday to Wednesday

10 Brandon Street,
Wellington 6011
PO Box 2595,
Wellington

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From: [Kevin Norquay](#)
To: **s7(2)(f)(ii)**
Subject: Re: Is this actually what WCC was told Felix? ASAP ...
Date: Friday, 2 August 2024 3:33:01 pm
Attachments: [image001.png](#)

You don't often get email from kevin.norquay@stuff.co.nz. [Learn why this is important](#)

Thanks mate!!!!

Kevin Norquay

Senior Writer
(he/him)

M **s7(2)(a)**
10 Brandon St, Wellington 6011



On Fri, Aug 2, 2024 at 3:31 PM **s7(2)(f)(ii)** <**s7(2)(f)(ii)** [@nzta.govt.nz](mailto:)> wrote:

Kevin,

A response for you below

s7(2)(f)(ii) / Media Manager
Te Waka Kotura Engagement and Partnerships

M **s7(2)(f)(ii)**
s7(2)(f)(ii) [@nzta.govt.nz](mailto:) / w nzta.govt.nz

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NZTA/Waka Kotahi Top of the South Twitter: <https://www.twitter.com/nztantm>



Media Response: Kevin Norquay, The Post

2 August 2024

The following statement can be attributed to a Kesh Keshaboina, Regional Manager Systems Design

Query:

Councillors appeared blindsided by the NZTA move, with Transport and Infrastructure Manager Brad Singh saying it on Tuesday advised it wouldn't be funding the road safety platforms.

Singh told councillors on Thursday NZTA had been directed to not fund any raised safety platforms on any of its projects "or any local work projects from here on in".

The raised platform portion of a pedestrian crossing was not deemed a traffic control device by NZTA..

Councillor Sarah Free questioned the NZTA move.

"If we've got to agree to contract in relation to this project, is it possible for NZTA to actually not fund raised crossings, if they had been part of the design?" she said. "They would renege on that commitment to fund it?"

Singh said that was his understanding, though council was still discussing it with NZTA.

"It's an ongoing conversation, but NZTA guidance ... says that this is the right safety solution for the situation. But at the same time, at the funding level, they've also indicated that they won't fund it."

Response:

Projects previously part of Let's Get Wellington Moving, such as the Thorndon Quay and Hutt Road works, retain funding previously approved by the NZTA/Waka Kotahi Board.

However, if the Wellington City Council (WCC) changes the scope or cost of such projects, it has to return to the Board for re-approval to ensure the project is still a value-for-money investment and aligns with the [Government Policy Statement on Land Transport](#) (GPS) 2024.

The scope of the Thorndon Quay and Hutt Road project has changed. We are working with WCC to understand the impacts of the changes proposed. This means the project's future plans and

funding need to be reassessed.

This reassessment must align with the direction and priorities set out in the new GPS where the Government has signalled a shift in direction in road safety investment.

Local Road Improvements – GPS 2024 (pg 31)

“This activity class is for the purpose of investment in new local roads and improving existing local roads, and end of life bridge and structures renewals.

Investment in this activity class prioritises the strategic priorities of supporting economic growth and productivity, and a safe and resilient transport system. Funding in this activity class will be focused on improving efficiency and reducing congestion and travel times.

The Government expects that funding in this activity class will not be used to invest in other new multi-modal improvements, i.e., cycleways and busways, or fund traffic calming measures, such as speed bumps, raised crossings and in-lane bus stops, which inconvenience motorists.”

Safety - GPS 2024 (pg 32)

“Funding toward road safety will be focused on safer roads, safer drivers, and safer vehicles. This includes on initiatives necessary for reducing barriers for private sector investment into road safety, and on activities necessary to support the Government’s approach to the setting of speed limits.

The Government expects that investment from this activity class will not be made in traffic calming measures such as raised pedestrian crossings, raised platforms, speed bumps, and in-lane bus stops on state highways and local roads.”

NZTA/Waka Kotahi funding decisions via the National Land Transport Programme (NLTP), must give effect to the GPS and align with its policy direction.

The next NLTP, which will outline future national and regional funding allocations, including Regional Land Transport plans and road safety investment, is due to be published in September.

From: Kevin Norquay <kevin.norquay@stuff.co.nz>
Sent: Friday, August 2, 2024 1:17 PM
To: s7(2)(f)(ii) <s7(2)(f)(ii)@nzta.govt.nz>
Subject: Is this actually what WCC was told s7(2)(f)(iii) ASAP ...

