



## Local Government briefing

**Hon Simeon Brown**  
**Minister of Local Government**

**Title: Wellington drinking water supply – request for information**

**Date: 19 January 2024**

### Key issues

Wellington's drinking water supply is lower than usual. You have written to the Chair of Wellington Water outlining your expectations and requesting further information. Whilst you have received that assurance from two of the four councils (via the Chair of Wellington Water), you have not received a comprehensive explanation from Wellington City Council or Upper Hutt City Council. This briefing provides you with options on next steps.

### Action sought

Note that Part 10 of the Local Government Act sets a high threshold for intervention.

Agree to either:

- Send a letter to Wellington City Council and Upper Hutt City Council that makes a direct request for further information; **OR**
- Invoke section 257 of the Local Government Act 2002 and provide notice to Wellington City Council and Upper Hutt City Council to require information.

Sign a letter to both councils reflecting your decision.

Note the Department is continuing work closely with and monitor Taumata Arowai's response as the regulator in this emerging situation.

### Timeframe

By 23 January 2024.

### Contact for telephone discussions (if required)

Name	Position	Contact Number	Suggested 1 <sup>st</sup> contact
Richard Ward	General Manager Policy and Operations	9(2)(a)	✓
Bex Sullivan	Acting Executive Director, Water Services Policy and Legislation		

Return electronic document to: Fergus.Campbell@dia.govt.nz

Cohesion document reference {8CFB59D1-D58E-47D7-A4AD-F26F615ADE0A}

Ministerial database reference LG202400065

## **Purpose**

1. This briefing provides you with pathways to get further information from Upper Hutt City Council and Wellington City Council on what actions they are taking to ensure sufficient water supply.

## **Background**

### ***On 17 January, the Wellington metropolitan drinking water supply moved to Level 2 water restrictions***

2. On 17 January 2024, the Wellington metropolitan drinking water supply (covering Wellington, Porirua, Lower Hutt, and Upper Hutt) moved to Level 2 water restrictions. Level 2 restrictions ban sprinklers and irrigation, limiting the public to hand watering their gardens.
3. The probability of Level 4 water restrictions being required sits at 33 per cent, but this is likely to be reassessed by Wellington Water in the coming days. Level 4 restrictions would ban all outdoor water use.
4. The Water Services Act 2021 places obligations and duties on drinking water suppliers (including councils) to provide a sufficient quantity of drinking water. The quantity of water should be sufficient to support drinking water and sanitary needs of consumers or in accordance with a specified formula.

### ***You have written to Wellington Water and received a partial response***

5. On 20 December 2023 you wrote to the Chair of the Wellington Water Committee, Mayor Campbell Barry. In this letter you outlined your expectations of the four affected councils to address the possible water shortage. You also sought a response from the councils that showed all parties were acting in the short and medium-term to address the modelled water shortage. You requested that Mayor Barry respond by 31 January 2023.
6. On Monday 15 January 2024, Mayor Barry advised your office that he had issued a deadline to all shareholder councils to provide necessary information by 17 January. At Mayor Barry's deadline, only his Council (Hutt City), and Porirua City Council provided him with the details for your request.
7. Mayor Barry advised your office that as Chair of the Wellington Water Committee, he had found engaging with Wellington City and Upper Hutt City Council to be challenging, and so Mayor Barry's response did not include the same level of detail for Upper Hutt Council and Wellington City Council as had been provided by the other two councils.

### ***Taumata Arowai regulates water supply***

8. The Water Services Act 2021 places a duty on drinking water suppliers to notify Taumata Arowai if the supplier's ability to maintain a sufficient quantity of drinking water is at imminent risk. The Water Services Act 2021 does not provide intervention powers for the responsible Minister.
9. Taumata Arowai has a number of regulatory tools that it can use to ensure that risks to public health are mitigated. The list is as follows:
  - 9.1 Formally requesting information;

- 9.2 Issuing a letter of expectation;
  - 9.3 Issue a direction under section 104 of the Water Services Act;
  - 9.4 Issue a compliance order under section 120 of the Water Services Act including where an activity will or may create a serious risk to public health that relates to a drinking water supply.
10. Taumata Arowai has also been providing regular updates to the Department as its monitoring agency. As a Crown entity, Taumata Arowai carry out their regulatory operations independently, and have shown a willingness to use their regulatory toolkit in the past when they feel it is needed. For example, Taumata Arowai have issued a number of compliance orders in recent history, including in response to the Queenstown protozoa outbreak. In March 2023 Taumata Arowai issued a direction to Clutha District Council and City Care Water Limited to address the Maximum Acceptable Value (MAV) exceedance for aluminium in several Clutha District water supplies.
  11. In their updates to us, Taumata Arowai have described how they are staying across the Wellington Water situation, and how they are keeping the Medical Officer of Health and the Ministry of Health informed. At this stage, the Department feels that Taumata Arowai are taking appropriate actions as the regulator to convey expectations and continuously assess the situation, noting that Taumata Arowai have the tools to escalate to stronger action if required.
  12. We understand that you continue to be briefed on actions taken by Taumata Arowai in relation to water supply in Wellington and we included a substantial item in your status report for this week.

## Comment

### ***As Minister of Local Government, you have a range of powers under the Local Government Act 2002***

13. Under the Local Government Act 2002 (the Act) councils are accountable to their communities, rather than to Ministers, for their actions and decisions. The Minister of Local Government is primarily responsible for the legal framework within which local authorities operate.
14. Part 10 of the Act confers a range of powers on the Minister of Local Government to assist local authorities and intervene in the affairs of local authorities in certain situations. You were briefed on these powers on 20 December 2023 (LG202301353 refers).
15. Part 10 section 257 of the Act also provides the Minister of Local Government the power to require information of a local authority through notice in writing. Failure from a Council to comply with this request for information could enable the Minister to appoint a Crown Review team.

### ***These powers can be invoked in certain circumstances***

16. There is a high threshold for the Minister to exercise statutory intervention powers, and for that reason they are seldomly used. To exercise your powers to require information under Part 10, you must believe **on reasonable grounds that a problem relating to a local authority may exist; AND**

**17. The local authority –**

**17.1 Has not publicly acknowledged the nature and extent of the problem;**

**OR**

**17.2 May be unable or unwilling to effectively address the problem.**

18. In relation to a local authority, a 'problem' is defined as:

18.1 a matter or circumstance relating to the management or governance of the local authority that detracts from, or is likely to detract from, its ability to give effect to the purpose of local government within its district or region; or

18.2 a significant or persistent failure by the local authority to perform one or more of its functions or duties under any enactment and includes a failure by the local authority to demonstrate prudent management of its revenues, expenses, assets, liabilities, investments, or general financial dealings;

18.3 and includes a failure by the local authority to demonstrate prudent management of its revenues, expenses, assets, liabilities, investments, or general financial dealings.

19. In considering intervention, you must also have regard to a set of guiding principles (published in the New Zealand Gazette) that include:

19.1 a local authority's accountability is to their ratepayers and residents;

19.2 elections are the primary mechanism for communities to express satisfaction or dissatisfaction with elected representatives;

19.3 what the local authority has done, is doing, or plans to do about the problem;

19.4 the costs and benefits of intervention; and

19.5 that the intervention should be proportionate to the nature and magnitude of the problem, its potential consequences and its duration to date, along with its likely duration if not addressed.

***Application of Part 10 in this situation***

20. Based on Part 10, the most likely grounds that you would be relying on to demonstrate that a problem may exist, is your belief, on reasonable grounds, that there is:

20.1 "a significant or persistent failure by the local authority to perform one or more of its functions or duties under any enactment"; and

20.2 that the councils "**may be unable or unwilling to effectively address the problem**".

21 9(2)(h)

22. The Department will continue to engage with Taumata Arowai in relation to these matters. Should Taumata Arowai's intervention powers be insufficient, we are confident that they will engage with the Department on the use of your powers under

the Local Government Act. We have heard nothing from Taumata Arowai to indicate that this is the case now.

***Option of a follow-up letter to the two councils (preferred)***

23. There is also an option for you to consider a follow-up letter to Upper Hutt City Council and Wellington City Council, a draft is attached as **Appendix B**. Such a letter could express your disappointment directly to council Mayors, rather than through the wider Wellington Water governance structure.
24. This follow-up letter would not preclude you from invoking the Ministerial intervention powers later, for example, if the councils cannot demonstrate that they are on track to resolve their issues. <sup>9(2)(h)</sup> [REDACTED]

**Next steps**

25. The Department has included both options as Appendices to this briefing. We will work with your office to ensure that your preferred letter is sent to the relevant councils.

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## Recommendations

26. We recommend that you:

a) **Note** that Part 10 of the Local Government Act sets a high threshold for intervention.

b) **EITHER**

i. **agree** to send a letter to Wellington City Council and Upper Hutt City Council that makes a direct request for further information (preferred);

Yes/No

**OR**

ii. **agree** to invoke section 257 of the Local Government Act 2002 and provide notice to Wellington City Council and Upper Hutt City Council to comply with your request.

Yes/No

c) **Note** the Department is continuing work closely with and monitor Taumata Arowai's response as the regulator in this emerging situation.



Richard Ward  
General Manager Policy and Operations

Hon Simeon Brown  
Minister of Local Government

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**Appendix A: Section 257 letter to Upper Hutt City Council and Wellington City Council**

**Withheld under section 9(2)(g)(i) of the Official Information Act 1982**

Released under the Official Information Act 1982



**Appendix B: Follow up letter to Upper Hutt City and Wellington City Council**

**Withheld under section 9(2)(g)(i) of the Official Information Act 1982**

Released under the Official Information Act 1982





**From:** 9(2)(a)

**Sent:** Thursday, 30 November 2023 4:24 PM

**Document 3**

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**To:** [xxxxxx.xxxxx@xxxxxxxx.xxx.xx](mailto:xxxxxx.xxxxx@xxxxxxxx.xxx.xx)

**Cc:** Simeon Brown <[xxxxxx.xxxxx@xxxxxxxxxxx.xxx.xx](mailto:xxxxxx.xxxxx@xxxxxxxxxxx.xxx.xx)>

**Subject:** Fwd: Auckland's mayor proposes lease of port business and airport shares

Dear Simeon

Firstly, my congratulations on the election results and a real chance to get NZ back on track. I realise this is mire your area directly than David Seymour's so hope you can take a look for the sake of Wellington.

Council out if control, out of depth, not democratic and of course Mayor Whanau is totally unsuited to leader capital city.

Can you look at a Commissioner for Wellington please before any more 'improvements' are started while the infrastructure falls to pieces and our rates go higher and higher. Parking going, bike lanes everywhere even in windy narrow streets though numbers using are low etc etc.

It's a disaster..we need relief please.

Thanks and regards

9(2)(a)

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**From:** 9(2)(a)

**Sent:** Wednesday, November 29, 2023 2:55:33 pm

**To:** David Seymour <[xxxxx@xxx.xxx.xx](mailto:xxxxx@xxx.xxx.xx)>

**Cc:** 9(2)(a)

**Subject:** Fwd: Auckland's mayor proposes lease of port business and airport shares

Hi David, Brooke and team

Please read and pass this to appropriate people with oversight of transport, infrastructure especially in our Capital city which is groaning under wasteful incompetence, which we and all who visit here are paying dearly for.

Many thanks

9(2)(a)

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**From:** 9(2)(a)

**Sent:** Wednesday, November 29, 2023 2:51:42 pm

**To:** [xxxxx.xxxxxxx@xxx.xxx.xx](mailto:xxxxx.xxxxxxx@xxx.xxx.xx) <[xxxxx.xxxxxxx@xxx.xxx.xx](mailto:xxxxx.xxxxxxx@xxx.xxx.xx)>

**Subject:** Fwd: Auckland's mayor proposes lease of port business and airport shares

Hi Diane and enlightened Councillor team (please forward Diane)

I find it extraordinary that Ak under Brown are thinking ahead with these proposals to have a multibillion dollar fund for financial Resilience for their city while Whanau et al are ok to consider selling airport shares bit not for debt or investment but into a 'green fund' whatever that is?

So opportunities here for us to including leasing port and dock space to enterprise not to have to

constantly pour money into it. Perhaps this can be mooted for Wellington??

And despite a hold on LGWM the cones keep appearing and Thorndon Quay is z shambles so peak hour commutes will be way worse unless you're on a bike! Hope it can be stopped before it's too late?

Sigh...but know you'll put the voice of reason to Council for all of us put here who really care.

Kind regards

9(2)(a)

<https://www.stuff.co.nz/national/politics/local-government/133365967/aucklands-mayor-proposes-lease-of-port-business-and-airport-shares>

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Hon Simeon Brown

MP for Pakuranga

Minister for Energy  
Minister of Local Government  
Minister of Transport

Minister for Auckland  
Deputy Leader of the House



COR035

9(2)(a)

Dear 9(2)(a)

Thank you for your emails of 29 and 30 November 2023 to myself and my colleague Hon David Seymour, detailing your concerns with the Wellington City Council (the Council) and its Mayor, as well as passing on your congratulations. I am responding as the matters you have raised fall within my portfolio responsibilities as the Minister of Local Government.

I acknowledge your concerns; however, I should explain that as the Minister of Local Government I am primarily responsible for the legislative framework within which local government operates. Councils are accountable to their communities for their actions and decisions.

In your email, you suggest the appointment of a commissioner. The Local Government Act 2002 (the Act) does give the Minister of Local Government powers to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of the local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities. Based on the information you have provided; it is not clear to me that there is sufficient evidence to warrant Ministerial intervention in this case.

I understand that you have already raised your concerns with your local ward councillor. I encourage you to continue to engage with your ward councillors, as it is important that councillors are aware of your views in their decision-making. Further information on giving feedback on council proposals and petitions, speaking at council meetings, and contacting councillors can be found at [www.wcc.govt.nz/have-your-say](http://www.wcc.govt.nz/have-your-say).

If you remain dissatisfied with the Council's response, you may consider approaching the Office of the Ombudsman to see if there are grounds for an investigation of your concerns. The Ombudsman can investigate the administrative acts, decisions, recommendations, and omissions of councils that affect individuals or groups of people. You can find information on how to lay a complaint at: [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz). The contact address is Office of the Ombudsman, PO Box 10152, Wellington 6143. You can also phone 0800 802 602 or send an email to: [info@ombudsman.parliament.nz](mailto:info@ombudsman.parliament.nz).

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
Minister of Local Government

**Document 4**

**From:** 9(2)(a)  
**Sent:** Thursday, 30 November 2023 12:39 PM  
**To:** Simeon Brown <x@xx>; Simeon Brown <x@xx>  
**Subject:** FW: Terry O'Neil , Code of conduct

Good Afternoon ,

FYI

I think it is time to get commissioners in ASAP

Let alone the Behaviour of the Mayor , reported and un reported

Kind Regards

9(2)(a)

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**From:** 9(2)(a)  
**Sent:** Thursday, November 30, 2023 12:34 PM  
**To:** 'x@xx' <x@xx>  
**Subject:** Terry O'Neil , Code of conduct

Good Morning,

Please take big steps to remove Terry O'Neil from public office.

A total embarrassment to our fine city.

To put the boot on the other foot , if a male had done a picture for the prominent person inside a women's genitalia , they would be gone in a heartbeat.

I am sure the same rules will apply

This behaviour warrants a code of conduct investigation and censure at the least

9(2)(a)

Seatoun Resident

9(2)(a)



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**Document 4A**

**Hon Simeon Brown**

MP for Pakuranga

Minister for Energy  
Minister of Local Government  
Minister of Transport

Minister for Auckland  
Deputy Leader of the House



COR040

9(2)(a)

Dear 9(2)(a)

Thank you for your emails of 30 November 2023 detailing your concerns with the Wellington City Council (the Council) and its elected members.

I acknowledge your concerns; however, I should explain that as the Minister of Local Government I am primarily responsible for the legislative framework within which local government operates. Councils are accountable to their communities for their actions and decisions.

The Local Government Act 2002 (the Act) does give the Minister of Local Government powers to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of the local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities. Based on the information you have provided; it is not clear to me that there is sufficient evidence to warrant Ministerial intervention in this case.

If you have not done so already, I encourage you to raise your concerns with your ward councillors. It is important that councillors are aware of your views in their decision-making. Information on giving feedback on council proposals and petitions, speaking at council meetings, and contacting councillors can be found at [www.wcc.govt.nz/have-your-say](http://www.wcc.govt.nz/have-your-say).

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Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**

**From:** 9(2)(a)

**Sent:** Thursday, 30 November 2023 4:35 PM

**To:** Simeon Brown <[Simeon.Brown@parliament.govt.nz](mailto:Simeon.Brown@parliament.govt.nz)>

**Subject:** Warmest congratualations. Tory Whanau

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Firstly Simeon,

You have my warmest congratulations re your appointment as a Cabinet Minister. I have watched you being interviewed and you really know your stuff..

I am a resident in Wellington and wonder if it isn't time to put a commissioner in charge. Ms Whanau is clearly not up to the job. It is not just her drunken inappropriate behaviour. It is how she has managed council relationships and very poor decision making.

The stakes are very high at the moment. I am confident whatever decision you make here it will be the correct one.

Kind regards,

9(2)(a)

(former Labour voter, but never again)

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Hon Simeon Brown

Minister for Energy  
Minister of Local Government  
Minister of Transport  
Minister for Auckland  
Deputy Leader of the House



COR047

9(2)(a)

Dear 9(2)(a)

Thank you for your email of 30 November 2023, regarding your congratulations on my appointment as the Minister of Local Government and your concerns with the Wellington City Council (the Council) and its Mayor.

I acknowledge your concerns. However, I should explain that as the Minister of Local Government I am primarily responsible for the legislative framework within which local government operates. Councils are accountable to their communities for their actions and decisions.

In your email, you suggest the appointment of a commissioner. The Local Government Act 2002 (the Act) does give the Minister of Local Government powers to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of the local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities. Based on the information you have provided; it is not clear to me that there is sufficient evidence to warrant Ministerial intervention in this case.

If you have not done so already, I encourage you to raise your concerns with your ward councillors. It is important that councillors are aware of your views in their decision-making. Information on giving feedback on council proposals and petitions, speaking at council meetings, and contacting councillors can be found at [www.wcc.govt.nz/have-your-say](http://www.wcc.govt.nz/have-your-say).

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Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
Minister of Local Government

**From:** 9(2)(a)  
**Sent:** Saturday, 2 December 2023 4:28 PM  
**To:** Simeon Brown <[Simeon.Brown@parliament.govt.nz](mailto:Simeon.Brown@parliament.govt.nz)>  
**Subject:** Tory Whanau must stand down

Hi Simeon

The media has rallied around the mayor as has her green councillors but something has to be done.

Ms Whanau needs to be stood down for a long period or she needs to resign. Wellington is a

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basket case and deserves better. It is also our capital city and we have a mayor who wont  
censure her own councillor for posting unprofessional and obscene posters around the place but  
can try and discredit and remove councillors who are opposed to her spending plans.

Its one thing to say we might become a laughing stock but if it was only that, this could maybe be  
smoothed over. But as any Wellingtonian knows the city is dying and the metrics show it is one  
of the worst run councils in NZ. They are talking about a potential 20% rates increase next year  
and Ms Whanau has apparently not been doing her job for a few months.

Tory has a long history of problematic drinking and you don't have to go far in Wgtn to hear from  
people who have been out drinking with her and the comments made are uniformly the same,  
she is a heavy drinker, she is inclined to get violent when she has had too much, we try and keep  
tabs on her when she's drinking.

I know Wellington voted for her and we need to be mindful of the democratic process but I think  
an Interim Manager needs to be put in place and maybe this could be justified if need be by a  
discrete investigation into her drinking habits and behaviour in this regard. It might be worth  
speaking to your current colleague Andy Foster who is well aware of the problems within Council  
in his term as Mayor and how hard it was for him to cope with the politics within the council.  
After the last election, this has seemingly worsened.

I think many Wellingtonians would be happy to have some leadership shown. The council is  
profligate, unprofessional and politically motivated and it is entirely unfair to the people and  
businesses of Wellington who play high rates. Ten years ago it was a vibrant wonderful place  
and whilst Covid caused problems the rot set in before that.

Best regards

9(2)(a)

Sent from [Mail](#) for Windows

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Hon Simeon Brown

MP for Pakuranga

Minister for Energy  
Minister of Local Government  
Minister of Transport

Minister for Auckland  
Deputy Leader of the House



COR053

9(2)(a)

Dear 9(2)(a),

Thank you for your email of 2 December 2023 detailing your concerns with the Wellington City Council (the Council) and its Mayor. I acknowledge your concerns; however, I should explain that as the Minister of Local Government I am primarily responsible for the legislative framework within which local government operates. Furthermore, Councils are accountable to their communities for their actions and decisions.

In your email, you request the appointment of an interim manager. The Local Government Act 2002 (the Act) does give the Minister of Local Government powers to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of the local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities. Based on the information you have provided; it is not clear to me that there is sufficient evidence to warrant Ministerial intervention in this case.

If you have not done so already, I encourage you to raise your concerns with your local ward councillors. It is important that councillors are aware of your views in their decision-making. Information on giving feedback on council proposals and petitions, speaking at council meetings, and contacting councillors can be found at: [www.wcc.govt.nz/have-your-say](http://www.wcc.govt.nz/have-your-say).

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Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**

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**From:** 9(2)(a)

**Sent:** Sunday, 3 December 2023 9:17 AM

**To:** Simeon Brown <[xc@xx](mailto:xc@xx)>

**Subject:** The Mayor of Wellington

**Dear Minister**

I am a National Party member of the Ohariu electorate and a resident of Wellington.

I have become increasingly concerned about the repeated instances of sub standard behaviour of the Mayor of Wellington. The behaviour is outlined below.

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## The Mayor

1. Influential Wellington citizens are calling for vote of no confidence-
2. Mayor 's behaviour has become more than a distraction when decisions on LT plan, pipes and funding programmes are critical, her behaviour has been in question for longer than her term of office.
3. That the Mayor is known to
  1. be monitored for her behaviour by a volunteer **during** the local Government election campaign to ensure her intake was not impacting her behaviour(the Post 1 Dec 2023).
  2. Sleep off a hangover while at work frequently( there are witnesses and it is publicly known).
  3. Not be present at critical meetings, a significant number. On Zoom, the Mayor does not provide input, or answer questions when asked.
  4. Not attend major civic events , e.g., Crete celebrations , giving other councillors limited notice to attend in her place.
  5. Be filmed, photographed in public on more than one occasion, proof that her conduct is in question.
  6. As is the Wellington City Council's reputation. **This morning's National Radio programme is discussing the Mayor's behaviour. Fridays ( 1 Dec) Newstalk ZB programme focused on The Mayors behaviour.**
4. **Wellington City Council is at a fork in the road.**
5. **Should it be a Commissioner or a new mayor?**
6. **Councillors please make the call and take action now. Please plan your approach and ensure the vote of no confidence provides the best outcome for the city.**

I am a Chartered Accountant with a masters degree in Trade Law from Victoria University of Wellington.

9(2)(a)

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**Document 7A**

**Hon Simeon Brown**

MP for Pakuranga

Minister for Energy  
Minister of Local Government  
Minister of Transport

Minister for Auckland  
Deputy Leader of the House



COR056

9(2)(a)

Dear 9(2)(a),

Thank you for your email of 3 December 2023 detailing your concerns with the Wellington City Council (the Council) and its Mayor. I acknowledge your concerns; however, I should explain that as the Minister of Local Government I am primarily responsible for the legislative framework within which local government operates. Furthermore, Councils are accountable to their communities for their actions and decisions.

In your email, you suggest the appointment of a commissioner. The Local Government Act 2002 (the Act) does give the Minister of Local Government powers to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of the local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities. Based on the information you have provided; it is not clear to me that there is sufficient evidence to warrant Ministerial intervention in this case.

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Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**



From: 9(2)(a)

Sent: Sunday, 3 December 2023 12:58 PM

To: Simeon Brown <@>

Cc: Chris Bishop <@>

Subject: Mayor sick with Covid to miss council meeting in person, following call for resignation | The Post

Simeon, Wellington city is in a mess, run by mainly left leaning Councillors who don't have a clue on how to run a bath, let alone the Capital city. I think you should give serious consideration to appointing a Commissioner or Commissioners to take over the governance role to get us back into shape.

I believe the CEO is doing a good job but hampered by inept councillors making poor decisions in promoting vanity projects rather than infrastructure maintenance. The left leaners on council seem possessed with Cycle lanes on narrow streets and as for the the LGWM initiative, it is an absolute joke with no progress achieved in the 7 or 8 years it has been in play. Give this some serious thought because the city is going backwards at a steep rate of knots.

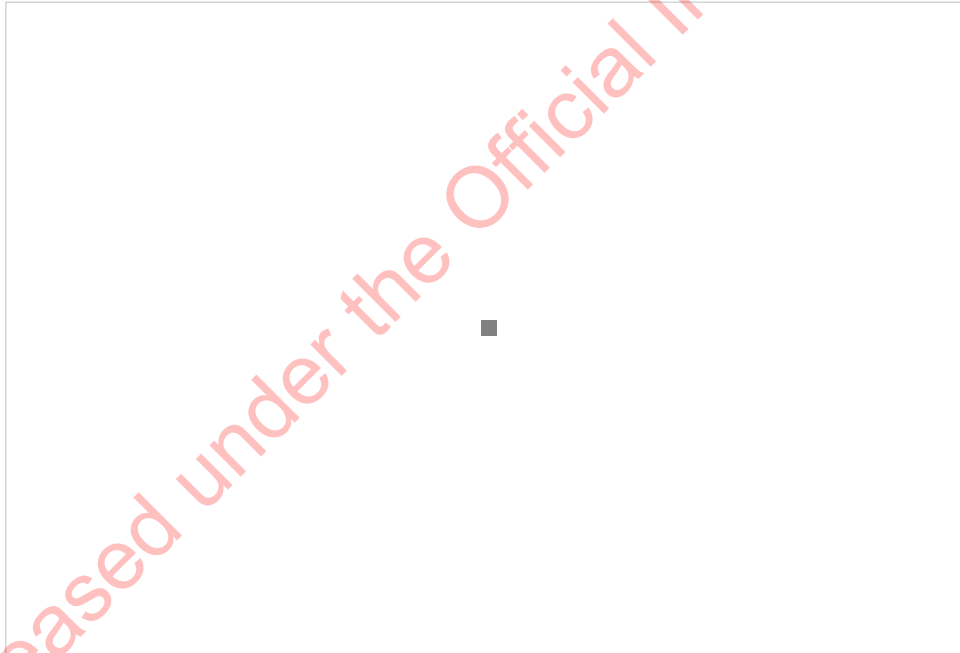
Moreover we have a Greenie Mayor with a major drinking problem...so no wonder there is no leadership in the Council. A well qualified and capable Commissioner appointed to take over the leadership role is the only practical solution to the dilemma that is the WCC.