You don't often get email from kevin.norquay@stuff.co.nz. [Learn why this is important](#)

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Kevin Norquay

Senior Writer
(he/him)

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RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION ACT MEETINGS ACT 1987

From: [Tom Hunt](#)
To: [Councillor Diane Calvert](#); [Julie Jacobson](#)
Subject: Re: FW: NZT-9579 RESPONSE #2
Date: Wednesday, 7 August 2024 11:28:39 am
Attachments: [image001.png](#)

Thanks - what is an AO?
And just checking, what you are trying to find out is why NZTA pulled funding right?
Cheers

On Wed, Aug 7, 2024 at 11:13 AM Councillor Diane Calvert
<Diane.Calvert@wcc.govt.nz> wrote:

FYI

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

P **s7(2)(f)(ii)** | E xc@wcc.govt.nz | W Wellington.govt.nz | F dianecalvertnz | T dianecalvertnz | W dianecalvert.nz

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From: Official Correspondence <Official.Correspondence@nzta.govt.nz>
Sent: Tuesday, August 6, 2024 4:52 PM
To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Subject: NZT-9579 RESPONSE #2

Kia ora Diane

Please find attached a response from Howard Cattermole - Chief Financial Officer, to your correspondence of 9 July 2024

Ngā mihi

Ministerial Services

Te Waka Kōtuia | Engagement & Partnerships
NZ Transport Agency Waka Kotahi

[Connect with us on Social Media](#)



From: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Sent: Tuesday, July 9, 2024 1:01 PM
To: Simon.bridges@nzta.govt.nz; Nicole Rosie <Nicole.Rosie@nzta.govt.nz>
Cc: Councillor Nicola Young <Nicola.Young@wcc.govt.nz>; Councillor Tony Randle <Tony.Randle@wcc.govt.nz>; Councillor Ray Chung <Ray.Chung@wcc.govt.nz>
Subject: Thorndon Quay, Wellington - transport project

Kia ora Simon and Nicole

Please attached a letter from four Wellington City Councillors articulating their concerns and that of many constituents (residents and businesses) that they represent in respect of the work being currently undertaken on Thorndon Quay (funded 51% by NZTA).

Regards

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

PS7(2)(f)(ii) | E xxxxx@wcc.govt.nz | W Wellington.govt.nz | F [dianecalvertnz](tel:0447222222) | T [dianecalvertnz](tel:0447222222) | W dianecalvert.nz

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From: [Tom Hunt](#)
To: [Councillor Diane Calvert](#)
Subject: Re: FW: NZT-9579 RESPONSE #2
Date: Wednesday, 7 August 2024 11:52:54 am
Attachments: [image001.png](#)

On Wed, Aug 7, 2024 at 11:35 AM Councillor Diane Calvert
<Diane.Calvert@wcc.govt.nz> wrote:

AO is NZTA jargon. Maybe it means Approving Organisation (eg WCC?).

The purpose of the letter was to formally advise NZTA of both elected members and the public concerns around the Thorndon Quay project, given that it is being funded by NZTA to the tune of 51% (ie taxpayers).

Given the taxpayer funding, we requested what mechanisms NZTA had to monitor the spend and outcomes.

Cheers

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Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

PS **7(2)(f)(ii)** | E [\[redacted\]](#) | W Wellington.govt.nz | F dianecalvertnz | T [dianecalvertnz](tel:dianecalvertnz) | W dianecalvertnz

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From: Tom Hunt <tom.hunt@stuff.co.nz>

Sent: Wednesday, August 7, 2024 11:28 AM
To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>; Julie Jacobson <julie.jacobson@stuff.co.nz>
Subject: Re: FW: NZT-9579 RESPONSE #2

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FYI

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

PS7(2)(f)(i) | E XXXX@XXXX | W Wellington.govt.nz | F dianecalvertnz | T [dianecalvertnz](tel:dianecalvertnz) | W dianecalvert.nz

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From: Official Correspondence <Official.Correspondence@nzta.govt.nz>

Sent: Tuesday, August 6, 2024 4:52 PM

To: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>

Subject: NZT-9579 RESPONSE #2

Kia ora Diane

Please find attached a response from Howard Cattermole - Chief Financial Officer, to

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Ngā mihi

Ministerial Services

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NZ Transport Agency Waka Kotahi

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Sent: Tuesday, July 9, 2024 1:01 PM
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Cc: Councillor Nicola Young <Nicola.Young@wcc.govt.nz>; Councillor Tony Randle <Tony.Randle@wcc.govt.nz>; Councillor Ray Chung <Ray.Chung@wcc.govt.nz>
Subject: Thorndon Quay, Wellington - transport project

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Wellington City Council | Wharangi/Onslow-Western Ward