Regards

9(2)(a)

<https://www.thepost.co.nz/>

## Mayor sick with Covid to miss council meeting in person, following call for resignation



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Wellington City mayor Tory Whanau, who is under fire from one of her own councillors after she admitted to a drinking problem, won't be at the next scheduled council meeting in person because she has Covid.

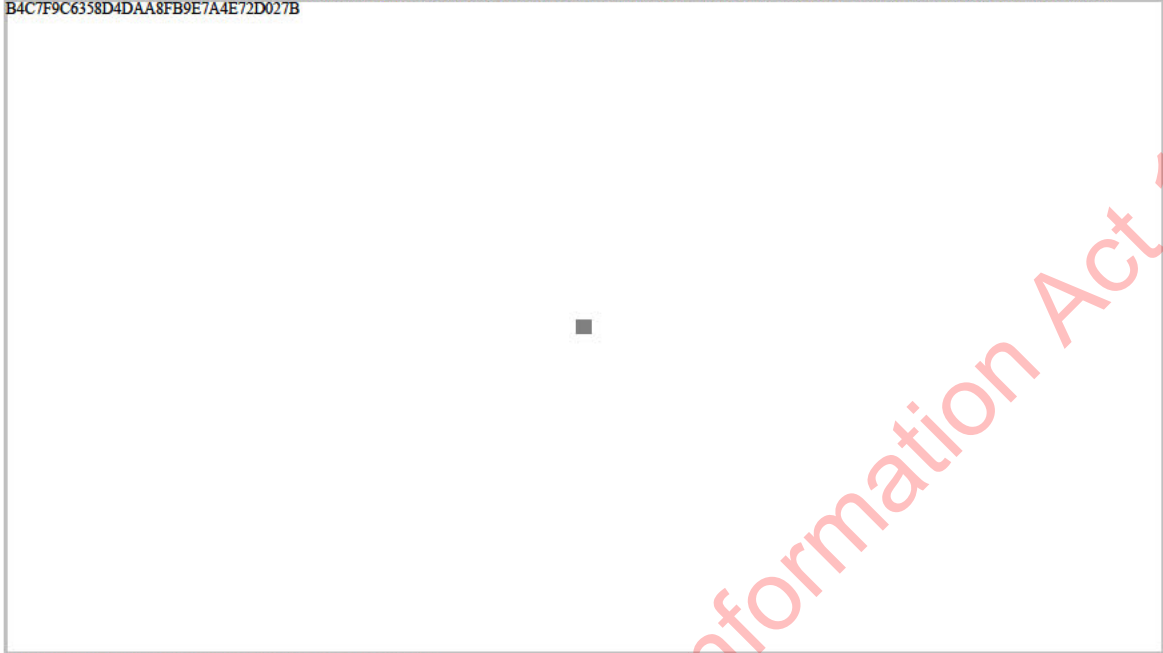
Whanau would not be attending today's Environment and Infrastructure Committee meeting in person but would be watching online. Deputy Mayor Laurie Foon said Whanau would return to Wellington City Council in person tomorrow.

One of her councillors, Nicola Young, is calling on Whanau to resign after her admission.

"She should resign so she can focus on herself and her road to recovery. Our city needs strong and committed leadership," Young said.

On Wednesday, Tory Whanau was again forced defend allegations of drunken behaviour in the public gaze – this one leading to an admission she has a problem with alcohol.

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Mayor Tory Whanau attended Thursday's council meeting remotely

MONIQUE FORD / The Post

At Thursday's Environment and Infrastructure Committee, Councillor Tim Brown who was acting as chair acknowledged the recent tumultuous media coverage.

He said Whanau had his "full support", and he looked forward to having her coming back on board after she had recovered from her illness.

"You go through these challenges and come out stronger, which I'm sure you will."

Brown said, despite media coverage, he believed the council worked well together.

"I've been pleasantly surprised by how effective we are as a council."

Ray Chung, speaking before the meeting, said Whanau should not be forced to resign.

He said the mayor and the council were under a lot of pressure but only the mayor knows if she could carry on.

He said councillors have not had much recent contact with her because she had not been attending meetings.

"We see her link online but we do not know if she is there because she never says anything."

He said the city needed a mayor that is functioning effectively. "I hope she can get some professional help and get through this."

Foon said she supported the mayor "unequivocally".

"I think what we need to get clear about here, the city voted for a real person that comes with flaws. Tory has done nothing but her job and in view excellently for the past year."

Foon said she believed the stories had encouraged people to "have views".

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Deputy Mayor Laurie Foon said she supported the mayor "unequivocally".

MONIQUE FORD / The Post

"What are we expecting of our political leaders as we go forward in the future? Because perfect does not exist."

She said she believed the mayor got a significant amount of unfair coverage from media and it made her "really angry."

'Doing it tough'

Councillor Diane Calvert said the council needs to meet and discuss the future of the mayor. The first priority should, however, be to make sure she is getting the support she needs.

She said that mayor is under a lot of pressure, facing many difficult issues, and councillors need to make sure that the business of council continues.

"As a council we need to meet first and all decide if she is getting the support she needs and discuss how we can continue to do the business of council."

Calvert says she was not aware the mayor had a drinking problem and the announcement was a surprise.

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Councillor Nicola Young has called on Tory Whanau to resign.

MONIQUE FORD / The Post

Councillor Tony Randle said Whanau was clearly struggling with the pressures of the job.

He said that he had not seen the mayor under the influence of alcohol at work but "she is doing it tough".

Whanau had cancelled councillor-only meetings and was generally quiet at meetings while the council was going through a notably tough long-term plan, he said.

**'Great embarrassment and shame'**

*The Post* understands there was an incident at a central Wellington bar two weeks ago, rumoured to have been recorded by a third party.

Four months ago, Whanau faced criticism for a night on the town with a friend in which she [allegedly asked wait staff "do you know who I am" and left without paying a restaurant bill](#).

"I had to realise I'm here to serve, and I do need to behave in a certain way and that's all good," she [later told \*The Post\*](#).

In Wednesday's statement, Whanau said it was to her "great embarrassment and shame", her drunkenness seemed to have been recorded.

"I am a flawed person, but I care deeply about this city.

"I am not a career politician and leadership positions in public office are not built for regular people who may have struggles with addiction, mental ill health, or any other illness that has stigma attached."

She had sought counsel from friends, family and colleagues, as well as professional help.

The news sparked both support and criticism.

Councillor Rebecca Matthews said Whanau was "brave to be so open" and described her as a "great mayor". She had not seen the issues affect Whanau's work.

"We are all human."

Former Wellington mayor Justin Lester described Whanau as a "wonderful ambassador for Wellington". "I think she's doing a good job in a very difficult role."

The mayoralty was "complex, time consuming and stressful".

Lester acknowledged it was something those seeking office needed to be aware of.

"We have to be realistic that people are also allowed to have private lives. They are just normal people."

He was confident Whanau would bounce back.

Whanau has faced a barrage of criticism since her election 13 months ago, particularly [scrutiny of her frequent absence at civic events and meetings](#), that she was breaching building rules by [bringing her dog to the office](#), and the earlier drunken incident.

At the time she admitted to accidentally leaving the Old Quarter restaurant without paying and that she was "tipsy", but denied she had reached the stage where she should not be served alcohol and that she asked the waiter if he knew who she was.

Management and staff at the Old Quarter restaurant confirmed they had considered not serving her group as they became progressively more drunk.

The recent incident has "perplexed" the co-owner of Havana Bar, where it was alleged to have taken place.

Roger Young told *The Post* he was there that night in a personal capacity, celebrating a friend's birthday dinner.

Whanau and her group left about the same time he did, about 1am.

"They all seemed totally fine and were all very courteous to my staff. There were absolutely no problems."

He spoke to his manager who confirmed there had been no issues. "They weren't intoxicated," Young said.

Whanau said others struggling with alcohol issues could seek help and still "commit to your passions, work, family, friends in a way that is meaningful".

"We are complex, layered people and deserving of love."

**Where to get help**

- [Alcoholics Anonymous](#) 0800 229 6757
- [Alcohol & Drug Helpline](#) 0800 787 797 or email [help@aa.org.nz](mailto:help@aa.org.nz)
- [Gambling Helpline Aotearoa](#) 0800 654 655 or text 8006 (available 24/7)
- [Higher Ground \(09\) 834 0017](#)
- [Narcotics Anonymous](#) 0800 NA TODAY (0800 628 632)
- [Odyssey Trust](#) 09 638 4957
- [The Salvation Army Bridge Programme](#) 0800 53 00 00
- If it is an emergency or you or someone else is in immediate danger, call 111.

Hon Simeon Brown

MP for Pakuranga

Minister for Energy  
Minister of Local Government  
Minister of Transport

Minister for Auckland  
Deputy Leader of the House



COR057

9(2)(a)

Dear 9(2)(a)

Thank you for your email of 3 December 2023 detailing your concerns with the Wellington City Council (the Council) and its elected members.

I acknowledge your concerns; however, I should explain that as the Minister of Local Government I am primarily responsible for the legislative framework within which local government operates. Councils are accountable to their communities for their actions and decisions.

In your email, you suggest the appointment of a commissioner. The Local Government Act 2002 (the Act) does give the Minister of Local Government powers to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of the local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities. Based on the information you have provided; it is not clear to me that there is sufficient evidence to warrant Ministerial intervention in this case.

If you have not done so already, I encourage you to raise your concerns with your ward councillors. It is important that councillors are aware of your views in their decision-making. Information on giving feedback on council proposals and petitions, speaking at council meetings, and contacting councillors can be found at [www.wcc.govt.nz/have-your-say](http://www.wcc.govt.nz/have-your-say).

If you remain dissatisfied with the Council's response, you may consider approaching the Office of the Ombudsman to see if there are grounds for an investigation of your concerns. The Ombudsman can investigate the administrative acts, decisions, recommendations, and omissions of councils that affect individuals or groups of people. You can find information on how to lay a complaint at: [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz). The contact address is Office of the Ombudsman, PO Box 10152, Wellington 6143. You can also phone 0800 802 602 or send an email to: [info@ombudsman.parliament.nz](mailto:info@ombudsman.parliament.nz).

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**

## Document 9

**From:** 9(2)(a)

**Sent:** Friday, 15 December 2023 8:13 PM

**To:** Simeon Brown <[xxxxxx.xxxxx@xxxxxxxxxx.xxxx.xx](mailto:xxxxxx.xxxxx@xxxxxxxxxx.xxxx.xx)>

**Subject:** Urgent Matters re: Minister for Transport and Minister for Local Government

**Importance:** High

Dear Simeon Brown

I write to you as **both Minister for Local Government** and **Minister for Transport**.

I have had no response to my email of 26 November (attached), other than an automatic out of office. This is extremely disappointing.

### **As Minister for Local Government**

I again ask that, under Sections 258D and E and Sections 258F and G of the Local Government Act 2002 Amendment Act 2012, Part 10, Subpart 1, you appoint either a Crown Manager or a Commission to the Wellington City Council (WCC).

I did see part of a posting on the Shared Spaces Karori Facebook page yesterday that stated: "I read that Simeon Brown doesn't think our council needs a crown observer, maybe we do?, and ratepayers should contact Simeon suggesting this." So I assume that I'm not the first to put the idea forward. Personally, I'd go for the option of either Crown Manager or Commission. To do nothing is not an option.

### **As Minister for Transport**

I ask that you publicly announce that the Coalition Government will make good on their election promise of removing all Government funding from Let's Get Wellington Moving (LGWM) and all associated projects.

The Regulatory Processes Committee met on Wednesday afternoon to discuss the Karori Connections Project (Part of the greater LGWM Project). The committee comprises the Mayor, 5 elected councillors and two **unelected** Iwi representatives as follows: Councillor Sarah Free (Chair); Councillor Ben McNulty (Deputy Chair); Mayor Tory Whanau; Councillor Nureddin Abdurahman; Councillor Diane Calvert; Pouwi Holden Hohaia, Tā kai Here representative; Pouwi Liz Kelly, Tā kai Here representative. The contact details given on the WCC website for this committee are "Democracy Services" at "Email: [xxxxxxxxxxxxxxxx@xxx.xxxx.xx](mailto:xxxxxxxxxxxxxxxx@xxx.xxxx.xx)" – what a joke – it would be funny if it wasn't so serious.

I received documentation around the meeting on Tuesday and spent the greater part of the afternoon and evening digesting all 900 plus pages of it, making notes, and composing an email to all the councillors, officials, and the Mayor which I finally finished and sent off at 1:45 a.m. on Wednesday morning. I received substantive responses from Ray Chung, Tony Randle, and Diane Calvert. I also received a one-line response from Sarah Free. I received no response at all from the other 15 recipients of my email. (I attach my email and the responses from the three independent councillors).

A neighbour also emailed pretty much the same group the day before me and received only one response

Present at the meeting were: Mayor Whanau, Councillor Abdurahman, Councillor Calver (via audio visual link), Councillor Free (Chair), Pouiwi Hohaia, Pouiwi Kelly, Councillor McNulty (Deputy Chair). Also, in attendance with speaking rights only were: Councillor Chung, Deputy Mayor Foon, Councillor Matthews, Councillor Randle, Councillor Young (via audio visual link).

Diane Calvert was only councillor from our ward on this committee and she was very quickly closed down when she tried to propose an amendment to the proposals. In fact, she tried to get the amendment tabled for discussion and the councillor who was going to second it, changed his mind during a 5-minute recess. Diane noted that the committee was:

- unbalanced
- an assault on democracy
- not listening
- in an alternate universe

and she asked what was the point of being on the committee. She fought for the community but was up against a brick wall.

Various committee members made comments about the dissenters:

- being unable to see the wood for the trees
- thinking cyclists were second-class citizens (My niece and our son and grandsons are all cyclist so that's clearly untrue)
- resistant to change – the chair made this comment (again clearly untrue as I have embraced change all my life) and when Diane called the chair out for this comment, the chair insisted that, based on her 10 years of experience, she was correct.

The independent councillors are fighting for democracy but were being shut down by the committee chair who is extremely biased.

Councillors are supposed to represent the people of their ward. However, Rebecca Matthews has failed in her duty to the residents of Karori. She was given more leeway to speak (even though she was not on the committee, but because she favoured the proposals) than Diane Calvert who was on the committee but was not in favour.

People in Karori feel very strongly about the way the WCC is behaving over the Karori Connections Project, although few know what they can do about it. So many people are of the view that the WCC's idea of consulting is to ignore any negative feedback and take note only of positive feedback then do whatever they want to do and that there's little point in fighting it.

The entire thing is a farce – just a tick box exercise so they can say they consulted.

The whole “consultation” process has been more waste of ratepayers’ money, as WCC and its officials don’t listen to what the Karori residents are saying - 75% oppose the Project (Ref Tony Randle in the Independent Herald 14 December).

Funding for the Karori Connections Project

When questioned, during the meeting, about funding and where it was coming from, the response was that it was coming from NZTA Wellington. This, despite the fact that National campaigned on the fact that there would be no funding for Let’s Get Wellington Moving (of which Karori Connections is part). Someone forgot to tell NZTA Wellington, it seems.

<https://wellington.govt.nz/your-council/meetings/committees/regulatory-processes/2023/12/13>

Scroll Down to the Agenda Document; [All Submissions - Karori Connections proposal](#) (200.8MB PDF); [Submitter Feedback - Shared Spaces Karori Form](#) (118.8MB PDF); Minutes (which are minimal and give no indication of the disgraceful undemocratic behaviour of the chair, the Mayor and most councillors),; then watch; to see and hear the disgraceful undemocratic affair in full if you have the stomach for it. I don’t think I’ve ever been so disgusted in my entire life.

I attach copies of both my written submission through shared spaces Karori (which appears to have been removed along with those of others I know who submitted through Shared Spaces) and my oral submission.

During day one of Oral Submissions on the project, the Mayor attended via zoom. She spent a good deal of this time playing with her dog and when she did appear to be paying attention, she seemed to be either smirking or sneering.

I have it on reliable authority that no contracts have yet been signed for the Karori Connections Project so we need you to please lose no time in contacting NZTA Wellington and WCC to remind them that there is no funding coming. We do not want to see Wellington Ratepayers saddled with the cost of this project in the same way as the taxpayer is going to be saddled with the cost of the cancellation of the 5-year contracts State Services and DIA signed just prior to the official changeover of Government from Labour to the Coalition.

**Summary:**

1. Wellington City Council’s books/finances are in a mess with money being wasted on projects that offer little, if any real benefit to the ratepayers, with important matters being debated and determined in secret. Meanwhile, infrastructure and other important matters are being neglected.
2. I, and many others I have spoken to on this matter, would like to see you use your authority, under Sections 258D and E and Sections 258F and G of the **Local Government Act 2002 Amendment Act 2012**, Part 10, Subpart 1, to appoint either a Crown Manager or a Commission to the Wellington City Council.
3. I, and others I have spoken to, would like to see you use your authority, as **Minister for Transport**, to publicly announce that WCC will receive no funding for LGWM or an associated projects, including funding agreed to under the previous Labour Government.

**Attachments:**

1. my email of 26 November
2. my email to WCC of 12 December
3. responses from:
  - a. Diane Calvert
  - b. Ray Cung
  - c. Tone Randle
4. my submission through shared spaces
5. my oral submission
6. Comment from the Shared Spaces Facebook page
7. FENZ Feedback to WCC

Thank you for your consideration.

Regards

9(2)(a)



Released under the Official Information Act 1982

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## Document 9A

**From:** 9(2)(a)  
**To:** [Hon Simeon Brown](#)  
**Subject:** Urgent Issue for Minister of Local Government  
**Date:** Sunday, 26 November 2023 6:29:49 pm

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Dear Simeon Brown

Firstly, congratulations on your new ministerial positions.

I write to you, as Minister for local Government, on an urgent matter concerning the Wellington City Council.

We're National/Act Supporters from Wellington Central and we're hoping you will treat this email with urgency. We're not sending this email to our Local MP, as she was part of the Council responsible for the mess it's in now.

**Proposal:**

That, under Sections 258D and E and Sections 258F and G of the Local Government Act 2002 Amendment Act 2012, Part 10, Subpart 1, you appoint either a Crown Manager or a Commission to the Wellington City Council.

**Background:**

Wellington City Council's books/finances are in a mess with money being wasted on:

1. continuing design of the LGWM project in respect of:
  - a. the Golden Mile and
  - b. largely unwanted cycle lanes – Fire and Emergency say that new pedestrian crossings and existing cycleways in Wellington are slowing down fire trucks on the way to urgent jobs, yet WCC is continuing with implementation. A number of councils have now either cancelled plans to build or are removing cycle lanes altogether.
2. budget blow-outs on earthquake strengthening of existing buildings such as the Town Hall –\$147 million over budget with approval to proceed being largely due to manipulation of council by the CE but council has done nothing to remove her from the position.
3. approval of plans to purchase the land under the empty Reading Theatre Complex in a bid to force the wealthy overseas building owners to strengthen it. Instead of wasting money on this, why doesn't the Council give the company a specified time-frame to bring the building up to code or forfeit the complex and the land beneath it.
4. a food recycling service with bins that will be collected, similar to the glass and other recycling programmes. The implementation of this scheme was not widely publicised, will have minimal benefit and is fiscally irresponsible. We, like many others we know, recycle our own food into compost and back into our gardens and object to having our rates increased to pay for a scheme that we will never ever use. This, especially when there are so many urgent matters that need attending to.
5. sister cities in war-torn areas.
6. expensive overseas trips of dubious value to the ratepayers.

Some of the above were the result of secret meetings, details of which were leaked (along with the dire financial situation itself) in the interests of transparency.

The Council should be spending money on infrastructure, rather than empire building.

The water pipes are a mess with so much water wastage through leaks that rarely get attended to, yet residents are being sent leaflets telling them to conserve water.

The roads are full of potholes, etc and are poorly maintained.

The pavements are overgrown in places, they are extremely uneven and thus a hazard to

walkers, especially those with disabilities.

There was a recent proposal to sell the Karori Community Centre which is sitting idle because the Council has not yet approved funds to complete it. This centre belongs to the community which worked extremely hard to raise the funds for and the council has no moral right to sell it.

Karori is the largest suburb by far, yet it is probably the most poorly serviced in all ways except for the buses which do run regularly.

There is one main route from Karori to the city serviced by a tunnel that is inadequate in size. Traffic congestion is already bad, especially at the viaduct roundabout which should have lights.

The Council is allowing new builds with no off-street parking. The practicalities of life require most households to have a car yet the council is trying to discourage car ownership.

The existing and proposed Wellington cycleways do not even allow for "soft" cycleways, like the bus lanes, which are for certain times of the day only and can be used to expedite the passage of such as emergency vehicles if necessary. Buses stopping in the active lane make this even worse.

**Summary:**

Wellington City Council's books/finances are in a mess with money being wasted on projects that offer little, if any real benefit to the ratepayers, with important matters being debated and determined in secret. Meanwhile, infrastructure and other important matters are being neglected.

I, and many others I have spoken to on this matter, would like to see you use your authority, under Sections 258D and E and Sections 258F and G of the Local Government Act 2002 Amendment Act 2012, Part 10, Subpart 1, to appoint either a Crown Manager or a Commission to the Wellington City Council.

Thank you for your consideration.

Regards

9(2)(a)



Released under the Official Information Act 1982

## Document 9C

**From:** [Councillor Diane Calvert](#)  
**To:** 9(2)(a)  
**Subject:** RE: Decision tomorrow for Karori and Berhampore  
**Date:** Wednesday, 13 December 2023 9:17:24 am  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)  
[image003.jpg](#)  
[image004.jpg](#)  
[image006.jpg](#)

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Thanks 9(2)

I share your concerns and am on the committee.

Elected members (whether they are on the committee or not) can look to move amendments. Below is a note to my colleagues

Colleagues

I will need someone to second my proposed amendments. They are somewhat aligned to Councillor Abdurahman amendments in respect of his local area

### **Changes to the proposal**

Officers have acknowledged that they have made many changes to the proposal. Most are minor in nature and do not alter the substantive.

However it does highlight that the community does need to be engaged with the vast array of changes and to ensure all feedback is considered .

### **Options- clauses 56 to 60**

There is insufficient neutrality in the way the options are presented and are presented in such a way to make them less desirable. They are also not cohesive in a way that gives elected members an informed choice

### **Engagement**

As you will see in the report, there are polarised views out in the community. A big part of this is about how the engagement was conducted.

You can see that also expressed by officers commentary

le clause 70- "an opposition group" rather than a "community group". Reference was also made that the community group did not offer options to support for cycle lanes. The intention of the group was to seek further engagement from the Council with the local community. This aspect has been ignored.

Little consideration has been given to the concerns raised by residents. Many of whom enclosed additional comments on their submission forms.

### **Consultation Summary**

Page 728 – Officers have not included the first page of the Shared Spaces Submission Form which indicated support for various aspects of the design

Officers have not included an example of their own shortened form which gave no breakdown of the three specific areas of the proposal ie Bus stop changes, pedestrian improvements and cycle lanes

Officers have failed to highlight the intense lobbying by Cycle Wellington who gave their members specific instructions on how to fill in the Council's submission from

[Submission guide for Karori - Cycle Wellington](#)

### **Amendments**

Amend #4 to read

Agree to publicly engage on proposed changes to the Karori Connections Traffic Resolution on Glenmore Street

Amended 6 to read

Agree to publicly engage on proposed changes to the Karori Connections Traffic Resolution on Karori Rd (from Chaytor St to Karori Mall) and the options outlined in clause 58 (secondary route)

Amended & to read

Agree to publicly engage on proposed changes to the Karori Connections Traffic Resolution on Karori Rd (from Karori Mall to Karori Park) and the options outlined in clause 58 (secondary route)

Amended #9

Delay a decision on the traffic resolution in respect of Glenmore Street And Karori Rd until further

engagement has been conducted.

New #10

Note that including the community group submission over 70% submitters do not support the current bus and bike changes in their current form.

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**From:** 9(2)(a)

**Sent:** Wednesday, 13 December 2023 1:46 am

**To:** BUS: Karori Connections <xxxxxxxxxxxxxxxx@xxx.xxx.xx>; Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx>; Councillor Ray Chung <xxx.xxxxx@xxx.xxx.xx>; Councillor Tim Brown <xxx.xxxxx@xxx.xxx.xx>; Councillor Nicola Young <xxxxxx.xxxxx@xxx.xxx.nz>; Councillor Rebecca Matthews <xxxxxxx.xxxxxxx@xxx.xxx.xx>; Councillor N ĩkau Wi Neera <xxxxx.xxxxxx@xxx.xxx.xx>; Councillor Tony Randle <xxxx.xxxxxx@xxx.xxxt.nz>; Councillor Iona Pannett <xxxx.xxxxxx@xxx.xxx.xx>; Councillor Ben McNulty <Ben.McNulty@wcc.govt.nz>; Council llor Sarah Free <xxxxx.xxxx@xxx.xxx.xx>; Councillor Teri O'Neill <Teri.ONeilx@xxx.xxx.xx>; Council llo John Apanowicz <xxxx.xxxxxxxx@xxx.xxx.xx>; Councillor Nureddin Abdurahman <xxxxxxx.xxxxxxxx@xxx.xxx.xx>; Deputy Mayor Laurie Foon <Laurie.Foon@wcc.govt.nz>; DL: Councillors <xxxxxxxxxxx@xxx.xxx.xx>; Mayor <xxxxx@xxx.xxx.xx>; Mayor Tory Whanau <xxxx.xxxxxx@xxx.xxx.xx>; Barbara McKerrow <xxxxxxx.xxxxxxxx@xxx.xxx.nz>; Liam Hodgetts <xxxx.xxxxxxx@xxx.xxx.xx>

**Subject:** RE: Decision tomorrow for Karori and Berhampore

**Importance:** High

Good morning councillors and mayor

I have spent hours going through the agenda document and constructing this email so I expect you all to at least do me the courtesy of reading it.

We received the email below yesterday afternoon and were appalled to see the recommendations and the rationale for them. Consequently, I am writing to you all to express my deep concern that:

1. Council officials have decided to exclude the submissions made on the Shared Spaces Karori form in the final data analysis on the Karori Connections Project. These submissions were made in good faith by the 1228 submitters and to exclude them is undemocratic, unjust and highly inequitable. The comment was made that the form did not provide for those who agreed with the Karori Connections project. However, the form was made available specifically for those who were against the project. Many of these submitters did not like the WCC form so opted to use the Shared Spaces form as an alternative way to make their submission. Anyone who was in favour of the proposals, was free to use any other form. The Council document also states that the form did not require contact details to be provided. However, it did require name and contact details in the form of email or address.
2. The data quoted in the report for agenda item 2.6 mis-represents the analysis of all the submissions. Adding the 1228 submissions all of which strongly oppose the Karori Connections proposal into the data sets shows 70% of submitters are opposed or strongly opposed to the cycleway proposal (cf 41% in the report). The level of support for the cycleway is less than 30% (cf 54% in the report).

I note that council posted on facebook shortly after the last consultation meeting in Karori that submissions of any form were acceptable so by excluding the shared spaces submissions council is reneging on what it announced in the public domain. If council officials are concerned about duplicates then they should identify the duplicates and remove them and not disregard the entire 1228 submissions. They were all readily identifiable. There may be a very small number of duplicates but this would only change the final data analysis by 1 or 2% with well over two thirds of submissions opposing the proposal.

3. How can you have confidence in the quality and integrity of the report when it misquotes dates and refers to bus passenger statistics from August 2024 – a date almost 12 months in the future!
4. According to the 2018 stats quoted, only 4.5% of Karori residents cycled to work, yet the remaining residents are expected to pay for an extremely expensive protected cycleway and

- lose a considerable amount of their on-road parking to accommodate it.
5. Only 57.2% respondents are residents of Karori; yet the remaining non-residents were allowed to submit and have their views considered when their lives aren't going to be affected by the upheaval, traffic delays, removal of car parking and other inconveniences, some quite major.
  6. There is no off-street parking at 164 Karori Road which is divided into two flats and the request was that the Council retain two unrestricted parks. The response was that one unrestricted car park will be reinstated outside 164 Karori Road and the other four car parks will have time restrictions at school drop-off and pick-up times, but will remain unrestricted from 4pm to 8am, and so can be used for most residential parking purposes. That implies the residents are employed (not retired) and will take their cars to work every day which the Council is trying to discourage. Where's the logic? This will automatically devalue the resale prospects of the properties.
  7. New apartments are being built along Karori Road and they will have no off-street parking.
  8. The Council flats in Karori Road will retain on-road parking but what about all the others that have inadequate or no off-street parking? And what about those residents who have off street parking but have visitors from out of Wellington come to stay? Where are they expected to park?
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I have been working on this issue since 4:30p.m. Tuesday and it is now 1:45 a.m. Wednesday so, although there are many more points I could address, I am exhausted and have to stop. Please take the concerns in this email, seriously.

Regards

9(2)(a)

---

**From:** Karori Connections  
**Sent:** Tuesday, 12 December 2023 2:43 PM  
**To:** 9(2)(a)  
**Subject:** Decision tomorrow for Karori and Berhampore

12 December 2023

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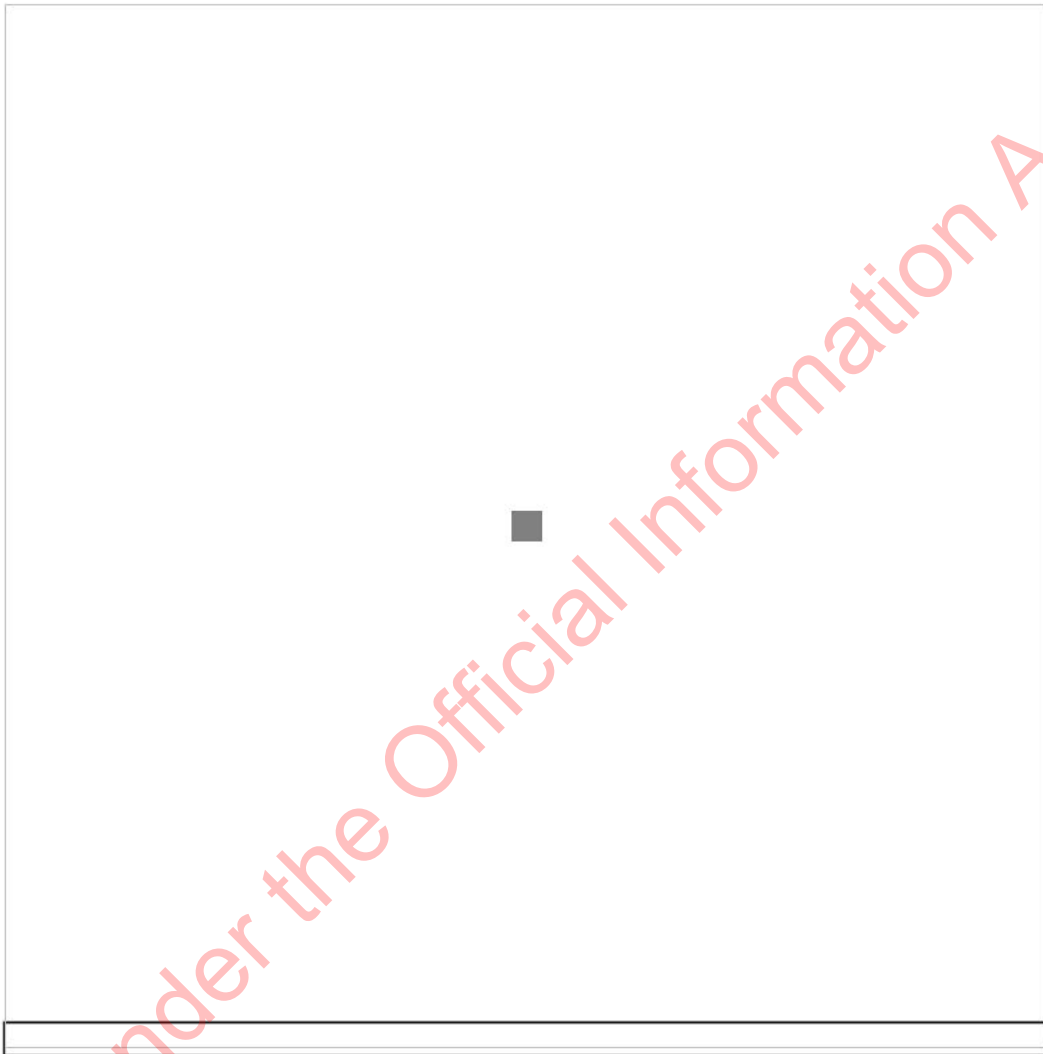
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The council papers and agenda are now [available online](#), and you'll be able to watch

the meeting live via the [Wellington City Council Youtube channel](#).

The papers include the traffic resolution report, the amendments we are proposing as a result of community feedback, a summary report of what we heard during consultation, and a copy of all the submissions.



### **Changes proposed as a result of community feedback**

Officers have considered all feedback made during consultation on these routes. As a result of community feedback, we're suggesting a number of changes to the original proposals:

**In Karori, the changes based on community feedback include:**

- providing better kerb access for vehicle passengers, and eight extra carparks including dedicated visitors parking, by moving the carparking from the Botanic Garden side of Glenmore Street to the residential side of the road.
- changing three proposed in-lane bus stops to kerbside bus stops in locations where it is safe to do so



- creating extra parking provisions along the route for residents and businesses
- retaining the right hand turn into Homewood Ave to minimise queues
- improving patient access to Singleton Dental by adding one mobility park and one P5 drop-off/pick-up park
- providing better bus stop spacing by moving the bus stops outside Karori Park to the east by 100m
- giving parents/caregivers more time to pick up and drop off children by changing P10 parks outside Marsden School to P15 parks.

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- changing some parking restrictions at the Rintoul Street shops in Berhampore, changing the loading zone at Berhampore shops to two P10 spaces, and adding a mobility park on Luxford Street
- recommending the including Lavaud Street in the Berhampore parking zone - this change will be proposed as part of the traffic resolution for the parking scheme consultation in early 2024

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We'll send another email update to let you know the details of the decision once it's been made.

Ngā mihi  
City Design team  
Wellington City Council  
Phone 04 499 4444

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## Document 9D

**From:** [Councillor Ray Chung](#)  
**To:** [9\(2\)\(a\)](#); [BUS: Karori Connections](#); [Councillor Diane Calvert](#); [Councillor Tim Brown](#); [Councillor Nicola Young](#); [Councillor Rebecca Matthews](#); [Councillor Nikau Wi Neera](#); [Councillor Tony Randle](#); [Councillor Iona Pannett](#); [Councillor Ben McNulty](#); [Councillor Sarah Free](#); [Councillor Teri O'Neill](#); [Councillor John Apanowicz](#); [Councillor Nureddin Abdurahman](#); [Deputy Mayor Laurie Foon](#); [DL: Councillors](#); [Mayor](#); [Mayor Tory Whanau](#); [Barbara McKerrow](#); [Liam Hodgetts](#); [Liz Kelly](#)  
**Subject:** Re: Decision tomorrow for Karori and Berhampore  
**Date:** Wednesday, 13 December 2023 5:44:58 am  
**Attachments:** [image005.jpg](#)  
[image006.jpg](#)  
[image007.jpg](#)  
[image008.jpg](#)

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Good morning [9\(2\)\(a\)](#)

Thank you very much for your very extensive email and rest assured that I've read it in its entirety and have digested it thoroughly.

I will attend the Regulatory Committee meeting in person today even though I'm not a committee member and as such, will not be eligible to vote.

I am impressed with all the work that you've put into compiling this email and I implore all my colleagues and particularly those who are members of this committee to read this and especially Councillor Sarah Free who is the Chair of this committee and I was talking with her yesterday afternoon with my concerns about this.

If you're there today, please come to meet and chat with me.

Ray Chung  
Councillor Onslow-Western  
Wellington City Council

---

**From:** [9\(2\)\(a\)](#)  
**Sent:** Wednesday, December 13, 2023 1:45:49 AM  
**To:** [BUS: Karori Connections <karoriconnections@wcc.govt.nz>](#); [Councillor Diane Calvert <diane.calvert@wcc.govt.nz>](#); [Councillor Ray Chung <Ray.Chung@wcc.govt.nz>](#); [Councillor Tim Brown <Tim.Brown@wcc.govt.nz>](#); [Councillor Nicola Young <nicola.young@wcc.govt.nz>](#); [Councillor Rebecca Matthews <Rebecca.Matthews@wcc.govt.nz>](#); [Councillor Nikau Wi Neera <Nikau.WiNeera@wcc.govt.nz>](#); [Councillor Tony Randle <Tony.Randle@wcc.govt.nz>](#); [Councillor Iona Pannett <iona.pannett@wcc.govt.nz>](#); [Councillor Ben McNulty <Ben.McNulty@wcc.govt.nz>](#); [Councillor Sarah Free <sarah.free@wcc.govt.nz>](#); [Councillor Teri O'Neill <Teri.ONeill@wcc.govt.nz>](#); [Councillor John Apanowicz <John.Apanowicz@wcc.govt.nz>](#); [Councillor Nureddin Abdurahman <Nureddin.Abdurahman@wcc.govt.nz>](#); [Deputy Mayor Laurie Foon <Laurie.Foon@wcc.govt.nz>](#); [DL: Councillors <councillors@wcc.govt.nz>](#); [Mayor <mayor@wcc.govt.nz>](#); [Mayor Tory Whanau <tory.whanau@wcc.govt.nz>](#); [Barbara McKerrow <barbara.mckerrow@wcc.govt.nz>](#); [Liam Hodgetts <liam.hodgetts@wcc.govt.nz>](#)

**Subject:** RE: Decision tomorrow for Karori and Berhampore

Good morning councillors and mayor

I have spent hours going through the agenda document and constructing this email so I expect you all to at least do me the courtesy of reading it.

We received the email below yesterday afternoon and were appalled to see the recommendations and the rationale for them. Consequently, I am writing to you all to express my deep concern that:

1. Council officials have decided to exclude the submissions made on the Shared Spaces Karori form in the final data analysis on the Karori Connections Project. These submissions were made in good faith by the 1228 submitters and to exclude them is undemocratic, unjust and highly inequitable. The comment was made that the form did not provide for those who agreed with the Karori Connections project. However, the form was made available specifically for those who were against the project. Many of these submitters did not like the WCC form so opted to

use the Shared Spaces form as an alternative way to make their submission. Anyone who was in favour of the proposals, was free to use any other form. The Council document also states that the form did not require contact details to be provided. However, it did require name and contact details in the form of email or address.

2. The data quoted in the report for agenda item 2.6 mis-represents the analysis of all the submissions. Adding the 1228 submissions all of which strongly oppose the Karori Connections proposal into the data sets shows 70% of submitters are opposed or strongly opposed to the cycleway proposal (cf 41% in the report). The level of support for the cycleway is less than 30% (cf 54% in the report).

I note that council posted on facebook shortly after the last consultation meeting in Karori that submissions of any form were acceptable so by excluding the shared spaces submissions council is renegeing on what it announced in the public domain. If council officials are concerned about duplicates then they should identify the duplicates and remove them and not disregard the entire 1228 submissions. They were all readily identifiable. There may be a very small number of duplicates but this would only change the final data analysis by 1 or 2% with well over two thirds of submissions opposing the proposal.

3. How can you have confidence in the quality and integrity of the report when it misquotes dates and refers to bus passenger statistics from August 2024 – a date almost 12 months in the future!
4. According to the 2018 stats quoted, only 4.5% of Karori residents cycled to work, yet the remaining residents are expected to pay for an extremely expensive protected cycleway and lose a considerable amount of their on-road parking to accommodate it.
5. Only 57.2% respondents are residents of Karori; yet the remaining non-residents were allowed to submit and have their views considered when their lives aren't going to be affected by the upheaval, traffic delays, removal of car parking and other inconveniences, some quite major.
6. There is no off-street parking at 164 Karori Road which is divided into two flats and the request was that the Council retain two unrestricted parks. The response was that one unrestricted car park will be reinstated outside 164 Karori Road and the other four car parks will have time restrictions at school drop-off and pick-up times, but will remain unrestricted from 4pm to 8am, and so can be used for most residential parking purposes. That implies the residents are employed (not retired) and will take their cars to work every day which the Council is trying to discourage. Where's the logic? This will automatically devalue the resale prospects of the properties.
7. New apartments are being built along Karori Road and they will have no off-street parking.
8. The Council flats in Karori Road will retain on-road parking but what about all the others that have inadequate or no off-street parking? And what about those residents who have off-street parking but have visitors from out of Wellington come to stay? Where are they expected to park?
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Regards

9(2)(a)

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**Sent:** Tuesday, 12 December 2023 2:43 PM  
**To:** 9(2)(a)  
**Subject:** Decision tomorrow for Karori and Berhampore

12 December 2023

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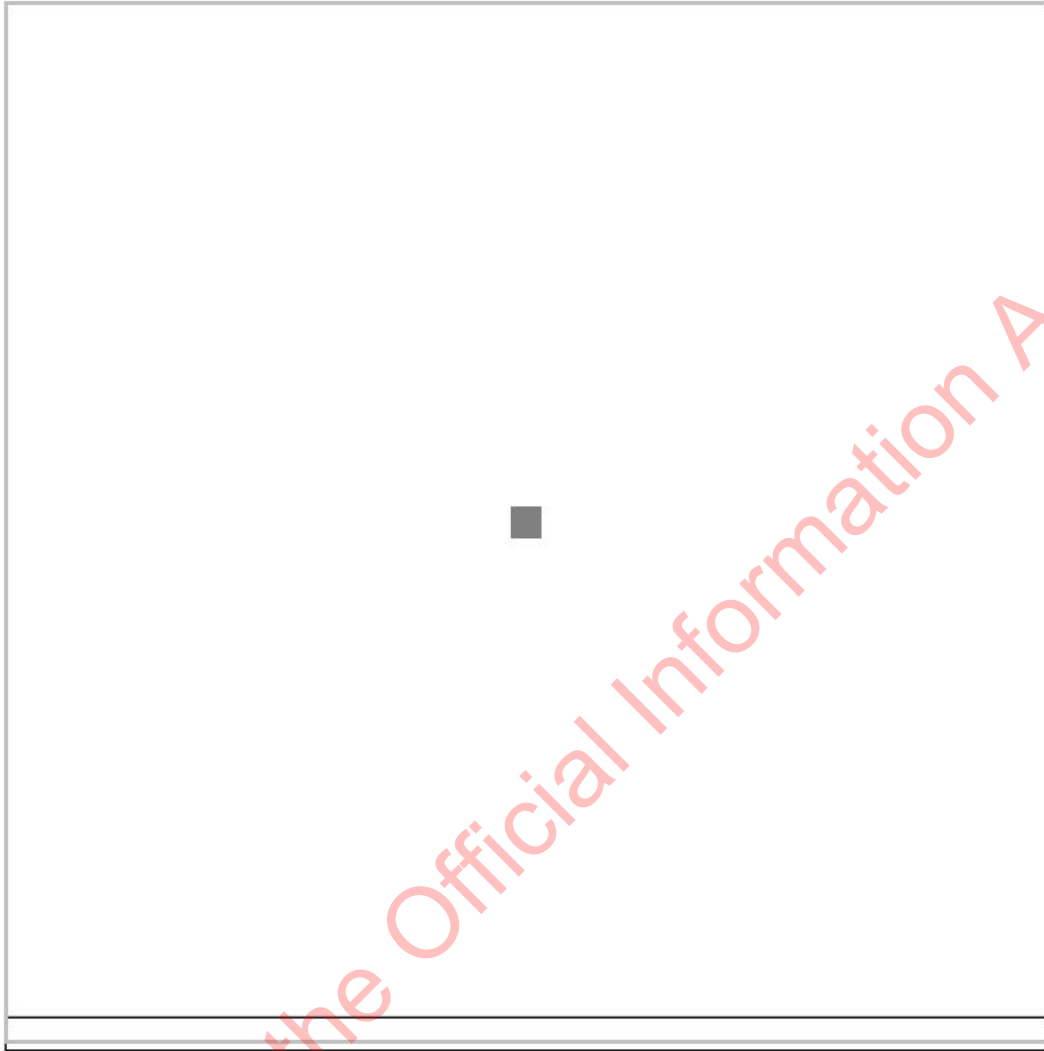
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Wellington City Council  
Phone 04 499 4444

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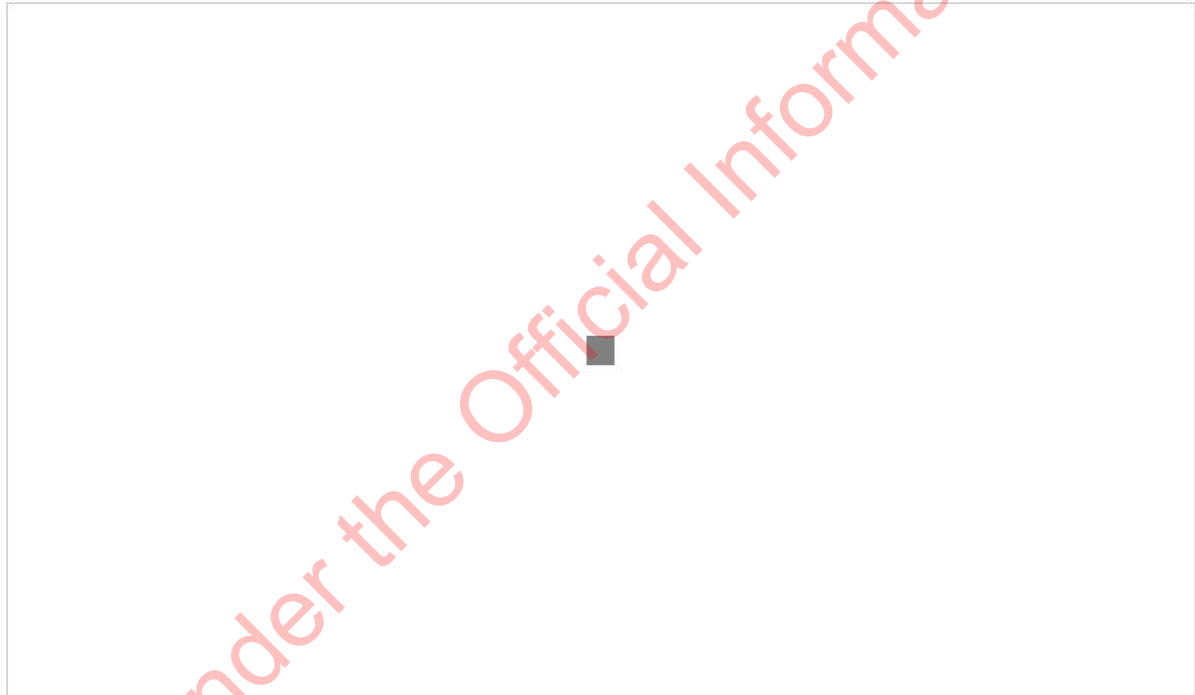
## Document 9E

**From:** [Councillor Tony Randle](#)  
**To:** [Councillor Diane Calvert](#); [Councillor Ray Chung](#); [Councillor Tim Brown](#); [Councillor Nicola Young](#); [Councillor Rebecca Matthews](#); [Councillor Nikau Wi Neera](#); [Councillor Tona Pannett](#); [Councillor Ben McNulty](#); [Councillor Sarah Free](#); [Councillor Teri O'Neill](#); [Councillor John Apanowicz](#); [Councillor Nureddin Abdurahman](#); [Deputy Mayor Laurie Foon](#); [DL: Councillors](#); [Mayor](#); [Mayor Tony Whanau](#); [Barbara McKerrow](#); [Liam Hodgetts](#); [Liz Kelly](#)  
**Cc:** [9\(2\)\(a\)](#); [BUS: Karori Connections](#)  
**Subject:** RE: Decision tomorrow for Karori and Berhampore  
**Date:** Wednesday, 13 December 2023 10:11:01 am  
**Attachments:** [image001.png](#)  
[image002.jpg](#)  
[image004.jpg](#)  
[image006.jpg](#)  
[image007.jpg](#)  
[image005.png](#)  
[image003.png](#)  
[image008.jpg](#)

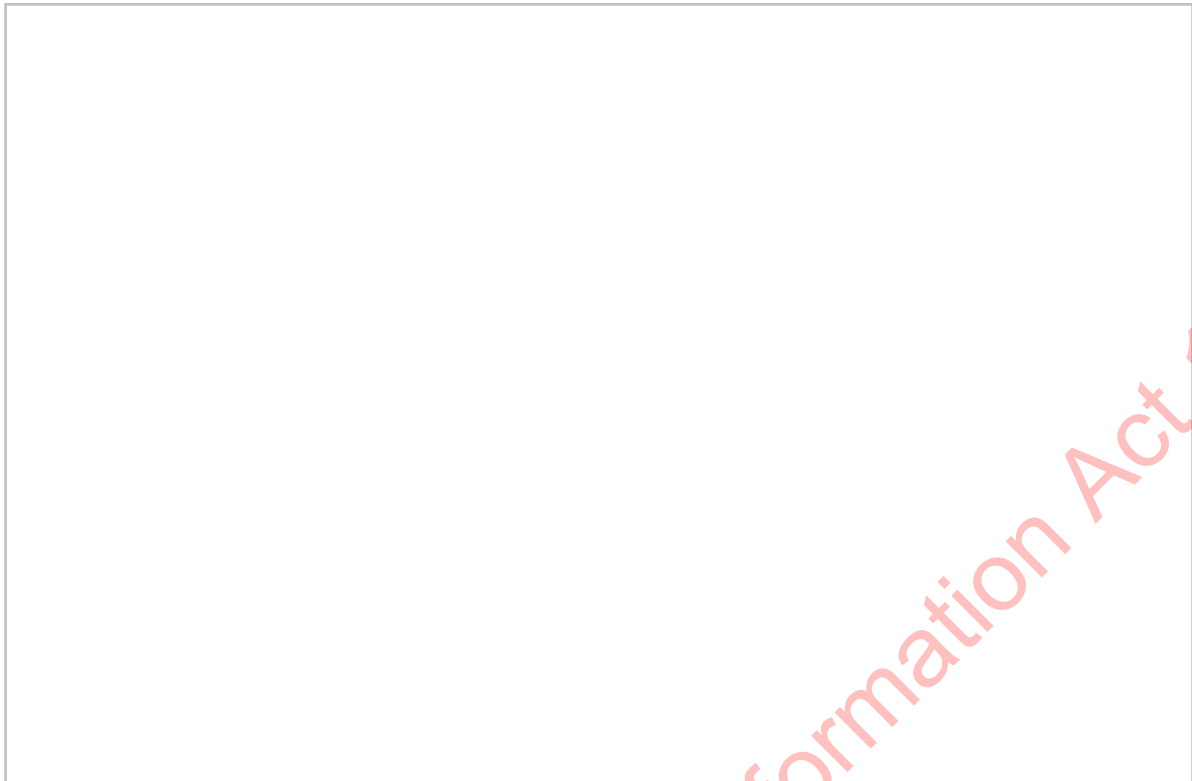
Hi all

I just want to follow up and support the points made by [9\(2\)\(a\)](#). There are clearly still serious issues with the proposal to add cycleways and bus lanes. These changes are largely at the expense of car parking along the main roads to and through Karori.

Further, I am appalled at the WCC Karori Connections Consultation Summary where the analysis only included submissions on the WCC form and did not include feedback from 1,228 submitters who used the Karori Shared Spaces submission form. In particular, I draw your attention to the chart on page 732 that claims "54% of Respondents support the overall proposal".