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From: [Julie Jacobson](#)
To: [Councillor Diane Calvert](#)
Cc: [Tom Hunt](#)
Subject: Re: FW: NZT-9579 RESPONSE #2
Date: Wednesday, 7 August 2024 11:58:33 am
Attachments: [image001.png](#)

AO - Activity Owner (Approved Organisations (AO) or Waka Kotahi)

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Wellington City Council | Wharangi/Onslow-Western Ward

PS **s7(2)(f)(ii)** | E [\[redacted\]](#) | W Wellington.govt.nz | F dianecalvertnz | T [dianecalvertnz](tel:dianecalvertnz) | W dianecalvert.nz

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Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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Ngā mihi

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Sent: Tuesday, July 9, 2024 1:01 PM
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Cc: Councillor Nicola Young <Nicola.Young@wcc.govt.nz>; Councillor Tony Randle <Tony.Randle@wcc.govt.nz>; Councillor Ray Chung <Ray.Chung@wcc.govt.nz>
Subject: Thorndon Quay, Wellington - transport project

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Regards

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Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: [Tom Hunt](#)
To: [Councillor Diane Calvert](#)
Cc: [Julie Jacobson](#)
Subject: Re: FW: Thorndon Quay- a media release from NZTA
Date: Wednesday, 7 August 2024 12:22:53 pm

Thanks Diane - I have gone to NZTA to see what specifically changed.
Hoping to hear back today but suspect it will be tomorrow.
Cheers

On Wed, Aug 7, 2024 at 12:15 PM Councillor Diane Calvert
<Diane.Calvert@wcc.govt.nz> wrote:

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

Phone: [s7\(2\)\(f\)\(ii\)](#) | E: xxxxx@wcc.govt.nz | W: Wellington.govt.nz | F: dianecalvertnz | T: dianecalvertnz | W: dianecalvert.nz

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From: Councillor Diane Calvert
Sent: Wednesday, August 7, 2024 12:14 PM
To: Mayor Tory Whanau <Tory.Whanau@wcc.govt.nz>; DL: Councillors <councillors@wcc.govt.nz>
Subject: Thorndon Quay- a media release from NZTA

I have just received advice that NZTA issued a media release last week. It would seem that because WCC has made scope changes to the Thorndon Quay/Hutt Rd projects then that “**means the project's future plans and funding need to be reassessed.**” So it appears any reassessment goes beyond speed bumps or raised platforms. This also has wider ramifications for the Golden Mile.

Clearly there is conflicting advice. We need to get one version of the facts and have time to digest the information. Proceeding to a decision tomorrow at the Regulatory Processes meeting on outdated and inconsistent info is not upholding good governance. It also raises significant concerns around the whole project which we need to ensure are addressed comprehensively.

Regards

Diane

NZTA Media Release

Projects previously part of Let's Get Wellington Moving, such as the Thorndon Quay and Hutt Road works, retain funding previously approved by the NZTA/Waka Kotahi Board.

However, if the Wellington City Council (WCC) changes the scope or cost of such projects, it has to return to the Board for re-approval to ensure the project is still a value-for-money investment and aligns with the [Government Policy Statement on Land Transport](#) (GPS) 2024.

The scope of the Thorndon Quay and Hutt Road project has changed. We are working with WCC to understand the impacts of the changes proposed. This means the project's future plans and funding need to be reassessed.

This reassessment must align with the direction and priorities set out in the new GPS where the Government has signalled a shift in direction in road safety investment.

Local Road Improvements – GPS 2024 (pg 31)

"This activity class is for the purpose of investment in new local roads and improving existing local roads, and end of life bridge and structures renewals.

Investment in this activity class prioritises the strategic priorities of supporting economic growth and productivity, and a safe and resilient transport system. Funding in this activity class will be focused on improving efficiency and reducing congestion and travel times.

The Government expects that funding in this activity class will not be used to invest in other new multi-modal improvements, i.e., cycleways and busways, or fund traffic calming measures, such as speed bumps, raised crossings and in-lane bus stops, which inconvenience motorists."

Safety - GPS 2024 (pg 32)

"Funding toward road safety will be focused on safer roads, safer drivers, and safer vehicles. This includes on initiatives necessary for reducing barriers for private sector investment into road safety, and on activities necessary to support the Government's approach to the setting of speed limits.

The Government expects that investment from this activity class will not be made in traffic calming measures such as raised pedestrian crossings, raised platforms, speed bumps, and in-lane bus stops on state highways and local roads."

NZTA/Waka Kotahi funding decisions via the National Land Transport Programme (NLTP), must give effect to the GPS and align with its policy direction.

The next NLTP, which will outline future national and regional funding allocations, including Regional Land Transport plans and road safety investment, is due to be published in September.

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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