But this chart only counts about the half of the consultation responses ... those done on the WCC web form. The actual chart, including all submissions, shows 68% of Respondents **oppose the overall proposal** :



It is clear that a large majority of submissions oppose the overall Karori Connections proposal and ask for further consultation by the council.

I ask, on behalf of the 1,839 submitters opposing this plan, that Regulatory Process Committee members to consider their feedback and vote against proceeding with the imposition of this unwanted and undemocratic traffic resolution.

Cheers

Tony Randle

**Tony Randle**

Kaikaunihera o Pōneke | Wellington City Councillor

Takapū/Northern Ward

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**From:** 9(2)(a)

**Sent:** Wednesday, 13 December 2023 1:46 am

**To:** BUS: Karori Connections <xxxxxxxxxxxxxxx@xxx.xxx.xx>; Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx>; Councillor Ray Chung <xxx.xxxxx@xxx.xxx.xx>; Councillor Tim Brown <xxx.xxxxx@xxx.xxx.xx>; Councillor Nicola Young <xxxxxx.xxxxx@xxx.xxx.nz>; Councillor Rebecca Matthews <xxxxxxxx.xxxxxx@xxx.xxx.xx>; Councillor Nīkau Wi Neera <xxxxx.xxxxxx@xxx.xxx.xx>; Councillor Tony Randle <xxxx.xxxxx@xxx.xxx.xx>; Councillor Iona Pannett <iona.pannett@wcc.govt.nz>; Councillor Ben McNulty <xxx.xxxxxx@xxx.xxx.xx>; Councillor Sarah Free <sarah.free@wcc.govt.nz>; Councillor Teri O'Neill <xxxx.xxxxxx@xxx.xxx.xx>; Councillor John Apanowicz <John.Apanowicz@wcc.govt.nz>; Councillor Nureddin Abdurahman <xxxxxxxx.xxxxxx@xxx.xxx.xx>; Deputy Mayor Laurie Foon <xxxxxx.xxxx@xxx.xxx.xx>; DL: Councillors <xxxxxxxxxx@xxx.xxx.xx>; Mayor <xxxxx@xxx.xxx.xx>; Mayor Tory Whanau <xxxx.xxxxxx@xxx.xxx.xx>; Barbara McKerron <xxxxxx.xxxxxx@xxx.xxx.nz>; Liam Hodgetts <xxxx.xxxxxx@xxx.xxx.xx>

**Subject:** RE: Decision tomorrow for Karori and Berhampore

**Importance:** High

Good morning councillors and mayor

I have spent hours going through the agenda document and constructing this email so I expect you all to at least do me the courtesy of reading it.

We received the email below yesterday afternoon and were appalled to see the recommendations and the rationale for them. Consequently, I am writing to you all to express my deep concern that:

1. Council officials have decided to exclude the submissions made on the Shared Spaces Karori form in the final data analysis on the Karori Connections Project. These submissions were made in good faith by the 1228 submitters and to exclude them is undemocratic, unjust and highly inequitable. The comment was made that the form did not provide for those who agreed with the Karori Connections project. However, the form was made available specifically for those who were against the project. Many of these submitters did not like the WCC form so opted to use the Shared Spaces form as an alternative way to make their submission. Anyone who was in favour of the proposals, was free to use any other form. The Council document also states that the form did not require contact details to be provided. However, it did require name and contact details in the form of email or address.
2. The data quoted in the report for agenda item 2.6 mis-represents the analysis of all the submissions. Adding the 1228 submissions all of which strongly oppose the Karori Connections proposal into the data sets shows 70% of submitters are opposed or strongly opposed to the cycleway proposal (cf 41% in the report). The level of support for the cycleway is less than 30% (cf 54% in the report).  
I note that council posted on facebook shortly after the last consultation meeting in Karori that submissions of any form were acceptable so by excluding the shared spaces submissions council is renegeing on what it announced in the public domain. If council officials are concerned about duplicates then they should identify the duplicates and remove them and not disregard the entire 1228 submissions. They were all readily identifiable. There may be a very small number of duplicates but this would only change the final data analysis by 1 or 2% with well over two thirds of submissions opposing the proposal.
3. How can you have confidence in the quality and integrity of the report when it misquotes dates and refers to bus passenger statistics from August 2024 – a date almost 12 months in the future!
4. According to the 2018 stats quoted, only 4.5% of Karori residents cycled to work, yet the remaining residents are expected to pay for an extremely expensive protected cycleway and lose a considerable amount of their on-road parking to accommodate it.
5. Only 57.2% respondents are residents of Karori; yet the remaining non-residents were allowed to submit and have their views considered when their lives aren't going to be affected by the upheaval, traffic delays, removal of car parking and other inconveniences, some quite major.
6. There is no off-street parking at 164 Karori Road which is divided into two flats and the request was that the Council retain two unrestricted parks. The response was that one unrestricted car park will be reinstated outside 164 Karori Road and the other four car parks will have time restrictions at school drop-off and pick-up times, but will remain unrestricted from 4pm to 8am, and so can be used for most residential parking purposes. That implies the residents are employed (not retired) and will take their cars to work every day which the Council is trying to discourage. Where's the logic? This will automatically devalue the resale prospects of the properties.
7. New apartments are being built along Karori Road and they will have no off-street parking.
8. The Council flats in Karori Road will retain on-road parking but what about all the others that have inadequate or no off-street parking? And what about those residents who have off-street parking but have visitors from out of Wellington come to stay? Where are they expected to park?
9. I have spent hours going through the council document this afternoon and evening and I have seen no mention of the valid concerns I raised on emergency vehicles, taxis, courier and other delivery vehicles, trades vehicles, vehicles that break down and have nowhere to pull over to. In addition, there is the fact that other Councils are either cancelling plans for cycleways or removing them at considerable extra cost over and above that to install them. In fact, I have been unable to even find the detailed submissions I and others I know provided through the Shared Spaces. Perhaps your staff did remove them as duplicates, yet they contained much more detailed information than we were able to provide on the WCC form. I raised these concerns and others in my oral submissions, yet the Council has not addressed them at all. I attach a copy of my oral submissions in case you have forgotten.
10. Reference has been made to LGWM. However, the Government has removed all funding from this project.
11. The proposal to reduce the two lanes exiting Campbell Street onto Karori Road to one lane to improve visibility of pedestrians crossing Campbell Street and the safety of cars waiting to turn onto Karori Road is another concern for motorists. Those turning left into Karori Road will have to wait while those turning right find a gap in traffic heading in two directions. Accompany this change with a kerb buildout on the corner to slow traffic speeds. How is this even necessary when traffic exiting Campbell Street is at a standstill waiting to turn into Karori Road and traffic turning into Campbell Street has to slow to

make the turn?

12. The comment that changes to car parking availability are likely to cause concern for some people. The car parking changes are considered to have moderate and localised impacts. They will be neither moderate nor localised.
13. The document states: Agree to consult on extending the 30km/h speed zone on Karori Road from Marsden Village to Karori Mall and on to St Teresas School by 298 Karori Road. From memory, I made the comment in one of my submissions that the 30 kph zones did not even encompass the 4 primary schools along Karori Road so I'm not sure what consultation is needed for that – it's a no-brainer.
14. Delivering a connected bike network and improving the bus network are critical to the council's climate action plan, which has a strong focus on urgently reducing transport emissions, the largest contributor to the city's carbon footprint. – Vehicles will produce more emissions waiting in traffic caused by in-lane bus stops. In addition, many of us vehicle owners are taking their own action and now drive electric or hybrid vehicles.
15. A clear theme was that the cycleway should follow back streets on the northern side of Karori Road from Karori Park to Marsden Village instead of along Karori Road. If it was a clear theme, then why did the Council decide in favour of the cyclists? Three secondary cycling routes in Karori were approved earlier in 2023 and installation began on them in November. These secondary routes involve minor changes on South Karori Road, Birdwood to Braithwaite streets and Karori Park to Marsden Village via back streets such as Friend Street. Why is the Council spending money on secondary routes? As these routes are already underway, why not make them the primary routes? Part of the rationale was that cyclists shouldn't have to take a slightly less direct route and probably wouldn't use these routes. Well, that would be their choice. Why cause so much grief for everyone else to accommodate a handful of cyclists?
16. I read somewhere that most of the oral submitters were in favour of the proposals. I was there for most of the meeting on the first day and only 3 submitters were in favour – one of whom had 2 bites of the apple – as an individual and as part of a group. Even most of the cyclists were against the proposals as they stood.
17. I did also note that the Mayor didn't attend in person and was so disinterested that she spent a good amount of time playing with her dog. Others who submitted and others who watched the proceedings on line, also noted this and were not impressed.
18. There were references to the Parking Policy 2020. However, this appears to mainly relate to the central city.
19. For those who find active and public transport does not meet their needs, such as disabled people, older people, and parents with young children, their expectation is for an accessible city where they can readily access facilities, goods and services when and where they need to. The reality is that this expectation is not always met. So how is removing carparks going to change this?
20. Local area-based parking plans should be developed in discussion with the local community and residents, key employers, service providers and business stakeholders to consider local issues and ensure collaboration with others to resolve problems. How is opening submissions to non-residents and removing on street parking to cater for a small minority, meet with this?
21. Performance measure - Residents' satisfaction of parking availability improves – how is this going to be met with the removal of car parking?
22. A mobility parking permit allows you to park in mobility car parks for longer than the time restriction. I have such a permit and the information I was given with it stated that I had to obey all parking restrictions.
23. There is an option to not install the Karori Connections project at all and engage in another round of public consultation in the future. This option is not recommended as it fails to deliver on the commitments in the Long-Term Plan, Climate Action Plan, and the objective of the project. It would leave a significant gap in the bike network, limit cycling uptake and fails to maximise the central and regional government funding on offer through the Climate Emergency Response Fund and other transport budgets. Surely, it is better to defer and consult further than to steamroll it through against so much strong opposition.
24. There is a section "Implications for Māori". However, I fail to see what specific implications a cycle route down Karori Road has that affects Maori over all other residents of Karori.
25. The budget for the Karori Connections project is approximately \$3.9 million. Taking into consideration funding partner shares, the council share is estimated to be \$2,000,000. This will be confirmed following amendments being approved and the costs being finalised. Surely, the costs need to be known before any approval is given – anything less would be fiscally irresponsible. What are the funding partner shares? If it's central government funding; that's not happening!

26. The project is designed to improve the health and safety of people using these streets but there is some opposition from those who currently use the on-street parking on Glenmore Street and Karori Road. Officers have worked with businesses and residents to mitigate the impact of reducing on-street car parking as much as possible while ensuring the project still meets its objectives. No officers have even attempted to work with this resident or others I have asked!
27. Discussions are ongoing with Fire and Emergency New Zealand (FENZ) to ensure roadway and property access is maintained. How is this going to be possible with protected cycleways? Residents have a right to know as they are the ones directly affected in an emergency.
28. Should the Committee adopt the traffic resolution, officers will proceed with delivering the improvements, working with contractors, key stakeholders, and mana whenua partners. Delivery would begin in January 2024. Who are the key stakeholders and mana whenua partners?
29. Support generally declines in line with age of respondents – 50 plus more than 50% against - are you surprised at that?
30. People who live with a disability or accessibility issue are less supportive of the proposal We received feedback from 144 people who said they lived with a disability or accessibility issue. Again, are you surprised?
31. There was comment suggesting that council should prioritise other issues. This is valid as there are far more pressing issues requiring council attention and funds – such as the water pipes etc which have been sadly neglected. Many other priorities also
32. Council's response to the concern that changes will cause congestion simply mentions slower traffic speeds being desirable. This does not address congestion concerns!
33. Response to concern over car park displacement – we expect that the changes will encourage many people who currently park on the street outside their house to park on their own property, rather than on side streets. What makes them think that this happens – we surely don't do this.
34. Following consultation an amendment proposes to introduce a mobility park and a P5 car park directly outside Singleton Dental. A pedestrian crossing is not considered necessary as those with mobility issues will be able to park on the dentist's side of the road. This is completely incorrect. Firstly, many able-bodied people use this dentist and have to drive to an appointment so where are they supposed to park. Secondly, I have a disability and live walking distance from there so do not use the car-parking. However, I live on the opposite side of the road so have to cross the road to get to both the dentist and the bus-stop there so I would benefit from a pedestrian crossing in the vicinity.

I have been working on this issue since 4:30p.m. Tuesday and it is now 1:45 a.m. Wednesday so, although there are many more points I could address, I am exhausted and have to stop.  
Please take the concerns in this email, seriously.

Regards

9(2)(a)

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**From:** Karori Connections  
**Sent:** Tuesday, 12 December 2023 2:43 PM  
**To:** 9(2)(a)  
**Subject:** Decision tomorrow for Karori and Berhampore

12 December 2023

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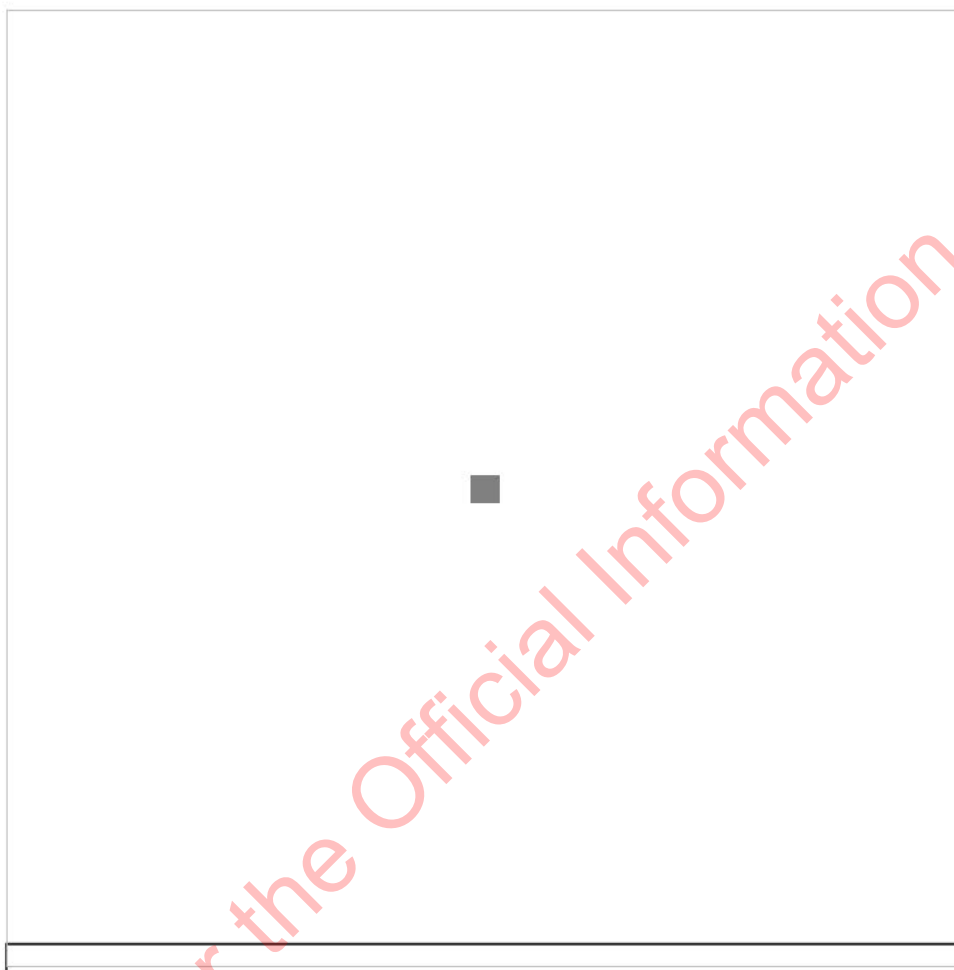
## Council to decide on Karori Connections and Berhampore to Newtown

Tomorrow, Wednesday 13 December, Wellington City Council's Koata Hātepe Regulatory Processes Committee will meet to consider community feedback and decide on proposed changes for both Karori Connections and Berhampore to Newtown bike, bus and pedestrian improvements.

The council papers and agenda are now [available online](#), and you'll be able to watch

the meeting live via the [Wellington City Council Youtube channel](#).

The papers include the traffic resolution report, the amendments we are proposing as a result of community feedback, a summary report of what we heard during consultation, and a copy of all the submissions.



### **Changes proposed as a result of community feedback**

Officers have considered all feedback made during consultation on these routes. As a result of community feedback, we're suggesting a number of changes to the original proposals:

**In Karori, the changes based on community feedback include:**

- providing better kerb access for vehicle passengers, and eight extra carparks including dedicated visitors parking, by moving the carparking from the Botanic Garden side of Glenmore Street to the residential side of the road.
- changing three proposed in-lane bus stops to kerbside bus stops in locations where it is safe to do so
- creating extra parking provisions along the route for residents and businesses
- retaining the right hand turn into Homewood Ave to minimise queues
- improving patient access to Singleton Dental by adding one mobility park and one P5 drop-off/pick-up park

- providing better bus stop spacing by moving the bus stops outside Karori Park to the east by 100m
- giving parents/caregivers more time to pick up and drop off children by changing P10 parks outside Marsden School to P15 parks.

**In Berhampore, changes based on community feedback include:**

- improving patient access to Newtown Medical Centre on Rintoul Street by widening the footpath by the mobility car park and adding three P60 parks on the opposite side
- changing some parking restrictions at the Rintoul Street shops in Berhampore, changing the loading zone at Berhampore shops to two P10 spaces, and adding a mobility park on Luxford Street
- recommending the including Lavaud Street in the Berhampore parking zone - this change will be proposed as part of the traffic resolution for the parking scheme consultation in early 2024

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We'll send another email update to let you know the details of the decision once it's been made.

Ngā mihi  
City Design team  
Wellington City Council  
Phone 04 499 4444

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## Submission to Wellington City Council on Karori Connections

- I strongly oppose Wellington City Council’s current proposal and design for Karori Connections to remove car parks and bus stops for cycle lanes through Karori and Glenmore Street. We request Council engage fully with the local community on what is required to make transport better for all.

9(2)(a)

Signed

Date 29/09/2023

**Please print your contact details (required for a valid submission)**

Full Name	9(2)(a)
Address or email	
Suburb you live in	Karori

**Please share any comments that support your views:**

The Council does not appear to have given any thought to:

1. Smooth traffic flow – busses stopping in the middle of the road at stops along the cycle route, holding up, not just vehicular traffic, but other busses as well. This will cause congestion and more pollution with vehicles idling waiting for traffic to recommence moving.
2. The smooth flow of emergency vehicles which travel along Karori Road with alarming regularity and which will be held up by buses and other vehicles which will have nowhere to pull over to in order to let the emergency vehicles through.
3. Vehicles that break down on the road and have nowhere to pull aside to.
4. Those who, for various reasons, need to use cars as busses may not be an option for them.
5. The elderly and those with disabilities.
6. Those doing the weekly grocery shop for the family – I’d love to see the councillors try carrying all those bags on a bike or a bus or even walking with them. Many residents have to use cars to go out of Karori to do their grocery shopping as the two supermarkets are small and do not carry a great range of products and the Karori Countdown does not subscribe to the Supergold Tuesdays that others such as Kilbirnie do. Even with the cost of petrol, we still save by travelling to Kilbirnie to shop on a Tuesday.
7. The affect on residents of the removal of existing bus stops, particularly those south of Karori Mall.
8. The effect, of the removal of the parks, on residents along the route who have no off-road parking, e.g. those living in the Council-owned flats.
9. The effect, of the removal of the parks, on visitors to residents who either have no off-road parking or insufficient off-road parking. Many of these are from out-of-town; from out-of-suburb areas which are not well-served by public transport; or visitors who are elderly or disabled and cannot walk far and are from areas within the suburb that are not on the bus route. Taxis cost a fortune.
10. The effect, on businesses on Karori Road, of the removal of parking.
11. The council may say that people can park on the side roads. However, these will be taken up by those using cars to get to the busses as well as those residents of the side streets, who don’t have off-road parking, and their visitors.

The council is removing parking to make cycle lanes, protected by barriers 24/7, for a small group of people, who will not use them often and especially not at all times of the day. The inconvenience for local businesses and all other road users far outweighs any advantages for the few.



<p>Recently, we were held up, while driving round the Bays, by a cyclist who was riding slowly along the road having apparently decided he wasn't interested in using the cycle lane that the council had spent a fortune creating for him and other cyclists.</p>
<p>It simple does not make sense to put these cycle-lanes on the main road of a busy suburb (the largest in the country), which already suffers from a huge amount of congestion when there are much more practical options such as putting a cycle lane through the Botanical Gardens (they can also get all the way to the city and Kelburn via that route; through Appleton Park; along back streets, such as Friend Street which is very wide and quiet and full of speed bumps to slow traffic. Surely such an option would be cheaper, safer, less inconvenient to the majority, and more practical than the Main Route and it would not require all the barriers.</p> <p>I would like to see a breakdown of the 27 cycling accidents over 5 years e.g. were they all cycle vs motor vehicle; how many were the fault of the cyclist e.g. running red lights; cutting in and out of traffic; failing to give way; not attempting to increase their visibility such as wearing reflective clothing; not using lights at night. As a motorist and a passenger in a car, I have witnessed all these types of events.</p>
<p>Are cyclists going to have to register their bikes and pay road user charges for their third of the road?</p>
<p>I'm all for cyclists being safe. However, they are the minority and should not be given preference in a way that has such a huge detrimental impact on local businesses and the majority of road users.</p> <p>I note that the Rotorua Council, having ignored feedback and spent \$442,000 constructing a cycleway in 2015, is now spending a further \$50,000 removing it to return car parking in the area. Wellington City Council needs to take a step back and reconsider its cycleway plans instead of ignoring the feedback of residents and local businesses.</p>

Share Spaces Karori will collate all forms and present to WCC:

- Drop this form off or collect more at Karori Auto Services or Sprig and Fern, Tinakori Road or
- Complete, scan and email this form to [sharedspaceskarori@gmail.com](mailto:sharedspaceskarori@gmail.com)

An electronic version of this Submission Form is at:  
<https://www.facebook.com/groups/188524184115928>

**We request all responses by 5pm Thursday 5th October.**

### WCC Privacy statement

All submissions received by WCC (including names and contact details) are provided in their entirety to elected members. Submissions (including names but not contact details) will be made available to the public at WCC's office and website. Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

*This form is prepared by Shared Spaces Karori- a local community group set up to promote better spaces for Karori. You can contact us at [sharedspaceskarori@gmail.com](mailto:sharedspaceskarori@gmail.com)*

September 2023

## Help save Karori and Botanical Gardens from Cycleways

Wellington City Council want to **remove a large number of car parks** to create 24x7 cycle lanes from the Botanic Gardens through to Karori. This will remove access and parking for large numbers of residents, including the elderly, families and the disabled, to our shops, medical facilities and recreation areas including our Botanical Gardens and Karori Park. Many more car parks will be lost than there are people who cycle!



Here are the key facts:

- Average 226 cyclists use the route Mon-Fri (majority between 7-9am) data from WCC Cycle Data count from Aug 2023
- On average 3,500 residents travel from Karori by bus on a normal weekday. But no peak time priority bus lanes will be built due to prioritisation of the 24/7 protected cycleways.

	Public Car Parks*	Parks to be Lost*	Cycling Accidents over 5 Years**
Karori Road	348	-200	11
Chaytor Street	63	-25	9
Glenmore Street	333	-250	7

\* from WCC's draft Karori Parking Management Plan

\*\* Cycling Accidents for 2017-2022 as reported to the NZTA Crash Accident System.

**We strongly oppose the proposals to remove parking for the cycle lanes** through Karori and Glenmore Street as well as the removal of bus stops to accommodate the lanes. We want the Council to go back and work with the community on a better solution for all.

**We DO support the following pedestrian changes:**

- raising existing pedestrian crossings
- installing new pedestrian crossings
- installing better kerb ramps
- encouraging calmer traffic speeds in retail areas
- installing a new shared path through Appleton Park.

So, if you agree with us, please sign this submission that says **“strongly oppose”** to the Council's proposed changes to our community. If you want to see more details on the Council's proposals, go to their website at [www.wellington.govt.nz](http://www.wellington.govt.nz). The council's own submission form is available on their site.

*This form is prepared by Shared Spaces Karori- a local community group set up to promote better spaces for Karori. You can contact us at [sharedspaceskarori@gmail.com](mailto:sharedspaceskarori@gmail.com)*

Thank you for the opportunity to speak.

We've lived on <sup>9(2)(a)</sup> [REDACTED] for 30 years so are impacted by the proposals.

These proposals have a disproportionate emphasis on cyclists, a minority of the population, to the exclusion of all others, such as the elderly and those with disabilities who cannot cycle. Karori has a huge elderly population in private accommodation and two retirement villages, soon three.

The Council appears to have failed to consider fully things such as:

## 1. Emergency Vehicles

We live on <sup>9(2)(a)</sup> [REDACTED], and hear emergency vehicle sirens regularly. Under the proposals, these will be held up by buses and other vehicles with nowhere to pull over to.

Multiple emergency vehicles often attend incidents. How can they attend incidents in Karori Road if there is no parking outside or anywhere near the property?

## 2. Smooth traffic flow

Buses stopping in the middle of active road lanes at in-lane stops hold up private vehicles, deliveries, couriers, and other buses.

One bus will stop, then the next, and the next, increasing

congestion and emissions as vehicles sit idly in traffic waiting for each bus to move on. Some elderly and disabled bus users require a lot of time to embark and disembark, increasing frustration for all road users, unsafe driving habits as people try to pass, and road rage incidents. I note the in-lane-stop examples shown on the Waka Kotahi website are in Auckland and where multiple lanes go in the direction of the bus.

3. The practicalities of doing the weekly grocery shop

I can't walk with many heavy bags or carry them on a bike or bus. Many elderly and disabled residents have to use cars to grocery shop.

4. Elderly people / those with disabilities who have no off-street parking and can't walk a block or more to their vehicle, let alone carry multiple bags of groceries to their residence – assuming they can find a park in a side-street nearby.

5. The effect, of the removal of parks, on businesses on Karori Road, and residents and their visitors.

The proposals will also have a detrimental effect on:

1. Taxis – are they expected to stop in the middle of a busy road and disrupt traffic, including buses, while their fares, some with heavy suitcases, get in, pay, and get out?
2. Courier and other delivery vehicles.
3. Vehicles that break down on the road with nowhere to pull aside to.
4. Trade vehicles, which generally carry tools and other necessary equipment.

I oppose 24/7 protected cycle lanes. Traffic needs somewhere to pull across to in certain instances.

I oppose the proposed removal of bus stops south of Karori Mall.

I oppose the relocation of the taxi stands from outside Karori Mall to angled car parks on Parkvale Road. The taxi stands are conveniently located for elderly people or those with disabilities who use them for their groceries. A taxi parked on the flat next to the kerb is much easier for them to get in and out of than one angle parked on a slope.

Parking on side streets is already taken up.

It just doesn't make sense to put protected cycle-lanes on the main road of a busy suburb, which already suffers huge congestion when

there are more practical options such as a cycle lane through the Botanic Gardens and side streets.

In my view, the entire proposal is ill-considered and poorly thought out by Councillors who don't even live in Karori. The vast majority of residents appear opposed to the proposals.

In summary, the Council is proposing disruption, huge cost, inconvenience and risk, to a majority of residents in order to create a 24/7 protected cycleway for a minority that will, generally, use it only in peak times – 2 hours mornings and 2 hours afternoons/evenings on weekdays only.

The inconvenience and disruption for local businesses, residents and all other road users far outweighs any potential advantages for the few. Numerous cyclists safely use Karori Road every day. I've seen no evidence that more people will cycle if cycle lanes exist.

The proposed changes will **NOT**:

- make the bus service faster and more reliable in the area **or**
- encourage more people to get around using low carbon transport modes.

I note Rotorua Council ignored feedback and spent \$442,000 on a cycleway in 2015, and is now spending a further \$50,000 removing it to return car parking.

Te Puke scrapped its cycleway plans due to community opposition.

Wellington City Council needs to take a step back and reconsider its cycleway plans instead of ignoring the feedback of residents and local businesses.

Released under the Official Information Act 1982

## Some Comments from the Shared Spaces Facebook Page

As some of you may have heard, the council voted yesterday to proceed with the karori connections. There have been a few changes made around the botanic gardens, the schools, and there are not going to be as many in lane bus stops (that is how I understood that) there are more, so I do suggest going on the council website to have a look.

Unfortunately the 1228 submissions we collected, although counted, did not go in to the final data. Officers were questioned on this matter and they informed councillors that they had told us this would happen, because our form did not align with their's. This is not true, we asked through our local councillor to get more information as to what councils form may look like, they refused to give us that information.

In the agenda they referred to us as an "opposition group" not a community group which is disappointing.

If our submissions had gone into the final data, the result would have been around 70% opposed to the current design.

I watched the regulatory meeting yesterday

Councillor Diane Calvert tried very hard to get some amendments on the debating table, unfortunately it appears our regulatory committee is very poorly balanced and nobody would second her request, so it appears she is on an uphill battle. (So much for our mayor being quoted as wanting "robust debate").

The only suggestions I can give is that individuals may want to contact certain powers that be. Our Mayor, or the CEO. I read that Simeon Brown doesn't think our council needs a crown observer, maybe we do?, and ratepayers should contact Simeon suggesting this.

My own personal opinion of today's meeting, is that it was the most undemocratic thing I have ever seen, and I want to thank Diane, as she seems to be one, of only a few that fights for a fair outcome for EVERYONE.

Interesting that you mention that Simeon Brown doesn't think our council needs a crown observer. Funnily enough, I wrote to him, as Minister for Local Government, on 26 November and proposed that, under Sections 258D and E and Sections 258F and G of the Local Government Act 2002 Amendment Act 2012, Part 10, Subpart 1, he appoint either a Crown Manager or a Commission to the



## Some Comments from the Shared Spaces Facebook Page

Wellington City Council. I gave detailed valid reasons why - fiscal irresponsibility etc. I received a bog standard automatic out of office response. As I mentioned in my response to 9(2)(a), I've not given up fighting and I'm going to write again about that and also to him as Minister of Transport to let him know that the WCC is going full steam ahead with the Karori Connections and counting on funding through Wellington NZTA and that he needs to let them know in no uncertain terms that the funding will not be provided. It would help if Shared Spaces also wrote to him and complained about their undemocratic processes. In fact, why don't as many of us as feel aggrieved about this matter all write to him and the PM and deputy PM. The committee that approved the Karori Connections yesterday consisted of the mayor, 4 councilors and 2 UNELECTED Iwi representatives (one of whom went on about the process being democratic and how 'ho ha' she was about the opposition to the plans) - now how is that democratic!!! The chair commented about how those who opposed the Karori Connections were simply resistant to change!!! I watched the meeting on line last night and just got angrier and angrier.

By the way, I was told today that the Unelected Iwi representatives are each paid \$140,000 per year for their part-time role and they don't even turn up to all the meetings. in fact, I was told that one of the meetings could not proceed because their absence meant that they did not have a quorum.

I think many people will be receiving lots of emails over this matter. I watched the meeting on the day and it was a disgrace. All the independent councillors just get shut down at these meetings. I think Matthews contributions to all of the meetings I have watched have only been to pat everyone on the back for how hard they have worked.

Can't say Diane Calvert did well raising public issues with it (why wasn't she there?). Chung poor and Matthews worse than useless. Kicker was Ben McNulty who said Karori should be all good with the everything in the plan because a Green Party member got elected to their government electorate. Seriously dude. Good on Nureddin for calling him out, he was stellar. Ridiculous amount of back

## Some Comments from the Shared Spaces Facebook Page

patting. My only interest is the loss of parking for Karori Park, which they mentioned has been deferred, but there seems to be no comms on this which is bazaar. Any idea on this?

Diane calvert was on zoom, she put foward many ammendment, but as I said, without a second it does not go up for discussion. Was it Nurreddin that called him out? I must have missed that, I heard Diane call point of order on that issue, as it was not relevent. I, like you, have no other information on the Karori park area, maybe an e mail to officers asking for mor info?

Diane Calvert was there - she zoomed in and had valid reason for not being there in person. Diane tabled an amendment which none of those voting had bothered to read so they took a 5 minute break while they read it. Nureddin was going to second it but in the time they were off air, changed his mind - I suspect the others got onto him and forced him to do so. The meeting was truly toxic. Matthews' only contribution was to praise the officials for their stellar work etc. McNulty went on about the general election result but what that had to do with things is a mystery - just a sideshow in the circus - Wellington Central is a lot bigger than just Karori. He also described how he came to Karori with his young son and how unsafe he felt as they walked down the street. Cars don't drive on the footpath for goodness sake!!! It was pathetic. The chair was so biased and kept shutting Diane down. She was against Tony tabling his graph of the true number of submissions that were opposed. Ray made some points early on and tried to speak later but, like Tony, he wasn't on the committee so was just there as an observer. The whole thing was a done deal before the meeting even started. I emailed every councillor, the mayor, the CE, and the officials before the meeting after spending hours going through the 900 odd page document with the agenda and only 4 had the decency to even respond - Diane Tony, and Ray all gave very positive responses and acted on my email. Sara Free gave a 1 line response so it was clear she wasn't going to be of any help. The amendments were very minor tweekes which addressed only one of the many concerns that I had raised in my written and oral submissions - that of the taxi stand outside the

## Some Comments from the Shared Spaces Facebook Page

mall which will now remain on Karori Road. The issue of emergency vehicles and other similar matters haven't been addressed. The cycle lane for the entire length of Karori Road down to the Park has now been approved. I could go on but will finish with a link to the FENZ Submission which I found on line last night. I have not finished fighting yet!!

Scroll down the page to OIA 12620

<https://fyi.org.nz/request/24767-cycleway-delays>



FYI.ORG.NZ

Cycleway delays - a Official Information Act request to Fire and Emergency New Zealand  
[Cycleway delays - a Official Information Act request to Fire and Emergency New Zealand](#)

Do we still have a democracy ? Feels not

Thank you Shared Services Karori team for all your efforts and coordinating the community responses. I agree with you 100% - it was a totally undemocratic process and biased to not include submissions into the final data or categorise all the submissions as a 'community group' as it did not suit them. The council have a lot to answer for if they think this is a fair and equitable way to run things



" One Term Mayor "



Wellington District  
 Kilbirnie Fire Station  
 161 Rongotai Road  
 Wellington 6022  
 PO Box 19161, Marion Square, Wellington 6141

Email: [michael.dombroski@fireandemergency.nz](mailto:michael.dombroski@fireandemergency.nz) Mobile: 9(2)9

29 July 2023

Wellington City Council  
 City Design Team – Brooklyn Road

Thank you for meeting with Fire and Emergency NZ yesterday to explain the proposed Brooklyn Road cycleway changes and receive some feedback. As suggested, we are finalising that feedback following the meeting and will also be happy to attend the feedback meeting planned to provide any further information. Could you please advise me of the time and location of that meeting. I also wish to note that there has been good engagement between the WCC and FENZ over these proposals, for which I thank you, however many of our requests for changes have not been accepted by the WCC and we are concerned at the potential increase in emergency response times around the city as a result.

Feedback specifically relating to the Brooklyn Road proposal is below. Please note that I have referred to the set of plans you provided me at the meeting:

#### Context

1. Fire and Emergency operate a 24/7 emergency response service from the Brooklyn Fire Station on Cleveland Road and respond to emergencies 3-4 times daily along Brooklyn Road. Other appliances respond 4-5 times per week from the city to Brooklyn heading up Brooklyn Road. These responses are almost exclusively made by heavy type 3 (large) pumping appliances and occasionally by type 4 and 5 heavy aerial appliances and a larger command unit. These responses are time critical and in some cases people's lives can be in imminent danger. FENZ also provides co-respondence services for a cardiac and respiratory resuscitation support to Wellington Free Ambulance, which are medical emergencies. Literally, seconds count at these types of emergencies.
2. The proposed changes to Brooklyn Road will slow down some of these emergency responses. This assertion is made given our recent experiences with similar changes in other parts of the city and calling upon the vast experience of our emergency response drivers operating out of the Brooklyn station.

#### Problems with proposal

1. There are four raised crossings/speed inhibitors along Brooklyn Road. These will require FENZ appliances to slow down considerably (or stop) when crossing these raised areas. Appliances travelling in both directions will be affected, however those travelling up the Brooklyn hill will be worst impacted due to the time it takes to accelerate and regain speed whilst travelling up a steep hill.
2. 600mm concrete separators are (again) being used to separate the cycle lane from the roadway. These do not allow for cars to pull to the left (temporarily sharing the cycleway) to make way for emergency vehicles which effectively means that we can only travel as fast as the slowest car in front of us. It also does not allow for our vehicles to pull to the left if attending an

emergency adjacent to the barriers (We have to block the only lane available for traffic) and they use road width which could be used to assist in easier traffic flow and assist safer fire appliance responses. At times we need to be able to locate aerial appliances and other equipment adjacent to the kerb/footpath to get the required reach with the aerial device/ladders. The concrete separators are preventing us from achieving that.

3. Bus stop being placed in a position to block traffic using the lane (sheet 5). During peak traffic hours we believe this will cause congestion and will considerably slow down traffic heading up the hill. We have noted in other areas that the congestion can occur some distance from the source, so could have an impact along the entire stretch of Brooklyn Road. With the concrete separators in place, fire appliances will be delayed trying to get past traffic, even remotely from that bus stop.
4. Bus stop being placed in a position to block traffic lane opposite Wasington Ave (sheet 7). Same issue as point 3 above but made more difficult with a proposed concrete median island nearby. During congestion, this blockage will also complicate the situation above.

#### FENZ recommendations

1. That the crossings proposed on Brooklyn Road are not raised, but flat, allowing fire appliances to travel on the road unimpeded.
2. That the 600mm concrete separators are replaced with the rubber separator (as shown on sheet 1) OR the concrete separators are constructed to the same profile as the rubber separators. This will solve the issues listed in 2) above.
3. Bus stops are placed in positions where they will not impede traffic travelling in the same direction.
4. The concrete island proposed in sheet 7 is removed.
5. That in all places along the road, although there may be two lanes marked, that there is the width of 3 lanes available for vehicular traffic.

Thank you for the opportunity to make this submission. I am more than happy to provide additional information relating to our operational requirement and our experience with the roading changes to date.

Yours faithfully

9(2)a

Michael Dombroski  
Assistant Commander  
Kaiwhakahaere Rōpū, Rongotai  
Wellington District

6 October 2023

**Ref: Feedback on Berhampore Newtown Transport Project**

Fire and Emergency New Zealand (Fire and Emergency) supports measures to improve safety for cyclists and other vulnerable road users and seeks to work with Wellington City Council (WCC) to ensure these do not negatively impact our ability to respond in a timely manner to emergencies. Fire and Emergency wishes to acknowledge and thank WCC for taking the time to meet and discuss concerns relating to this project on 27 September 2023.

the associated property.

The main functions of Fire and Emergency are to:

- promote safety and provide fire prevention response and fire suppression services,
- stabilise or render safe incidents involving hazardous substances,
- rescue persons who are trapped as a result of transport related incidents, and
- provide urban search and rescue services.<sup>1</sup>

Through a Memorandum of Understanding<sup>2</sup> with St John, Fire and Emergency also responds to medical emergencies. We provide:

- co-response to all immediate or life-threatening calls,
- first response to:
  - immediate or life-threatening calls,
  - potentially life threatening or time-critical calls, and
  - urgent or potentially serious calls.

**An efficient road network is crucial to emergency response**

The road network is the primary mode of emergency response for Fire and Emergency across Wellington City. Impediments in attending a fire or other emergencies may risk the safety of people, property, and the environment and increase the risk of death or serious injury within our communities.

Community need for our services has been increasing, thereby increasing our presence on the roads and need for fast and efficient traversing across Wellington City.

Responding to medical and fire incidents that are time critical and delays experienced by emergency response can affect the safety of our communities.

- A house fire can become fatal within three minutes<sup>3</sup>

<sup>1</sup> Fire and Emergency New Zealand Act 2017 Section 11

<sup>2</sup> Fire and Emergency New Zealand and St John New Zealand, Interagency Support Memorandum of Understanding 28 September 2020

<sup>3</sup> [www.fireandemergency.co.nz](http://www.fireandemergency.co.nz)

- For every minute that goes by without cardiopulmonary resuscitation (CPR) or using an AED<sup>4</sup>, the chance of survival drops by 10-15 percent.<sup>5</sup>

### The cumulative effects of the cycleway could negatively impact emergency response times

Fire and Emergency recognises the positive effects of better providing for cyclists in Newtown and Berhampore. However, in reallocating street space for pedestrians and cyclists, care must be given to avoid unintended consequences on Fire and Emergency's ability to respond to emergency events. In some cases, the provision of cycleways on key emergency response routes and incorporation of cycle lane separators may inadvertently block or significantly slow down a route used by Fire and Emergency. If an emergency appliance needs to park on a road, this can mean the street/road is blocked to all other traffic including other emergency vehicles that may need to get past.

Fire and Emergency's specific feedback is:

- The cycle lane separators proposed along Rintoul Street, Adelaide Road, and Luxford Street are likely to prevent cars from pulling to the left to make way for emergency vehicles. Additionally, the separators prevent emergency appliances from pulling to the left when turning in merges adjacent to the kerb. At times, Fire and Emergency need to be able to locate aerial appliances and other equipment adjacent to the kerb/footpath to get the required reach with aerial devices/ladders.
- The removal of the carparks proposed between Wakfield Park and Berhampore Town Centre concerns Fire and Emergency. Currently, these carparks are generally not fully utilised outside of peak hours during the weekend. By removing the carparks and replacing them with cycle lanes, the ability for emergency vehicles to pull into these areas will be permanently hindered.
- Fire appliances responding to emergencies are able to exceed the posted speed limit if necessary. For posted speed limits of 30km/h fire appliances may travel up to 55km/h responding to emergencies. It is common for fire appliances to travel faster than the posted speed limit particularly along main arterial routes. These main arterial routes provide access to residential suburbs from centrally located fire stations and back into the central city area from suburban fire stations. Traffic calming devices as proposed for this project slow traffic down in a significant way. The direct effect of this is the slowing down of fire appliances while travelling over the calming devices. Additionally, a "tail" of slow traffic which extends some distance back from the calming devices can be created, negating the section of road emergency vehicles are trying to pass through. These effects, combined with the inability of traffic to move over the kerb/footpath due to cycleway separation, creates significant problems and delays for fire appliances responding to emergencies.

### Fire and Emergency would like to work with WCC to ensure that the proposed cycleway does not negatively impact emergency response times

Specifically:

- As an alternative method of cycle lane protection, Fire and Emergency would prefer the installation of a curved 'hump' that can be driven over without causing damage to either the vehicle or the road while still providing a visual and physical separation between traffic and cyclists.
- Fire and Emergency understand that cars are allowed to pull into cycle lanes (when not physically prevented) and bus lanes if they need to. As discussed at the meeting held between Fire and Emergency and WCC on the 27/09/2023, greater education and public awareness of this would be beneficial.
- That raised traffic calming devices in any location along cycleway routes where vehicular traffic is not free to move over to the curb and give way to fire appliances are avoided.

<sup>4</sup> Automated external defibrillator

<sup>5</sup> <https://www.stjohn.org.nz/news--info/news-articles/whats-your-chance-of-surviving-a-cardiac-arrest/>

- Fire and Emergency understands that vehicles are legally allowed to pull into cycle lanes (when not physically prevented) and bus lanes if necessary to do so to let emergency vehicles past. As discussed at the meeting on 27 September 2023, Fire and Emergency considers that greater education and public awareness of this would be beneficial.

Fire and Emergency would welcome the opportunity to work with WCC to assess the cumulative effects of the proposed cycleway on emergency response times and to provide advice on how to best manage the impact of the proposed cycleway on emergency response times in an effort to improve overall safety for fire, local road accident or other emergencies.

Yours sincerely

**9(2)(a)**

**Michael Dombroski**  
Assistant Commander – Wellington District  
Fire and Emergency New Zealand

Fire and Emergency New Zealand

Released under the Official Information Act 1982



6 October 2023

**Ref: Feedback on Karori Connections Project**

Fire and Emergency New Zealand (Fire and Emergency) supports measures to improve safety for cyclists and other vulnerable road users and seeks to work with Wellington City Council (WCC) to ensure these measures do not negatively impact its ability to respond in a timely manner to emergencies. Fire and Emergency wishes to acknowledge and thank WCC for taking the time to meet and discuss concerns relating to this project on 27 September 2023.

property.

The main functions of Fire and Emergency are to:

- promote safety and provide fire prevention response and fire suppression services,
- stabilise or render safe incidents involving hazardous substances,
- rescue persons who are trapped as a result of transport accidents or other incidents, and
- provide urban search and rescue services.<sup>1</sup>

Through a Memorandum of Understanding<sup>2</sup> with Hato Hone St John, Fire and Emergency also responds to medical emergencies to provide:

- co-response to all immediate or life-threatening calls,
- first response to:
  - immediate or life-threatening calls,
  - potentially life threatening or time-critical calls, and
  - urgent or potentially serious calls.

**An efficient road network is crucial to emergency response times**

The road network is the primary mode of emergency response for Fire and Emergency across Wellington City. Impediments in attending a fire or other emergencies may risk the safety of people, property, and the environment and increase the risk of death or serious injury within our communities.

Community need for our services has been increasing, thereby increasing our presence on the roads and need for fast and efficient movement across Wellington City.

Responding to fire, medical and other incidents is time critical and delays experienced by emergency response can affect the outcome of incidents. Notably:

- A house fire can become fatal within three minutes<sup>3</sup>

<sup>1</sup> Fire and Emergency New Zealand Act 2017 Section 11

<sup>2</sup> Fire and Emergency New Zealand and St John New Zealand, Interagency Support Memorandum of Understanding 28 September 2020

<sup>3</sup> [www.fireandemergency.co.nz](http://www.fireandemergency.co.nz)

- For every minute that goes by without cardiopulmonary resuscitation (CPR) or using an AED<sup>4</sup>, the chance of survival drops by 10-15 percent.<sup>5</sup>

**The cumulative effects of the cycleway could negatively impact emergency response times**

Fire and Emergency recognises the significant positive effects of better providing for cyclists in Karori. However, in reallocating street space for cyclists, care must be given to avoid unintended consequences on Fire and Emergency's ability to respond to emergency events. In some cases, the provision of cycleways on key emergency response routes and incorporation of cycle lane separators may inadvertently block or significantly slow down a route used by fire and emergency appliances needs to park on a road, sometimes a block or more from other emergency vehicles that may need to get past.

Fire and Emergency's specific feedback is:

- The cycle lane separators proposed along Karori Road and Chaytor Street are likely to prevent cars from pulling to the left to make way for emergency vehicles. This is particularly an issue on long narrow sections of road where there are no spaces (such as flush medians) available to enable vehicles to pass. Additionally, the separators prevent emergency appliances from pulling to the left when attending emergencies adjacent to the barriers. At times, Fire and Emergency needs to be able to locate a fire appliance and tie it up to the kerb/footpath to retrieve equipment with aerial devices/ladders.
- Along Glenmore Street, parking spaces are proposed to run parallel to the right of the cycle lane. This creates a scenario where parked vehicles can impede both emergency service vehicles and cars from pulling to the left into the cycle lane in the event of an emergency.
- Fire appliances responding to emergencies are able to exceed the posted speed limit if necessary. It is common for fire appliances to travel faster than the posted speed limit particularly on main arterial roads such as Karori Road. The main arterial routes provide access to residential suburbs from centrally located fire stations and back into the central city area from suburban fire stations. Traffic calming devices, such as proposed for Karori, slow traffic down travelling along those routes. The direct effect of this is the slowing down of fire appliances while travelling over the calming devices. Additionally, a "tail" of slow traffic which extends some distance back from the calming devices can be created, including at intersections Fire and Emergency is trying to pass through. These effects, combined with the inability of traffic to move to the left and give-aways, could create significant problems and delays for fire appliances responding to emergencies.
- In-lane bus stops can adversely impact the movement of emergency service vehicles. When a bus stops within a traffic lane rather than pulling to the left, Fire and Emergency's ability to manoeuvre past the bus and any subsequent traffic can be impeded.

**Fire and Emergency would like to work with WCC to ensure that the proposed cycleway does not negatively impact emergency response times**

Specifically:

- As an alternative method of cycle lane protection, Fire and Emergency would prefer the installation of a curved 'hump' that can be driven over without causing damage to either the vehicle or the road while still providing a visual and physical separation between traffic and cyclists.
- That the design of in-lane bus stops be considered to ensure that sufficient space to pass busses and other traffic is provided.

<sup>4</sup> Automated external defibrillator

<sup>5</sup> <https://www.stjohn.org.nz/news-info/news-articles/whats-your-chance-of-surviving-a-cardiac-arrest/>

- That the design of the proposal along parts of Glenmore Street be reconsidered to ensure emergency service vehicles are able to pass traffic when responding to emergencies.
- That raised traffic calming devices in any location along cycleway routes where vehicular traffic is not permitted over the curb and give way to fire appliances are avoided.
- Fire and Emergency understands that vehicles are legally allowed to use 'hail prevented' and bus lanes if necessary to do so to let emergency vehicles past. As discussed at the meeting on 27 September 2021, Fire and Emergency considers that greater education and public awareness of this would be beneficial.

Fire and Emergency would welcome the opportunity to work with WCC as a client of the proposed cycleway on emergency response time in an effort to mitigate negative community outcomes in event of fire, medical, road accident or other emergencies.

Yours sincerely

9(2)a

**Michael Dombroski**  
Assistant Commander – Wellington District  
Fire and Emergency New Zealand

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## Oral submission speaking notes – Berhampore and Newtown Hearing

### Briefly introduce yourself, including role and experience

My feedback addresses the impact of the proposed cycle lane separators and traffic calming devices on Fire and Emergency's ability to respond to emergencies.

The cycle lane separators proposed along Rintoul Street, Adelaide Road, and Luxford Street are likely to prevent cars from pulling to the left to make way for emergency vehicles. Cycle lane barriers with raised sticks prevent cars from pulling to the left to give way to emergency vehicles. They can also hinder Fire and Emergency's access to hydrants, hardstands, and property.

- 1.) Current issues on Adelaide Road for the Newtown and Central stations being experienced due to similar changes having been made. Frequent reports of traffic hold ups not previously experienced
- 2.) Central fire station issues with "tail" of congestion when heading to Newtown
- 3.) The removal of the carparks proposed between Wakefield Park and Berhampore Town Centre intersection. Currently, these carparks are frequently utilised outside of peak hours during the weekend. By removing the carparks and replacing them with cycle lanes, the ability for service vehicles to pull into these areas will be permanently hindered. This is a key issue for Fire and Emergency to access these areas.
- 4.) The installation of a curved 'hump' on the current Adelaide Road will reduce the capability to operate aerial appliances and causes fire appliances to park "in-lane" which is not ideal. This is particularly relevant on the proposed Rintoul Street changes due to the building types along that street.

As an alternative to the proposed cycle lane separators, the installation of a curved 'hump' that can be driven over without causing damage to either the vehicle or the road while still providing a visual and physical separation between traffic and cyclists.

Fire appliances responding to emergencies are able to exceed the posted speed limit if necessary.

Fire appliances responding to emergencies. It is common for fire appliances to travel faster than the posted speed limit, particularly along main arterial routes. These main arterial routes provide access to residential suburbs from centrally located fire stations and back into the central city area from suburban fire stations. Traffic calming devices as proposed for this project slow traffic down travelling along those routes. The direct effect of this is the slowing down of fire appliances while travelling. This creates a delay in response time. Some distance back from the calming devices can be created, including at intersections Fire and Emergency are trying to pass through. These effects, combined with the inability of traffic to move to the left and give-way due to cycleway separation, creates significant problems and delays for fire appliances responding to emergencies.

Hon Simeon Brown

Minister for Energy  
Minister of Local Government  
Minister of Transport  
Minister for Auckland  
Deputy Leader of the House



COR028 & COR072

9(2)(a)

Dear 9(2)(a),

Thank you for your emails of 26 and 29 November, and 15 December 2023 detailing your concerns with the Wellington City Council (the Council). I acknowledge your concerns; however, I should explain that as the Minister of Local Government I am primarily responsible for the legislative framework within which local government operates. Councils are accountable to their communities for their actions and decisions.

In your November emails, you request the appointment of a Crown Manager or a Commission. The Local Government Act 2002 (the Act) does give the Minister of Local Government powers to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of the local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities. Based on the information you have provided; it is not clear to me that there is sufficient evidence to warrant Ministerial intervention in this case.

In your 15 December 2023 email, you detailed your concerns to me, in my capacity as the Minister of Transport, about Let's Get Wellington Moving (LGWM) and the Karori Connections Project.

As you may be aware, on 17 December 2023 the Government (along with the Council and the Wellington Regional Council) agreed, in principle, to dissolve LGWM. It was agreed that the Government will fund and build the Basin Reserve Upgrade and the second Mt Victoria tunnel; and that the Council will bring the Golden Mile project in-house. While LGWM will be disestablished over the coming months, some projects are likely to continue, particularly where funding has already been approved. I am working through the details with my officials on what the disestablishment of LGWM means for the delivery of existing projects. Communities will be kept informed as developments occur.

The Government intends to begin discussions regarding a City/Regional deal for Wellington. A City/Regional deal would mean having strategic objectives for road, rail, public transport, housing, and environmental resilience investments for Wellington that are shared by central and local government as well as long term funding commitments to enable certainty of planning.

The Karori Connections Project is a council project designed to improve transport connections and choices around Karori. As such, it is at the Council's discretion whether or not the project progresses to implementation as scheduled. I encourage you take your concerns about the Regulatory Processes Committee and the way in which it has handled its work and committee processes to the Mayor, your local ward councillors, and the chief executive. Contact information can be found on the Council's website.

If you have not done so already, I encourage you to raise your concerns about the Council with your local ward councillors. It is important that councillors are aware of your views in their decision-making. Information on giving feedback on council proposals and petitions, speaking at council meetings, and contacting councillors can be found at:

[www.wcc.govt.nz/have-your-say](http://www.wcc.govt.nz/have-your-say).

If you remain dissatisfied with the Council's response, you may consider approaching the Office of the Ombudsman to see if there are grounds for an investigation of your concerns. The Ombudsman can investigate the administrative acts, decisions, recommendations, and omissions of councils that affect individuals or groups of people. You can find information on how to lay a complaint at: [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz). The contact address is Office of the Ombudsman, PO Box 10152, Wellington 6143. You can also phone 0800 802 602 or send an email to: [info@ombudsman.parliament.nz](mailto:info@ombudsman.parliament.nz).

Thank you again for writing and your congratulatory note.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**  
**Minister of Transport**

Released under the Official Information Act 1982

From: 9(2)(a)

Sent: Wednesday, December 13, 2023 12:06 PM

To: Simeon Brown <[Simeon.Brown@parliament.govt.nz](mailto:Simeon.Brown@parliament.govt.nz)>

Subject: Hopeful you can take a good look at WCC.

Good morning Simeon and firstly let me congratulate you and National for bringing back hope to our downtrodden Country.

I have only just moved down from Auckland to live near my daughter and granddaughter here in Wellington and I was astounded to hear on ZB this morning the Wellington City Council is considering rate rises next year of up to 23%!!!

With my family living here I've always taken an interest in Wellington matters and it appears to me the council is totally inept and lacks decisive leadership in almost every aspect and is riddled with people with little or no management skills including the Mayor.

The waste is ridiculous and it really calls for a Crown Commission to take control and get the seat of Government moving forward to ensure a city to be proud of.

There's too much bickering between the parties in council to achieve that goal.

Good luck for the future and I look forward to following your progress.

Sincerely,

9(2)(a)

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Released under the Official Information Act 1982

**Hon Simeon Brown**

Minister for Energy  
Minister of Local Government  
Minister of Transport  
Minister for Auckland  
Deputy Leader of the House



COR173

9(2)(a)

Dear 9(2)(a),

Thank you for your email of 23 January 2024 regarding your concerns with the operations of the Wellington City Council (the Council) and requesting that action be taken.

As Minister of Local Government, I am primarily responsible for the legislative framework within which local authorities operate. In general, I am not able to intervene in local council operations, and councils are accountable to their communities for their actions and decisions.

The Local Government Act 2002 sets a high threshold for intervention to be considered. In essence, there has to be significant or persistent mismanagement or failure of governance on the part of a local authority. This is to preserve a local authority's primary accountability to their ratepayers and communities. Based on the information you have provided it is clear to me that there is not sufficient evidence to warrant ministerial intervention in this case.

I encourage you to continue to engage with the Council to express your concerns. You can contact the Council by phone on 04 499 4444 or by email at [info@wcc.govt.nz](mailto:info@wcc.govt.nz). I expect council staff to be open to hearing about the concerns of communities and provide responses within a reasonable timeframe.

You may also wish to raise your concerns with one of your local ward councillors. Local ward councillors act as advocates for the interests of their communities. It is important that councillors are aware of their constituents' views. You can find the contact information for your local ward councillors on the Council's website: [wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors](http://wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors).

Thank you again for writing and your congratulations.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**



## Document 11

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**From:** 9(2)(a)

**Sent:** Monday, February 12, 2024 11:59 AM

**To:** Simeon Brown <[x@xx](mailto:x@xx)>

**Subject:** Re: Please put Wellington City Council under a Commissioner

Hi Simeon,

Can you please investigate/look into putting Wellington City Council under the control of a commissioner like (previous Govt) did with Tauranga City Council.

Released under the Official Information Act 1982

Worrying sign of incompetence are coming to be apparent. Rates rises as constantly double digit. They look at periphery services to cut when they should be cutting the cycle ways.

Wellington, used to be a City I was proud to live l'm. Now it's embarrassing and soon to be unaffordable.

Please rid of this incompetent council.

Thanks

9(2)  
( )

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Released under the Official Information Act 1982

9(2)(a)

Dear 9(2)(a),

Thank you for your email of 12 February 2024 regarding your concerns with the operations of the Wellington City Council (the Council) and requesting that action be taken

I acknowledge your concerns; however, I should explain that as the Minister of Local Government I am primarily responsible for the legislative framework within which local government operates. Councils are accountable to their communities for their actions and decisions.

In your email, you suggest the appointment of a commissioner. The Local Government Act 2002 (the Act) does give the Minister of Local Government powers to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of the local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities. Based on the information you have provided; it is not clear to me that there is sufficient evidence to warrant Ministerial intervention in this case.

If you have not done so already, I encourage you to contact the Council and express your concerns. You can contact the Council by phone on 04 499 4444 or by email at [info@wcc.govt.nz](mailto:info@wcc.govt.nz). I expect council staff to be open to hearing about the concerns of communities and to respond within a reasonable timeframe.

You may also wish to raise your concerns with one of your local ward councillors. Local ward councillors act as advocates for the interests of their communities. It is important that councillors are aware of their constituents' views. You can find the contact information for your local ward councillors on the Council's website: [wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors](https://wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors).

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
Minister of Local Government

## Document 12

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**From:** 9(2)(a)

**Sent:** Tuesday, January 9, 2024 11:30 AM

**To:** Simeon Brown (MIN) <[xx@xx](mailto:xx@xx)>

**Cc:** 9(2)(a)

**Subject:** submission, 9th Jan 2024

**Hon Simeon Brown**

Released under the Official Information Act 1982

Minister for Local Government

TO: [.@.](#)

CC: 9(2)(a)

Dear Minister Simeon Brown,

Hoping this email (submission as attachment) finds you well.

I look forward to receiving your response.

Anything I can help you with, please let me know.

I'm happy to assist.

Best regards and all good wishes for a successful 2024.

9(2)(a)

Sent with [Proton Mail](#) secure email.

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Released under the Official Information Act 1982

9(2)(a)

**Hon Simeon Brown**

Minister for Local Government  
Parliament Buildings, Wellington 6160  
TO: [s.brown@ministers.govt.nz](mailto:s.brown@ministers.govt.nz)

9<sup>th</sup> January 2024

Dear Minister Simeon Brown,

I wish this letter finds you well and ready for a successful 2024.

I am writing to bring your attention to Wellington City Council's operational problems, bureaucracy and failing management. Please share your valuable time with me to follow a brief illustration of facts recorded over the last 2.5 years.

My name is 9(2)(a). As director of businesses for residential properties I have been dealing with councils in the Wellington region for more than 20 years. It appears to me that the Wellington City Council (WCC) stands out in comparison with other councils.

The major upgrades of Wellington's Rates System, the interactive website design and online services are well received. Unfortunately the appearance obscures the dark side of technologies. When emailing or using WCC WEB the first response is an auto-generated reply (examples of auto-responders attached). What happens next, if something happens, please accept a brief illustration with facts and examples:

**[1] The Rates System on autopilot**

The auto-responders of the online services send instantly confirmation emails. None of the attached authentic examples have been followed up by office staff and left exposed to further time consuming enquiries. The worst case of failing to provide paid services started on 18/11/21 when WCC Rates Department got notified that the delivery of rates document has stopped. That email notice has not been answered and followed up. In step 2 the writer requested in writing copies of missing rates documents – no copies have been received. The third attempt was filing an online complaint (9(2)(a) auto responder attached) but has not been processed and strictly spoken it is still open.

**[2] Information Request - ref #9(2)(a) 11/2/22**

To get case [1] moving the writer launched #9(2)(a). WCC's reply pointed out that the complainer should use the WCC WEB, but interestingly WCC did not realize, as records show, he did. Positive was, WCC emailed on 21/2/22, after three months, the missing rates documents. The reader might think, everything seemed to be settled, instead of WCC started a new issue.

### **[3] Penalty charge disputed on 25th May 2022**

Related to [2] WCC claimed a penalty charge. The rates team needed 3 months for emailing requested copies of rates documents and that after "due dates". Consequently, the penalty charge disputed on 25th May 2022 is still open yet. By date WCC hasn't been able to acknowledge the objection and the Management and Administration did not state the grounds of their position.

### **[4] Management and Administration**

The Ombudsman office passed on the addressed issues to the Chief Executive's office. Unfortunately both attempts failed to assist resolving the open matters illustrated above. The request of naming a case manager remains ignored and so writer's offer to meet for resolving misunderstandings.

### **Consequential findings**

Along the way to try understanding WCC's operation the writer launched applications under the Local Government Official Information and Meetings Act 1987 (LGOIMA). It became evident that double standards are driven by management are not focused on rates payer's satisfaction. The WCC WEB is misused as billboard and the auto-functions of the Rates System run like a money-printing system. Unfortunately the Mayor Tory Whanau's office (the Governing Body) doesn't want to know and shows similar bureaucratic symptoms.

### **State of dissatisfaction**

Looking from business perspective WCC operation breached all common business rules in terms of treating clients fairly, being "accessible & responsive and always improving" as promoted on WCC WEB. Related to the given examples the assurance team failed to produce acceptable and client friendly results, so called "Suspected Cases of Whitewashing".

### **Help from the ministry is needed**

I do appreciate if you as Minister for Local Government could nominate someone in your governmental department to assist getting WCC's problems resolved and restore the trust in local government operations.

Thank you for taking the time to review my concerns.

Sincerely,

9(2)(a)

**N.B.** On request I'm able to prove facts with information, dates, names... posted by Wellington City Council and released documents under LGOIMA.

Attachments

Online complaint #9(2)(a), auto responder

Info at WCC [9(2)(a)] Contact Us Form - Kia ora, We have received y... 09

[9(2)(a)] Contact Us Form ▷ Inbox x

**Info at WCC** <info.atWCC@wcc.govt.nz>  
to me ▾

09:37 (0 minutes ago) ☆ ◀

Kia ora,

We have received your request and a ticket has been created. A support representative will be reviewing your request and will send you a response soon.

#### Ticket Summary

Automatic reply: Rate Acc Number 9(2)(a) - Invoice missing

▷ Inbox x

**BUS: Rates** via [wccgovtnz.onmicrosoft.com](mailto:wccgovtnz.onmicrosoft.com)  
to me ▾

Thu, 18 Nov, 10:55 ▶

Thank you for your email.

Due to high volumes of enquiries, we will respond to your request within five(5) working days.

Find property details on our website: [Property - Property search - Wellington City Council](#)

Opt-in to receive future Rates Invoices by email: [Rates - Get your rates invoice and valuation notice by email - Wellington City Council](#)

Notify a change of postal address: [Update your address with Council - Wellington City Council](#)

Kind regards, Wellington City Council Rates Team.





**BUS: Rates** Rates@wcc.... Sat, 22 Jan, 22:05 (23 hours ago) ☆  
to me ▾

Thank you for your email.

Due to high volumes of enquiries, we will respond to your request within five(5) working days.

Find property details on our website: [Property - Property search - Wellington City Council](#)

Opt-in to receive future Rates Invoices by email: [Rates - Get your rates invoice and valuation notice by email - Wellington City Council](#)

Notify a change of postal address: [Update your address with Council - Wellington City Council](#)

Kind regards, Wellington City Council Rates Team.

**9 Dec 2021**

**Info at WCC** <info.atWCC@wcc.govt.nz>  
to me ▾

15:28 (7 hours ago) ☆

Kia ora **9(2)(a)**

We have forwarded your email to our Rates and Billing team as they are best suited to respond. If you wish to contact the Rates team in the future, their contact details are as follows:

Rates and Billing Services  
Email: [rates@wcc.govt.nz](mailto:rates@wcc.govt.nz)



**BUS: Rates** Rates@wcc.... Sat, 22 Jan, 22:05 (23 hours ago) ☆  
to me ▾

Thank you for your email.

Due to high volumes of enquiries, we will respond to your request within five(5) working days.

Find property details on our website: [Property - Property search - Wellington City Council](#)

Opt-in to receive future Rates Invoices by email: [Rates - Get your rates invoice and valuation notice by email - Wellington City Council](#)

Notify a change of postal address: [Update your address with Council - Wellington City Council](#)

Kind regards, Wellington City Council Rates Team.

COR266

9(2)(a)

Dear 9(2)(a),

Thank you for your email and attached submission of 9 January 2023 regarding your concerns with Wellington City Council's (the Council's) rates system and the handling of your Local Government Official Information and Meetings Act 1987 request.

I acknowledge your concerns with the Council and its actions. I should explain, however, that as the Minister of Local Government, I am primarily responsible for the legislative framework within which local government operates. Councils are accountable to their communities for their actions and decisions. This includes decisions regarding rates.

I encourage you to continue to engage with the Council about the rates penalty charge you received. If you have not done so already, you can also raise your concerns with your local ward councillors. Local ward councillors act as advocates for the interests of their communities.

It is important that councillors are aware of their constituents' views. You can find contact information for your local councillor on the Council's website:  
[wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors](https://wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors).

I note you have approached the Office of the Ombudsman to investigate your concerns. I encourage you to continue to engage with the Ombudsman as it is the appropriate authority to address the matters you have raised.

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown

**Minister of Local Government**

## Document 13

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**From:** 9(2)(a)

**Sent:** Friday, January 26, 2024 10:11 AM

Released under the Official Information Act 1982

To: Simeon Brown (MIN) <x.xxxxx@xxxxxxxxxx.xxxx.xx >

9(2)(a)

**Subject:** FW: Wellington City Council-Local Government Act Notice.

Minister Brown-News Media is reporting that you are to meet with Wellington Mayor Tory Whanau on Monday of next week. I am part of a group of concerned Wellington Citizens [identified as copied to this message] who have commissioned as well as developed financial analysis on the current state of the financial statements of the WCC. Access to up-to-date accounts has been denied but the last Long-Term plan of the WCC has provided a foundation from which to work, this has been supplemented by other publicly available information, to enable conclusions to be accurately drawn.

Both documents have been submitted to the Council and submissions given in support. Mayor Whanau has stated that the Castalia Report was based on out-of-date information and that she was not going to read it as she relies solely on information provided by her CEO Barbara McKerrow.

Both documents show that the financial status of the WCC is dire and under normal circumstances the organisation would be insolvent. The reasons for this conclusion are detailed in the attachments.

We support your request for information initiated under Part 10 of the Local Government Act 2002, we believe that the documents attached reveal a "significant" Governance problem which would be alleviated by your immediate appointment of a Crown Review Team. This intervention would enable expert assistance to both the Executive of Council and all Councillors to prioritise significant projects [of which there are many], levels of service and asset investments. This process is required by the Local Government Act which seeks "Financial Affordability" as a component of the striking of Rates for the 2024/25 rating year.

The Council is charged with the adoption of a new 10 year plan to expire in 2034. It is critical that affordable Long term plans are set and expenditure proposals are paused or deleted to ensure the long term survival of Wellington City.

The third attachment to this message shows that current WCC operating expenses per household in FY22 was 41% higher than the average of the other metro councils. Reckless expenditure must be stopped!

We ask that the documents attached are referred to your Ministerial support team for comment. If further information is required or if a meeting with you or your staff would assist, please contact me.

9(2)(a)

A dark grey rectangular redaction box covers the text in this block.

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Released under the Official Information Act 1982

9(2)(a)

Business Unit (261)  
Rating Policy Review  
Wellington City Council  
P.O. Box 2199  
Wellington 6140

By email to: [ltip@wcc.govt.nz](mailto:ltip@wcc.govt.nz)

#### Submission on Rating Policies Review

Submitted by: 9(2)(a)

We are Wellington citizens, and represent a wider group of Wellingtonians, seriously concerned about the financial sustainability of our city. We are concerned that the Wellington City Council (WCC) has not considered several important factors that risk putting an unsustainable rates and debt burden on the city's residents and businesses.

We love our great city. But we are worried that it is falling even further behind. The city's productive sector has declined, and its population has grown slower than any other urban centre. It contributes less and less to New Zealand's GDP.

WCC has called for submissions on its Rating Policies Review. We believe WCC cannot make decisions about rating policies before the full extent of its spending and risks, and the implications for council debt and the rates bill, are understood.

We commissioned independent economic advisors Castalia to assess the state of the city's finances from public documents. Castalia has:

- Identified at least \$500 million in identified expenditure not included in WCC's Long-Term Plan (LTP)
- Estimated another \$500 million including spending on the Michael Fowler Centre and Opera House earthquake strengthening, bringing water infrastructure up to standard, major transport projects and community housing investments
- Projected an unsustainable debt path and imminent breach of WCC's own and the Local Government Funding Authority's (LGFA's) covenant limits.

This will mean even more debt, higher rates (and rents) or worse.

We call on WCC to pause its Rating Policies Review and merge it with the work on the LTP scheduled for the December quarter. All components of the LTP need to be fully and transparently costed.

The implications for services, council assets, debt and rates must be understood and clearly communicated to the public.

We request a constructive and open dialogue between councillors and the ratepaying community to:

- Clearly outline the full extent of the city's finances, including comparisons between actual expenditure and revenues and budgets
- Explain the options that are available to WCC to keep expenditure under control:
  - How much more borrowing is needed?
  - How much will rates increase?

- What options are available to reduce fiscal liabilities and risks?
- Should we consider choices around partial asset sales, as has occurred recently in Auckland?
- Develop a robust plan to return the city to growth while still investing in essential infrastructure.

All of this must occur **before** considering the Rating Policies Review.

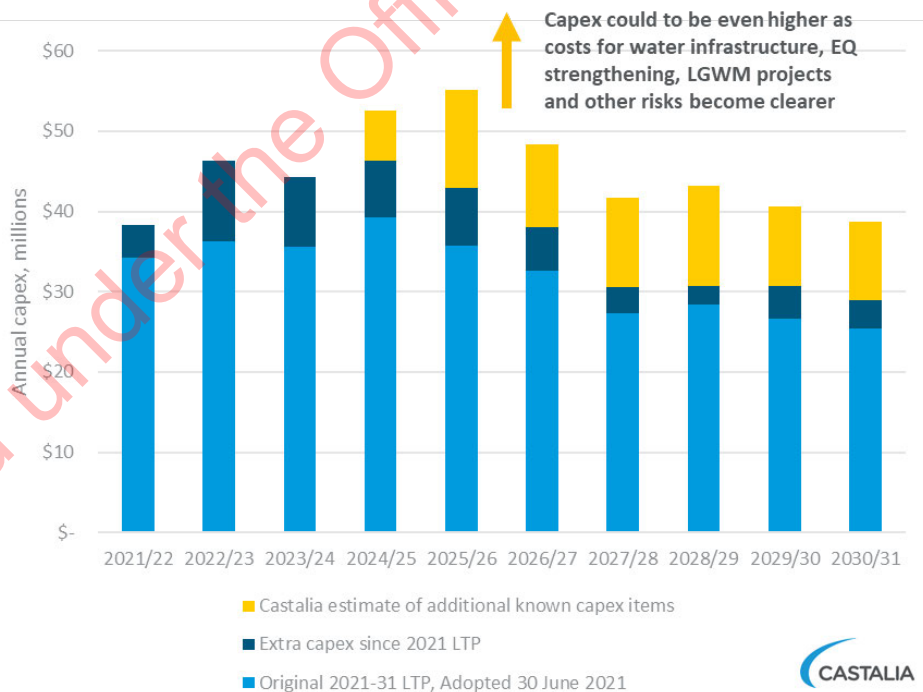
To state the obvious, in an environment where Wellingtonians are hurting from a cost-of-living crisis, significant rates hikes to cover this expenditure and additional debt will have significant adverse effects on ratepayers and rents, and cause hardship for many.

We are concerned that this lack of careful fiscal planning in a context of rising cost pressures is unlikely to go unnoticed by central Government. We are concerned that the absence of prudent and transparent financial management is further damaging Wellington’s credibility with central Government, potentially prompting further intervention.

**Our analysis shows WCC faces at least \$500 million of unbudgeted expenditure plus another \$500 million in additional capex not accounted for.**

Analysis from Castalia shows WCC has to spend **at least** \$500 million above its 2021 LTP budget, which itself triggered record rates rises and increased borrowing. Castalia also suggests expenditure will be even higher than that once the costs of additional known capex items such as additional water infrastructure, earthquake strengthening of the Michael Fowler Centre and Opera House and major Let’s Get Wellington Moving (LGWM) transport projects are added (yellow bars below).

Figure 1: WCC’s planned 2021 LTP capex and Castalia’s estimates for unplanned capex



Source: WCC Long Term Plan 2021-31, WCC 2022 LTP amendment, Department of Internal Affairs (DIA), Castalia analysis

Castalia's analysis identified capex and opex in re-evaluated costs of ongoing projects and from projects announced since the 2021 LTP was released. These significant new expenses are not included in the 2021 LTP, but the costs are now known and understood by WCC:

- Up to \$217 million increased cost for the Town Hall earthquake strengthening
- \$46 million for WCC's share of the Thorndon Quay and Hutt Road project for LGWM
- \$225 million in opex and \$32.5 million in capex for the new Zero Waste plan (new wheely bins and organic processing plant) over 10 years.

Not only are there these known spending increases, but WCC is highly likely to also have to budget to spend on the following **additional known capex items**:

Table 1: Castalia's estimates for additional known capex items

Additional known capex items	Estimated cost	Castalia's approach to estimating
<b>Earthquake remediation and higher construction costs: Michael Fowler Centre and Opera House</b>	Opera House: \$50 million over three years  Michael Fowler Centre: Unknown	Opera House is assumed to have the same costs and build time as the St James restoration.  No comparable data is available to estimate Michael Fowler Centre costs.
<b>Essential drinking, waste and stormwater infrastructure</b>	\$272 million over seven years	Castalia conservatively assumes costs are 50 percent of the Department of Internal Affairs' estimates of required investment. Capex begins in 2024/25 and any planned water infrastructure investment in the LTP is subtracted.
<b>Let's Get Wellington Moving</b>	\$331 million over six years	Derived from WCC's estimate of \$1.38 billion over 30 years, <sup>1</sup> begins from 2025/26 and assumes debt is on WCC balance sheet.
<b>Community Housing cost increases</b>	\$61 million over seven years	Assumes same construction cost inflation affecting other WCC projects continues.

The above table does not include the acquisition costs for the land at Reading Cinema which reports suggest WCC has committed to purchase.<sup>2</sup>

### How will Wellington fund the significant additional expenditure?

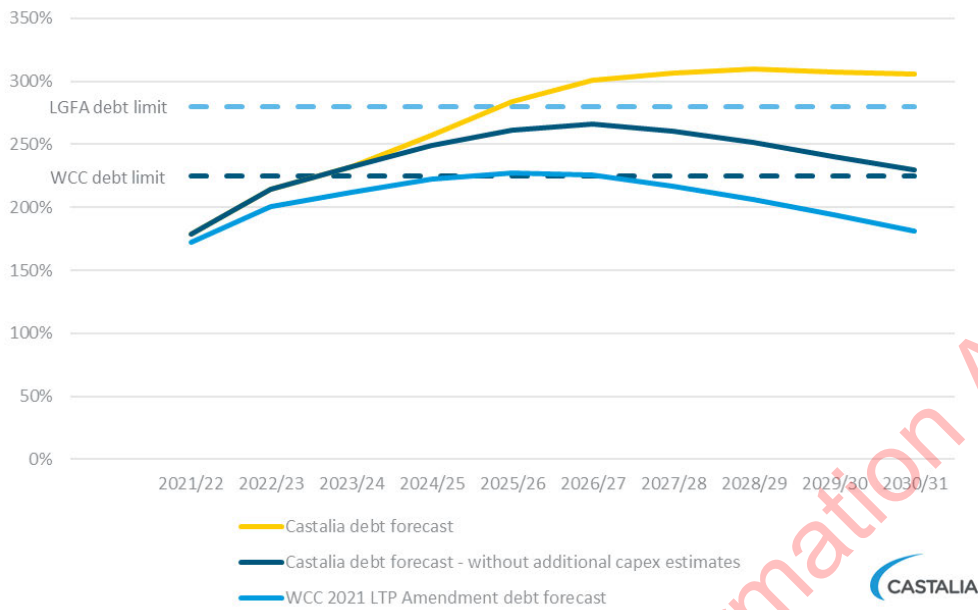
WCC must clarify how the city will afford the additional, unbudgeted expenditure. It appears WCC will have to raise significant new debt, raise rates, sell assets, or withdraw from commitments (such as LGWM) or a combination of all four. Castalia's analysis below suggests that on confirmed expenditure, WCC will exceed its debt-to-revenue limit. If the additional known capex is included, WCC will also breach its covenants with the Local Government Funding Authority (yellow line in graph below).

<sup>1</sup> WCC Financial and Infrastructure Strategy, page 27: <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/financial/financial-and-infrastructure-strategy.pdf?la=en&hash=5F5DF204569447A306B37F6487F2CF7A7C7F9266>

<sup>2</sup> Reports suggest WCC has committed to purchase the land on Courtenay Place where Reading Cinema is situated: <https://www.nzherald.co.nz/nz/meeting-held-in-secret-on-future-of-wellingtons-deserted-reading-cinema/AGFNB6E7CRG3TMTH56M5DINGIM/>



Figure 2: WCC's debt-to-revenue ratio under different scenarios



Sources: WCC Long Term Plan 2021-31, WCC 2022 LTP amendment, WCC LGOIMA response dated 19 July 2023, DIA, Castalia analysis  
 Note 1: Castalia assumes that debt repayments are not made on the additional debt, and no interest expense is deducted from the available revenue for the additional debt.

Note 2: Reported actual revenue was higher (14%) and non-current borrowing lower (20%) than the LTP forecast (budget) in WCC's 2021/22 Annual Report. We used the forecast numbers from the 2022 LTP Amendment in our analysis but acknowledge that actuals may differ from forecasts (and did differ in the year 2021/22).

Note 3: WCC 2021 LTP Amendment debt forecast excludes the \$270 million for additional borrowing capacity to cover insurance underwriting for major events. If this was included the debt-to-revenue ratio would exceed WCC's borrowing limit for seven years until 2029/30

We believe this analysis is critically important context for WCC to urgently consider and we trust it is helpful. We intend to release this data publicly in the spirit of fostering important public discussion around the future of our city.

We look forward to speaking with councillors on this submission as a matter of priority.

Yours sincerely,

9(2)(a)



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## A realistic approach needs to be taken to the 2023-33 Long-Term Plan

### Council Statements

An in-depth cost review could not immediately identify a single item that could be cut  
- December 2023

A rates 13.5% in the first year, and an average of 9.9% over the first three years. An average rates increase of 5.3% across the 10 years of the plan  
- April 2021

It is likely that higher rates hikes will be needed in the first few years of the long-term plan,  
- Nov 2023

The cost pressures that the council faces arise from the need to look after existing infrastructure and assets  
- Nov 2023

Council denies financial crisis  
- November 2023

### Financial Reality

There are opportunities to reduce costs

- WCC spends 54% more per person than the metro council average
- Non-core spending is 64% of total spending
- FTE's are up 13% over the past 5 years

The LTP's consistently underestimate council spend and hence required rate increases

- 23/24 operating expenditure is 23% higher than that included in the 2021 LTP
- 23/24 operating expenditure is 19% higher than that included in the 2021 LTP

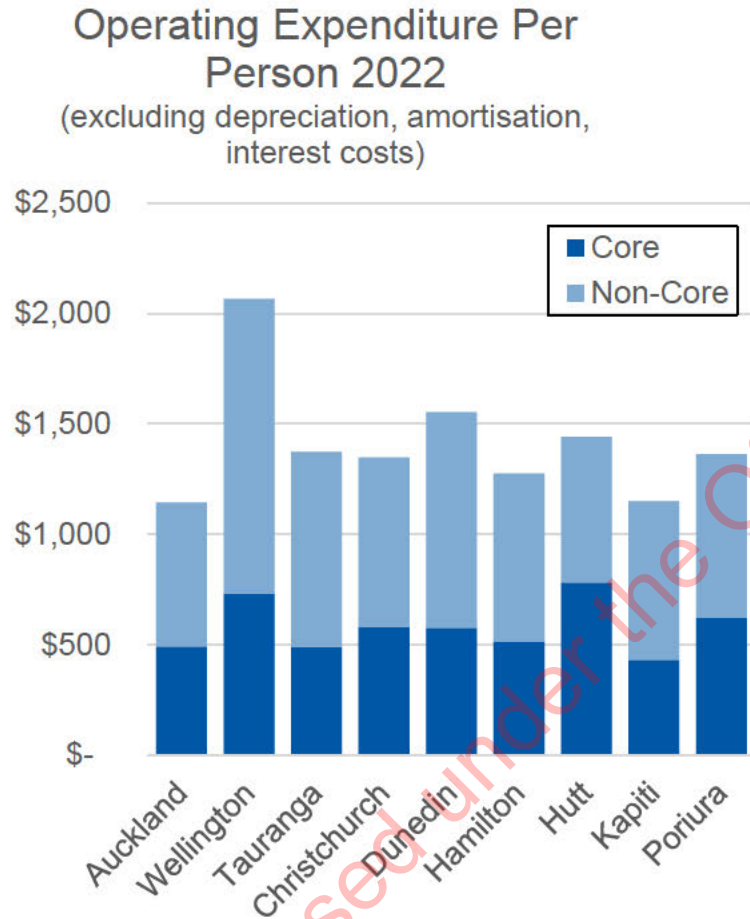
The higher initial 3-year costs in one LTP become the starting point for the next LTP

Rates increases are being driven by investment in new assets, not replacing or repairing existing assets

- 66% of capital expenditure over the last 3 years has been on new assets
- Share of capital expenditure for Wellington Water has declining from 22% to 11%

A \$1b of unfunded capital expenditure will lead to an immediate 20% increase in rates

# WCC operating expenditure is substantially higher than other councils and growing much faster than the city



Wellington City Council’s operating expenditure per person is higher than the average of other metro councils

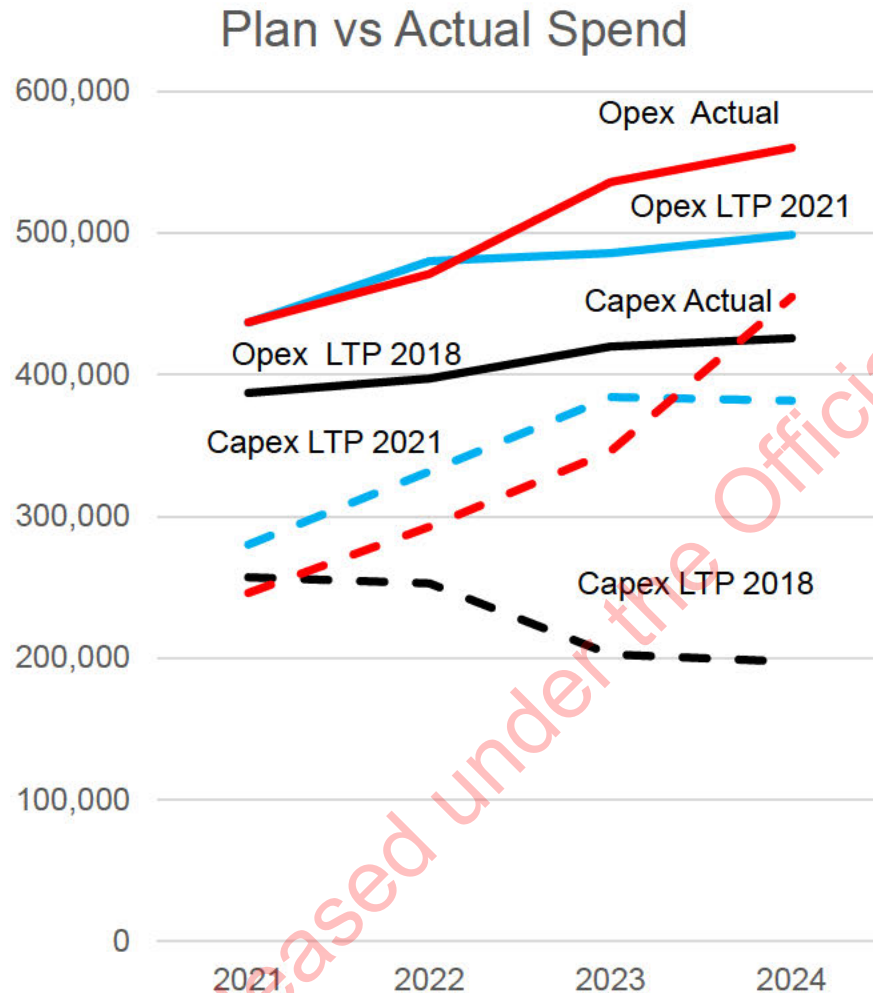
- Total is 54% higher
- Non-core is 65% higher

Non-core expenditure in Wellington is higher than core expenditure in Auckland, Hamilton, Christchurch and Dunedin

Wellington is growing slowly. Over the past five years:

- Residential consents over housing stock grew 1.6% p.a.
- Population grew 0.4% p.a.
- ... but rates grew on average 8.7% p.a

## LTP's consistently under-estimate actual spend



2024 Annual Plan Operating expenditure is

- 31% higher than the 2018 LTP
- 23% higher than the 2021 LTP

2024 Annual Plan Capital Expenditure is

- 130% higher than the 2018 LTP
- 19% higher than the 2021 LTP

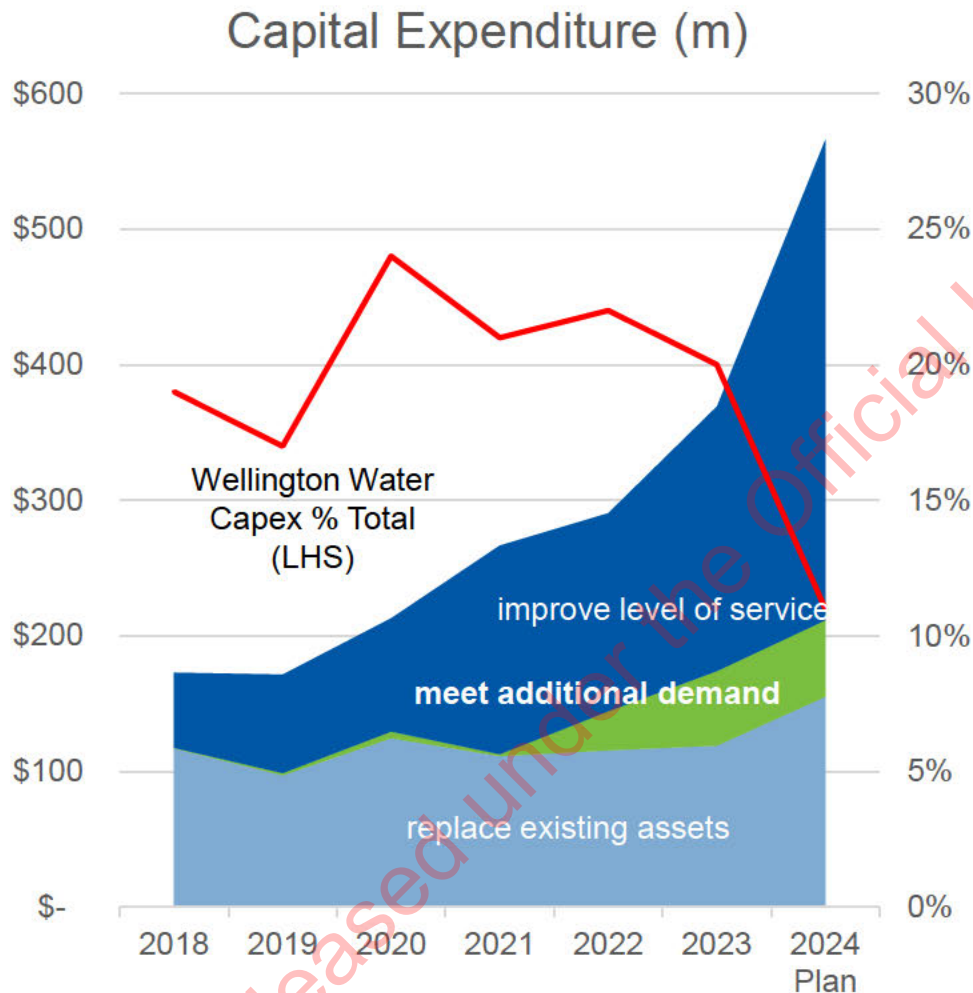
Peak borrowings continue to increase

- LTP 2018 Max Borrowings: \$1.16b
- LTP 2021 Max Borrowings: \$1.97b

Projected peak gross debt is \$2.3b

- 23/24 AP Forecast: \$1.79b
- LTP 21 Growth to '26: \$0.19b
- Known new spend:
  - \$0.2b Sludge MF +0.2b
  - Town Hall +\$.15b

## Capital expenditure focused on new services and result in substantial rates increases



Capital expenditure grew 227% since 2018, but not to replace existing assets. Almost all the new expenditure is to improve levels of service

Wellington Water spending as a proportion of capital expenditure has almost halved from 19% to 11%

Capital expenditure, not interest rate increases, is driving an increase in interest cost

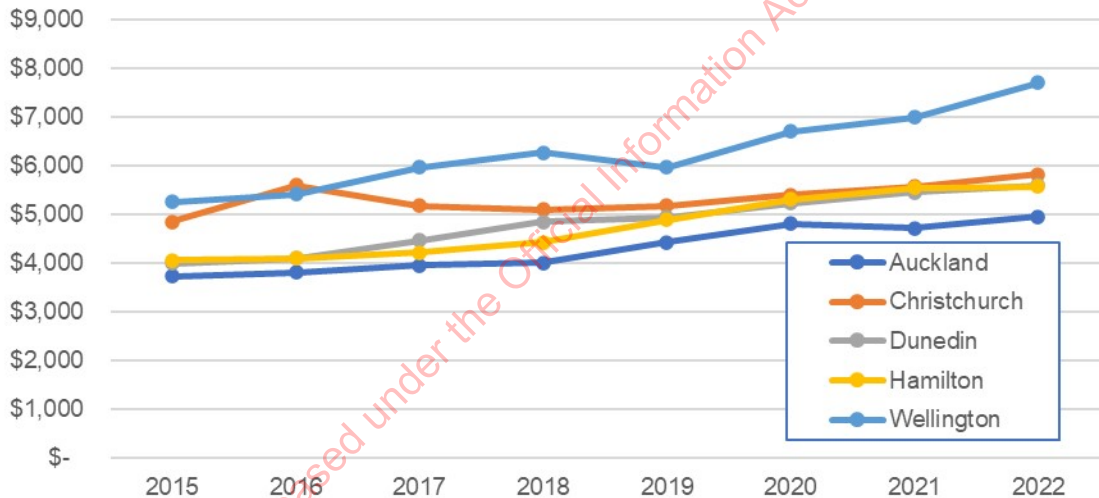
- Gross debt is up 144% over the past 3 years and interest costs are up 138%

Every \$100m in additional capital expenditure results in a rate rise of 2% p.a.

- due to interest cost and an increase in depreciation
- operating costs for non-revenue earning assets are additional costs

# Council Operating Expenditure / Household

Source: Stats (NZ)



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9(2)(a)

Dear 9(2)(a),

Thank you for your email of 26 January 2024, about your concerns about the Wellington City Council's (the Council's) financial strategy.

You requested that I take action to address your concerns. The Local Government Act 2002 sets a high threshold for intervention to be considered. There has to be significant or persistent mismanagement or failure of governance on the part of a local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities. Based on the information you have provided, I do not consider that further intervention is necessary, including the appointment of a Crown Review Team.

As you mentioned, in January 2024 I formally requested information from the Council about how it was addressing water leakage and water shortage issues. I have also been receiving regular updates on the status of Wellington's drinking water from the water services regulator, Taumata Arowai.

I have forwarded a copy of your letter to officials at the Department of Internal Affairs. This will ensure they are aware of your concerns and can advise me should a case for intervention become apparent.

If you have not done so already you may also wish to consider approaching the Office of the Auditor-General to see whether there are grounds for an investigation of your complaints. The Auditor-General can inquire into aspects of a council's performance, including its use of resources and compliance with statutory obligations. Further information on the role of the Office of the Auditor-General can be found at [www.oag.govt.nz](http://www.oag.govt.nz). You can write to the Office of the Auditor-General at PO Box 3928, Wellington 6140 or email [enquiry@oag.govt.nz](mailto:enquiry@oag.govt.nz).

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**

## Document 14

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**From:** 9(2)(a) [REDACTED]  
**Sent:** Thursday, February 15, 2024 11:41 AM  
**To:** Simeon Brown <[Simeon.Brown@parliament.govt.nz](mailto:Simeon.Brown@parliament.govt.nz)>  
**Subject:** Wellington City Council

Dear Simeon

I am writing to raise my concerns over WCC actions.

I believe the current council is out of control and their actions are endangering the whole community.

Their blind obsession with zero emission, "the road to zero" and cycleways have damaged businesses, devalued homes and put peoples lives at risk.

They are/have installed humps on the main roads, even by Newtown Fire Station. Fire

Released under the Official Information Act 1982



engines, police and ambulances are now forced to slow to 5 to 10km over each hump.

This adds valuable time onto a trip and arrival at a fire. In a house fire every second counts, these humps will cost lives.

They have removed the pedestrian safety crossing installed by the council to help thousands of families & children cross the busy road by the popular Wakefield Sports Fields.

This is all being done for a cycle way, the council endangers the lives of thousands to help protect a few.

They are increasing our rates but still waste money like water.

I run a small services business in Wellington and these policies have really increased my travel times and frustration & costs.

My partner is a nurse at Wellington Hospital and we have loved living in Wellington but now are thinking of voting with our feet.

The council are no longer fit or capable to run our city.

People of Wellington need government intervention now, please help us.

Thank you

Kind regards

9(2)(a)

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Released under the Official Information Act 1982

9(2)(a)

Dear 9(2)(a),

Thank you for your email of 15 February 2024 regarding your concerns with the operations of the Wellington City Council (the Council) and requesting that action be taken.

I acknowledge your concerns; however, I should explain that as the Minister of Local Government I am primarily responsible for the legislative framework within which local government operates. Councils are accountable to their communities for their actions and decisions.

The Local Government Act 2002 (the Act) does give the Minister of Local Government powers to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of the local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities. Based on the information you have provided; it is not clear to me that there is sufficient evidence to warrant Ministerial intervention in this case.

If you have not done so already, I encourage you to contact the Council and express your concerns. You can contact the Council by phone on 04 499 4444 or by email at [info@wcc.govt.nz](mailto:info@wcc.govt.nz). I expect council staff to be open to hearing about the concerns of communities and provide responses within a reasonable timeframe.

You may also wish to raise your concerns with one of your local ward councillors. Local ward councillors act as advocates for the interests of their communities. It is important that councillors are aware of their constituents' views. You can find the contact information for your local ward councillors on the Council's website: [wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors](https://wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors).

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**

**Document 15**

**From:** 9(2)(a)  
**To:** [Hon Simeon Brown](#)  
**Subject:** Wellington City Council  
**Date:** Thursday, 29 February 2024 2:46:46 pm

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Good afternoon Simeon,

This e mail is very short, and to the point. As you are very aware the ratepayers of Wellington are being lead by, what one can only describe as, a group of incompetent officers and (some) councillors.

I was horrified to read that at todays meeting, the reading complex, that is owned by a multi million dollar American company, is essentially being bailed out by the ratepayers. This is even after a New Zealand philanthropist offered to buy it. This does not make any sense, this along with all the other poor decisions being made is crippling our capital.

I am begging this government to please put WCC under administration or at minimum a crown observer. If this mayor is left unchecked, our Capital may as well turn out its lights and close the doors.

Kindest Regards

9(2)(a)

Sent from my Galaxy

Released under the Official Information Act 1982

## Document 16

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**From:** 9(2)(a)

**Sent:** Friday, March 8, 2024 8:33 AM

**To:** Simeon Brown <[Simeon.Brown@parliament.govt.nz](mailto:Simeon.Brown@parliament.govt.nz)>

**Subject:** Wellington City Council

Released under the Official Information Act 1982

Hon Simeon Brown  
Minister Local Government

I hear this morning the Wellington City Council agreement with Reading includes giving them \$6M and two years to prepare a business case. Three possible outcomes from this are:

Wellington

1. A valid business case is made.
2. The business case says there is no bus case.
3. A valid business case is prepared and it says we need \$50M.

If its outcome 3 what is the Council going to do, front up with extra capital?

Consider also:

Reading has had the property in its current state for 7 years. Does anyone really think that they don't already have one or more business cases that they can probably resurrect for \$100k, in which case that's an easy \$5.9M.

This council, or the core that keeps making these irresponsible decisions need to go until the next trienium.

9(2)(a)



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Released under the Official Information Act 1982

9(2)(a)

Dear 9(2)(a),

Thank you for your email of 8 March 2024 about the decisions of the Wellington City Council (the Council) in the ongoing Reading Cinema deal.

I acknowledge your concerns. As the Minister of Local Government, I am primarily responsible for the legislative framework within which local government operates. Councils are accountable to their communities for their actions and decisions.

The Council is undertaking formal consultation on its Long-Term Plan from 12 April 2024 until 12 May 2024. Councils are required to complete a Long-Term Plan every three years to set their priorities for the next ten years. If you are unhappy with the decisions the Council has made in respect to the Reading Cinema deal, I encourage you make a submission as a part of this consultation to make sure your voice is heard and that your elected representatives understand your perspective.

You can find more information on the Long-Term Plan for the Council, and how to provide feedback once consultation begins on the following link: [www.letstalk.wellington.govt.nz/hub-page/long-term-plan-2024-34](http://www.letstalk.wellington.govt.nz/hub-page/long-term-plan-2024-34).

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**

# Document 17

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**From:** 9(2)(a)

Released under the Official Information Act 1982

**Sent:** Friday, March 1, 2024 11:51 AM

**To:** Simeon Brown <xxxxxx.xxxxxx@xxxxxxxxxxx.xxxx.xx >

**Subject:** Wellington Council

**Importance:** High

Hi Simeon

I writing to express my concern at our local council, for some years now it appeared dysfunctional and fractured along political lines, with the good of the city coming second behind their own party agendas. It would appear although they go through the motions of consultation they ignore and look at their phones when someone is presenting any other options bar their own. The city is carrying enormous debt and we are all facing significant rates increases, while they fund vanity projects like cycleways, which will drive away retail business for the city centre, when they can't even secure our water needs. Our Mayor appears to be a drunk who thinks she doesn't need to even pay her own restaurant bills and whenever I hear her talk, she shows no real understanding of business needs and lacks commercial knowledge and common sense..

Please can you fire the council and put in a commissioner who knows how to govern and manage rate payers money in the interest of the City and rates payers, we are almost past the point of no return, the damage they are doing is almost permanent. I have lived in Wellington for over 60yrs and have never written to a politician before, but feel now I must.

Many thanks

9(2)(a)



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9(2)(a)

Dear 9(2)(a),

Thank you for your email of 1 March 2024 expressing your concerns with the Wellington City Council (the Council).

I acknowledge your concerns; however, I should explain that as the Minister of Local Government I am primarily responsible for the legislative framework within which local government operates. Councils are accountable to their communities for their actions and decisions.

In your email you requested that a commissioner be appointed. The Local Government Act 2002 (the Act) does give the Minister of Local Government powers to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of a local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities. Based on the information you have provided; it is not clear to me that there is sufficient evidence to warrant ministerial intervention in this case.

The Council is accepting submissions on its Long-Term Plan (LTP). The LTP is a key document outlining how councils will collect and spend rates. Consultations close on 12 May 2024 and submissions can be made at: [www.letstalk.wellington.govt.nz/hub-page/long-term-plan-2024-34](http://www.letstalk.wellington.govt.nz/hub-page/long-term-plan-2024-34).

If you remain dissatisfied with the Council's actions, you may consider approaching the Office of the Ombudsman to see if there are grounds for an investigation of your concerns. The Ombudsman can investigate the administrative acts, decisions, recommendations, and omissions of councils that affect individuals or groups of people.

You can find information on how to lay a complaint at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz). The contact address is Office of the Ombudsman, PO Box 10152, Wellington 6143. You can also phone 0800 802 602 or send an email to [info@ombudsman.parliament.nz](mailto:info@ombudsman.parliament.nz).

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
Minister of Local Government

## Document 18

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**From:** 9(2)(a)

**Sent:** Tuesday, March 19, 2024 7:30 PM

**To:** Simeon Brown (MIN) <[x.xxxxx@xxxxxxxxxx.xxxx.xx](mailto:x.xxxxx@xxxxxxxxxx.xxxx.xx)>

**Subject:** WELLINGTON CITY COUNCIL governance

Released under the Official Information Act 1982

Hello Simeon

Is there any chance of installing a commissioner? Leaking pipes everywhere, major cost blowouts for the 'nice to haves', decisions made that aren't transparent, a mayor who is a person many people I have spoken to who tell me they do not hold in high regard, who hasn't demonstrated the skills required to be mayor and a council full of politically leaning green people who don't appear to be making very good decisions for Wellington, putting their own ideologies ahead of what is good for the city. Last of all a huge rates increase to allow these people to continue making inept decisions. The call to prayer debate - unbelievable when our infrastructure is falling down around our ears.

Attached is a video of a leak in Mt Victoria that has been ongoing for **months** and reported by many. Lately someone has created some pipework to control the leak to some extent. This is one example of many many unattended leaks around the city.

I'd appreciate your comments. Thanks.

Regards 9(2)(a)

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Released under the Official Information Act 1982

9(2)(a)

COR538

Dear 9(2)(a),

Thank you for your email of 19 March 2024 regarding your concerns with the Wellington City Council (the Council) in relation to its water management, and your request for a commission to be installed to administer the Council.

I recognise your concerns about Wellington's water supply challenges. I am receiving regular updates from the water services regulator, Taumata Arowai, who is monitoring the situation closely. In December 2023 and January 2024, I held meetings with local authorities to discuss how their councils will approach the water services delivery challenges they are facing. I made clear my expectations that councils in the region will work with Wellington Water to address the water services delivery challenges.

The Government is taking steps to address this country's long standing water infrastructure challenges. The first step was the recent passing of a bill to repeal the previous government's water services legislation as part of our 100-day plan. This will restore continued local council ownership and control of water services, and responsibility for service delivery.

Regarding your suggestion for a commission to be installed, the Local Government Act 2002 sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of a local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities. In this case, I do not believe Ministerial intervention is required.

In the first instance, I suggest reporting water infrastructure issues, including wastewater or stormwater issues, such as leaks, directly to the Council, which you can do on its website at: [services.wellington.govt.nz/report](https://services.wellington.govt.nz/report). Information on reporting water issues for the Wellington region is available on Wellington Water's website at: [www.wellingtonwater.co.nz/about-us/contact/report-an-issue](https://www.wellingtonwater.co.nz/about-us/contact/report-an-issue).

If you have not done so already, I encourage you to engage with the Council to express your concerns. You can contact the Council by phone on 04 499 4444 or by email at [info@wcc.govt.nz](mailto:info@wcc.govt.nz). I expect council staff to be open to hearing about the concerns of communities and provide responses within a reasonable timeframe.

You may also wish to raise your concerns with your local ward councillors. It is important that councillors are aware of your views in their decision making. You can find contact details for the councillor of your ward on the Council's website at: [www.wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors](https://www.wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors).

If you remain dissatisfied with the Council's response, you may consider approaching the Office of the Ombudsman to see if there are grounds for an investigation of your concerns. The Ombudsman can investigate the administrative acts, decisions, recommendations, and omissions of councils that affect individuals or groups of people. You can find information on how to lay a complaint at: [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz).

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**

Released under the Official Information Act 1982

Document 19

9(2)(a)

05 March 2024

11 MAR 2024

Hon Simeon Brown  
Minister of Local Government

Dear Mr Brown

**Re: Wellington City Council and Water – Please help us**

I understand you have the power to appoint a manager to run Wellington City; I would implore you to do so.

Successive councils have demonstrated a total inability to manage our water supply and this council is no better.

Our water system is in tatters with leaks appearing all over the city. Large potholes are appearing due to the excessive delays repairing these leaks, undermining the roadways. The cost of water wasted, and reactive maintenance (leak repairs) is \$M's p.a. Money literally going down the drain.

You would expect water would be a priority but no, WCC is completely preoccupied with cycle lanes, speed bumps and most recently, bus only lanes down the Harbour Quays. Like previous councils, they would ignore water if they could.

They're also involved with a \$32M property deal around Reading Cinemas. Would trust them to manage a \$32M property deal for you????

In the last three years, my rates have increased by over 40% and once more, I'm staring down the barrel of another double-digit increase. Very little of it has gone into our water system.

I accept I live in a democracy and Councillors are voted in, but minimum standards of performance and delivery must apply.

Councillors past and present have failed Wellington and continue to do so.

Please save us.

Yours faithfully

9(2)(a)

Released under the Official Information Act 1982

9(2)(a)

COR606

Dear 9(2)(a),

Thank you for your letter of 5 March 2024 outlining your concerns with Wellington City Council's (the Council) management of water, and rates increases.

I recognise your concerns about Wellington's water supply challenges. I am receiving regular updates from the water services regulator Taumata Arowai, who is monitoring the situation closely. In addition, over December 2023 and January 2024, I held meetings with local authorities to discuss how their councils will approach the water services delivery challenges they are facing. I made clear my expectations that councils in the region will work with Wellington Water to address the possible water shortage.

The Government recently passed a bill to repeal the previous government's water services legislation as part of our 100-day plan. This will restore continued local council ownership and control of water services, and responsibility for service delivery. The repeal bill is the first part of our new approach to water services delivery, Local Water Done Well, which sets out our plan for addressing this country's long-standing water infrastructure challenges.

I also acknowledge your concerns regarding rates increases. However, as the Minister of Local Government, I am primarily responsible for the legislative framework within which local authorities operate. The provisions of the Local Government Act 2002 (the Act) recognise that each city and district is unique and are intended to give individual councils the flexibility to decide on the arrangements that best fit with local circumstances. Councils are accountable to their communities for operational matters such as rates increases.

The Act does give the Minister of Local Government powers to intervene in local authorities in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of a local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities.

If you have not already done so, I would encourage you to share your views about its performance with the Council. I expect council staff to be open to hearing about the concerns of communities and to respond within a reasonable timeframe. You can contact the Council by phone on 04 499 4444 or by email at [info@wcc.govt.nz](mailto:info@wcc.govt.nz).

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**

## Document 20

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**From:** 9(2)(a)

**Sent:** Monday, March 4, 2024 4:37 PM

Released under the Official Information Act 1982



**To:** [xxxxxx.xxxxxx@xxxxxxxx.xxx.xx](mailto:xxxxxx.xxxxxx@xxxxxxxx.xxx.xx)

**Subject:** [Suspect Sender] Wellington Council

Hello Nichola,

I have lived in khandallah most of my 60+ years. Councils come & go some are good, some not so. But this council is not serving Wellington now and for the future by its ideological rather than informed prioritising and decision making. I despair the current council and many councilors do not have the capability to represent the city, our capital city perform their elected duty and believe to eg 1. cycle lanes; making roads dangerous (cyclists still use the narrower roads), prohibiting emergency services using the shoulder and requiring them to use longer circuitous routes and a nice to have rather than a necessity when we have huge infrastructure & water issues, 2. wasting money on poorly constructed contracts & poor understanding of negotiation (Reading Cinema), 3. Replacing g lights on aotea Quay with a roundabout & lights 4. The golden mile which will become the black mile, unsafe and abandoned.

Please do something to replace the council.

Thank you

9(2)(a)

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Released under the Official Information Act 1982

9(2)(a)

Dear 9(2)(a),

Thank you for your email of 4 March 2024 to the Minister of Finance, Hon Nicola Willis, regarding your concerns with the spending decisions of the Wellington City Council (the Council). Your email has been referred to me for response as the matters you raise fall within my portfolio responsibilities as the Minister of Local Government.

As the Minister of Local Government, I am primarily responsible for the legislative framework within which local authorities operate. Councils are accountable to their communities for operational matters, including decisions around spending.

In your email, you request intervention into the Council. The Local Government Act 2002 (the Act) does give the Minister of Local Government powers to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of a local authority to warrant ministerial intervention. This is to preserve local authorities' primary accountability to their ratepayers and communities. As such, I am unable to intervene in this case.

If you have not done so already, I suggest getting in touch with the Council regarding your concerns. Contact information is available on the Council's website at: [wellington.govt.nz/contact-us/contact-details](https://wellington.govt.nz/contact-us/contact-details).

You may also wish to raise your concerns with your local ward councillors. It is important that councillors are aware of your views in their decision-making. Contact information for your local ward councillors are also available on the Council's website at: [wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors](https://wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors).

I also suggest providing feedback on council spending via the various consultation opportunities available. The Council is accepting submissions on its Long-Term Plan (LTP). The LTP is a key document outlining how councils will collect and spend rates. Consultations close on 12 May 2024 and submissions can be made at: [www.letstalk.wellington.govt.nz/hub-page/long-term-plan-2024-34](https://www.letstalk.wellington.govt.nz/hub-page/long-term-plan-2024-34).

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**

## Document 21

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**From:** Winston Peters (MIN) <[x.xxxxxx@xxxxxxxxxx.xxxx.xx](mailto:x.xxxxxx@xxxxxxxxxx.xxxx.xx)>

Released under the Official Information Act 1982

**Sent:** Friday, March 15, 2024 11:02 AM

**To:** 9(2)(a)

**Subject:** RE: Wellington city council

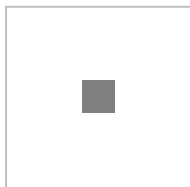
Dear 9(2)(a),

On behalf of the Deputy Prime Minister, Rt Hon Winston Peters, thank you for your email.

Please be assured your concerns have been noted. The subject matter you raise falls within the portfolio responsibilities of the Minister for Local Government, Hon Simeon Brown.

Your correspondence will therefore be transferred to that office for their consideration.

Kind Regards  
Private Secretary



**Office of Rt Hon Winston Peters**

Deputy Prime Minister  
Minister of Foreign Affairs |  
Minister for Racing |  
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

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**From:** 9(2)(a)

**Sent:** Friday, March 15, 2024 8:16 AM

**To:** Winston Peters (MIN) <[x.xxxxxx@xxxxxxxxxx.xxxx.xx](mailto:x.xxxxxx@xxxxxxxxxx.xxxx.xx)>

**Subject:** Wellington city council

Hi Winston,

I'm writing to you as I'm extremely concerned about what wellington city council are doing to our capital city.

I have never gotten involved in local council politics until now after hearing what the greens are doing and how out of control they are.

I voted for you in the last 2 elections as I believe you actually care about this country and am able and capable of making change.

We need government intervention in our city, even though it was offered to have a government watchdog inserted...I believe this was turned down flat by the moron mayor tory whanu. I have been in contact with Ray Chung who has explained that the council is dominated by green party members and any time something is disputed and requires a vote...the greens win every time.

Are you aware of the Reading cinema debacle?...how the council are giving them \$32 million, interest free, when having been offered the money by a philanthropist (his name I don't remember) that will gift back the land to wellington in the future....this was turned down by our council....that is mind boggling and moronic as far as running a business/council/city isn't it.

As for the amount of money they have spent and continue to spend on bloody cycle ways, when we have infrastructure issues that are way out of control...yet they continue to do this despite huge opposition from submissions...but because they have the numbers to carry the vote, they can seemingly ignore everyone and do what they want...this is unacceptable on so many levels... don't you agree???

Please, please help us out Winston...I can't see any other way to get change without government intervention.

Regards

9(2)(a)

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Released under the Official Information Act 1982

9(2)(a)

Dear 9(2)(a),

Thank you for your email of 15 March 2024 to the Deputy Prime Minister, Rt Hon Winston Peters, regarding your concerns with the decisions of the Wellington City Council (the Council). Your email has been referred to me for response as the matters you raise fall within my portfolio responsibilities as the Minister of Local Government.

As the Minister of Local Government, I am primarily responsible for the legislative framework within which local authorities operate. Councils are accountable to their communities for operational matters, including decisions around spending.

In your email, you request intervention into the Council. The Local Government Act 2002 (the Act) does give the Minister of Local Government powers to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of a local authority to warrant ministerial intervention. This is to preserve local authorities' primary accountability to their ratepayers and communities. As such, I am unable to intervene in this case.

If you have not done so already, I suggest getting in touch with the Council regarding your concerns. Contact information is available on the Council's website at: [wellington.govt.nz/contact-us/contact-details](https://wellington.govt.nz/contact-us/contact-details).

You may also wish to raise your concerns with your local ward councillors. It is important that councillors are aware of your views in their decision-making. Contact information for your local ward councillors are also available on the Council's website at: [wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors](https://wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors).

I also suggest providing feedback on council spending via the various consultation opportunities available. The Council is accepting submissions on its Long-Term Plan (LTP). The LTP is a key document outlining how councils will collect and spend rates. Consultations close on 12 May 2024 and submissions can be made at: [www.letstalk.wellington.govt.nz/hub-page/long-term-plan-2024-34](https://www.letstalk.wellington.govt.nz/hub-page/long-term-plan-2024-34).

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**

## Document 22

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**From:** 9(2)(a)

**Sent:** Sunday, May 26, 2024 7:54 PM

Released under the Official Information Act 1982

**To:** Chris Bishop <x@xxx>; Simeon Brown (MIN)

<x@xxx>

**Subject:** Wellington City Council

Hi Chris & Simeon

At what point are you going to take action?

Every week there is something new happening that involves this bunch of muppets known as Wellington City Council- Thorndon Quay has had bus & cycle lanes put in at great expense that are now going to have to be ripped out to fix the leaking pipes to stopping someone from making an oral submission to the 10 year plan simply because they asked that Tory Whanau pay attention rather than be distracted by her phone.

How many more situations like the above do we need before the Government takes action to move them on and puts in Commissioners to run WCC?

I have just had 6 friends here for the weekend from around NZ, they cannot get over how dismal Wellington is looking and how run-down it has become. Sad when we were always known as a vibrant city.

Unfortunately this Council and Mayor think that they are answerable only to themselves, not the rate payers. Their ability to make good decisions and manage the finances is reminiscent of the government that you have just replaced!

This article by Peter Dunne speaks volumes in my view. <https://wellington.scoop.co.nz/?p=160812>

I sincerely hope that you both consider that situation in Wellington to be dire enough to put in Commissioners.

I look forward to hearing from you.

9(2)(a)





9(2)(a)



please don't print this e-mail unless you really need to.



Released under the Official Information Act 1982

9(2)(a)

Dear 9(2)(a)

Thank you for your email of 26 May 2024 to myself and the Minister for Infrastructure, Hon Chris Bishop, regarding your concerns with decision-making by the Wellington City Council (the Council), including those regarding water infrastructure.

I acknowledge your concerns. However, as noted in my previous correspondence to you, as the Minister of Local Government, I am responsible for the legislative framework within which territorial authorities operate. As such, I am not able to intervene in local council operations, and councils are accountable to communities for their actions and decisions.

The Local Government Act 2002 sets a high threshold for intervention to be considered. There must be significant or persistent mismanagement or failure of governance on the part of a local authority. This is to preserve a local authority's primary accountability to their ratepayers and communities.

If you have not done so already, I encourage you to engage with the Council on this matter. Contact details for the Council are available at: [wellington.govt.nz/contact-us](https://wellington.govt.nz/contact-us). I expect council staff to be open to hearing about the concerns of communities and provide responses within a reasonable timeframe.

You may also wish to raise these concerns with your local ward councillors. It is important that councillors are aware of your views in their decision making. Contact information for your local ward councillors is available at: [wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors](https://wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors).

I trust this addresses your concerns.

Yours sincerely,

Hon Simeon Brown  
**Minister of Local Government**

## Document 23

**From:** 9(2)(a)  
**To:** [Simeon Brown](#)  
**Subject:** Appoint Crown Observer to Wellington City Council  
**Date:** Friday, 31 May 2024 12:17:46 pm

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Dear Minister,

I am writing to you as Local Government Minister with regards to the ongoing discontent with Wellington City Council. I am sure you are aware of much of the discourse that has been taking place following one embarrassing disclosure after another e.g.:

- Water pipes disintegrating beneath newly installed cycleways
- Sewage flowing out to the harbour whenever we have heavy rainfall
- Town Hall costs ballooning
- Street Lamps falling from lamp posts
- LGWM misspends
- CEO \$50,000 pay rise despite surveys showing citizen dissatisfaction

The list goes on but of course the Reading debacle shows how financially naive (at best), the Senior Executive team seems to be. As they move to sell the City's shares in Wellington Airport I don't think I'm alone in being unable to trust that they have the expertise to wisely invest ratepayers money.

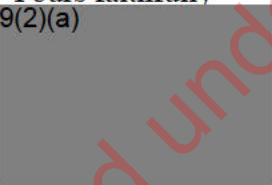
Councillor Ben McNulty stated on X (twitter) "*Wellington Airport shares goneburger Threatening councillors with legal liability behind closed doors works.*"

How can Wellingtonians trust in this organisation? I respectfully ask that you consider appointing a Crown Observer to oversee that this process is completed with the best interests of Wellington ratepayers.

Wellington is currently poorly served, I understand the need to maintain democratic processes with regard to elected officials but we also need protection. Local government officials need to be reminded of their core functions and responsibility to use public money accordingly.

Yours faithfully

9(2)(a)



(New Zealand citizen, Wellington ratepayer)

## Document 24

**From:** 9(2)(a)  
**To:** [Simeon Brown](#)  
**Subject:** Enhance your standing Minister  
**Date:** Wednesday, 12 June 2024 5:28:31 am

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Today's Post newspaper reports Wellington City Councillors threatening planning approval and budget advancement due, it seems, to some Councillors, objecting to the outcome of a democratic vote and wanting it held again, presumably until they do like the outcome. Any chance we can now have the Councillors replaced with Commissioners, Minister? Go on, enhance your standing and that of the Coalition Government by ridding the long suffering Wellington Ratepayer of these idiots.

Regards

9(2)(a)

Released under the Official Information Act 1982

From: 9(2)(a)

Document 25

Sent: Thursday, June 20, 2024 5:58 PM

To: Simeon Brown <[Simeon.Brown@parliament.govt.nz](mailto:Simeon.Brown@parliament.govt.nz)>; Simeon Brown (MIN) <[S.Brown@ministers.govt.nz](mailto:S.Brown@ministers.govt.nz)>

Subject: Wellington City C.E.O. - helpful commentary for you!

Simeon

I conducted in 1980's, 9(2)(a)

This is an example, many years ago, to parallel the Wellington City Council, C.E.O. scenario.

Put Commissioners in - and now!

9(2)(a)

Released under the Official Information Act 1982

9(2)(a)

Dear 9(2)(a),

Thank you for your email of 20 June 2024 outlining your experience with 9(2)(a) and requesting that a Commission be appointed to the Wellington City Council (the Council).

I expect all mayors and councillors across New Zealand, including at the Council, to collaborate effectively and deliver for their communities. The Local Government Act 2002 (the Act) allows for the Minister of Local Government to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of a local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities.

It is important that voters are represented by democratically elected councillors on the issues that matter to them. It is also important that, wherever possible, local councils and not appointed Commissioners are responsible for making decisions on their constituents' behalf. The role of elected members as governors is a vital one, and I expect that appropriate boundaries between management and governance of local councils are respected.

If you have not done so already, I encourage you to contact the Council and voice your concerns directly. You can contact the Council by phone on (04) 499 4444 or by email at [info@wcc.govt.nz](mailto:info@wcc.govt.nz). I expect council staff to be open to hearing about the concerns of communities and to respond within a reasonable timeframe.

You may also wish to raise your concerns with one of your local ward councillors. Local ward councillors act as advocates for the interests of their communities. It is important that councillors are aware of their constituents' views. You can find the contact information for your local ward councillors on the Council's website: [www.wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors](http://www.wellington.govt.nz/your-council/about-the-council/mayor-and-councillors/councillors).

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
Minister of Local Government

**From:** 9(2)(a)

**Sent:** Thursday, June 20, 2024 2:48 PM

**To:** Simeon Brown <[Simeon.Brown@parliament.govt.nz](mailto:Simeon.Brown@parliament.govt.nz)>

**Cc:** Simeon Brown <[hq@national.org.nz](mailto:hq@national.org.nz)>

**Subject:** Minister Simeon Brown 'appalled' by Wellington City Council withholding information | The Post

**Document 26**

Released under the Official Information Act 1982

Simeon, surely the bar has been reached for a Commissioner to be appointed to Wellington City. Clearly the "out of her depth" mayor has been captured by the CEO, the Council is dysfunctional and the governance process has been sabotaged by the overbearing CEO and her officials. Do the right thing and get some order back into Wellington City with a competent Commissioner appointment and allow the ratepayers of the city to rest easy after all the turmoil and disruption caused by this rabble currently in the Council.

9(2)(a)

<https://www.thepost.co.nz/>

## Minister Simeon Brown ‘appalled’ by Wellington City Council withholding information

June 20, 2024

Local Government Minister Simeon Brown says he is “appalled” by Wellington City Council chief executive Barbara McKerrow withholding information from elected councillors.

McKerrow was revealed to have produced protocols for council staff in October, but Wellington City Councillors were only briefed in mid-April, asking that information councillors received from officials was limited to that relating to upcoming decisions. Details of the information blockade have been [revealed by \*The Post\*](#) while a proposal to sell the city’s stake in Wellington Airport divides the council and puts Mayor Tory Whanau’s [long-term plan](#), to be voted on at a June 27 meeting, at risk.

Seeking more information about legal advice to the council about the sale, [which has been withheld from councillors](#), councillor Ben McNulty last week sought the information via the Local Government Official Information and Meetings Act (LGOIMA). The act is a freedom of information law typically used by the public. But on Wednesday afternoon, after *The Post* published the minister’s comments, McKerrow emailed councillors to say the protocols would be withdrawn. Brown said it was “appalling that information has been withheld from elected members”. “Ultimately, they are elected by the public and they should have access to information, and they should not have to be using the Local Government Official Information Meetings Act in order to obtain information.”

Brown said he had asked Department of Internal Affairs officials to advise him on the “wider issue” of elected councillors lacking access to council information and what the Government could do.

Local Government Minister Simeon Brown says he is “appalled” by WCC chief executive Barbara McKerrow withholding information from elected councillors.

Robert Kitchin / The Post

Asked if the Wellington City Council’s difficulties had brought him closer to intervening, by appointing an observer or commissioner, he said there was a “high bar” for using the broad ministerial powers under the Local Government Act.

“Ultimately, we want to see local councils making decisions for their community. We expect mayors and councillors to work together and represent the voters on those issues.



“But I would also make the point, the CEOs need to ensure that they respect the fact that mayors and councillors are elected, and they are not.”

McKerrow has previously defended the protocols as a response to “tension and debate over whether elected members should have access to any and all confidential information, including legally privileged opinions”.

The aim was to “fast track the supply of confidential information ... and save them from having to go through LGOIMA channels,” she said.

On Wednesday afternoon, McKerrow emailed councillors to inform them that, while she believed the protocols “fairly reflect the law”, she was withdrawing the policy given the “current publicity and the confusion and anxiety this has caused”.

“It is extremely unfortunate that the impression has been given that the purpose of the protocols was to limit elected member rights.

“We will continue to transparently share as much information as possible with elected members to support decision making as is your right. Our commitment to transparency is genuine.”

In April, McKerrow told councillors in an email: “These protocols now provide a useful example for the local government sector as a whole and I will be sharing them with other local authorities. This is also supported by the Chief Ombudsman.”

She sent the code to Local Government New Zealand, however the association that represents the sector did not forward it to other councils.

*The Post* asked why, and whether LGNZ took issue with the code.

“The protocols were sent to LGNZ for our information and there was no request for these to be shared with other councils,” chief executive Susan Freeman-Greene said in a statement.

“All councillors should have the right information needed to make informed decisions on behalf of their communities.

“Getting that right is key to the relationship between management and governance arms of any council. Any protocols should aim to strengthen this important relationship.”

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Released under the Official Information Act 1982

9(2)(a)

Dear 9(2)(a),

Thank you for your email of 20 June 2024 outlining your concerns with Wellington City Council (the Council) and requesting that a Commission be appointed.

I acknowledge your concerns. It is my expectation that all mayors and councillors across New Zealand, including at the Council, collaborate effectively and deliver for their communities. The Local Government Act 2002 (the Act) allows the Minister of Local Government to intervene in some circumstances. However, the Act sets a high threshold for intervention by the Minister to be considered. There must be significant or persistent mismanagement or failure of governance on the part of a local authority. This is to preserve local authorities' primary accountability to their ratepayers and communities.

It is important that voters are represented by democratically elected councillors on the issues that matter to them. It is also important that, wherever possible, local councils and not appointed Commissioners make decisions on their constituents' behalf. The role of elected members as governors is a vital one, and I expect that appropriate boundaries between management and governance of local councils are respected.

If you have not done so already, I encourage you to contact the Council and express your concerns directly. You can contact the Council by phone on (04) 499 4444 or by email at [info@wcc.govt.nz](mailto:info@wcc.govt.nz). I expect council staff to be open to hearing about the concerns of communities and to respond within a reasonable timeframe.

If you are dissatisfied with the Council's response, you may consider approaching the Office of the Ombudsman to see if there are grounds for an investigation of your concerns. The Ombudsman can investigate the administrative acts, decisions, recommendations, and omissions of councils that affect individuals or groups of people. You can find information on how to lay a complaint at [www.ombudsman.govt.nz](http://www.ombudsman.govt.nz). The contact address is Office of the Ombudsman, PO Box 10152, Wellington, 6143. You can also phone 0800 802 602 or send an email to [info@ombudsman.govt.nz](mailto:info@ombudsman.govt.nz).

Thank you again for writing.

Yours sincerely,

Hon Simeon Brown  
Minister of Local Government

## Document 27

**From:** 9(2)(a)  
**To:** [Simeon Brown](#)  
**Cc:** [Chris Bishop](#)  
**Subject:** Legal threats, demands and mud-slinging as Wellington council mega-vote tension heats up | The Post  
**Date:** Tuesday, 25 June 2024 10:58:39 am  
**Attachments:** [32OiGFZMTdFpcoout57g==.webp](#)  
[pO6r7znyKYjqQ==.webp](#)  
[jKxmmlWoFctKrYOYGWhlg==.webp](#)  
[qDJYX6SnSzSVPIp5vxXTw6W0fptUaKww7AGOHlvWwXKXGpgFqTk6pFw==.webp](#)

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Come on Simeon, do the right thing and appoint a Commissioner to get rid of this dysfunctional, out of control Council and its ‘law unto herself’ CEO, McKerrow. Surely Wellingtonians have put up with this bullshit for too long.

9(2)(a)

<https://www.thepost.co.nz/>

# Legal threats, demands and mud-slinging as Wellington council mega-vote tension heats up

June 25, 2024



One of the Wellington City Council’s biggest votes in years is turning into a mud-slinging match between councillors amid legal threats and concerns the mayor has put herself in legal jeopardy.

Underlying the fracas – revealed in leaked internal emails – are two linked and thorny issues: The power of the two unelected mana whenua representatives on the council and [whether the council sells its 34% stake in Wellington Airport](#).

Those two mana whenua representatives, or pouiwi, can vote on council committee meetings but, being appointed rather than elected, do not have voting rights on the full council. [The two pouiwi earlier, in committee, voted for the airport sale](#).

A series of heated emails between councillors since Friday included allegations some were derelict in their duties, failed to pay attention, and an email from Ray Chung to fellow councillor John Apanowicz asked, “are all bean counters as stroppy as you?”.

Mayor Tory Whanau was ill-advised to call one of the city’s biggest votes a rubber stamp exercise, a law experts says.

DAVID UNWIN / The Post

Chung also emailed pouiwi Holden Hohaia: “Thank goodness you’re ineligible to vote then Holden! I consider this [long-term plan] to be the height of irresponsibility for the majority of Wellingtonians and the [huge rate increases are making it unaffordable to live in Wellington!](#)”

The airport share sale, which ignited the showdown, is tied to Mayor Tory Whanau’s once-a-triennium long-term plan. It is a plan for how the council will spend and charge rates in the next decade, and begins with a [rates increase of around 18% for the coming year](#) and smaller, but hefty, rises in the following years. But also tied to it is more money for failing pipes and a myriad of other city projects.

‘What a crock,’ councillor Ray Chung fired back over the mayor’s comments.

BRUCE MACKAY / The Post

Underlining all of it is the growing fear that the council is [now so dysfunctional that the government could appoint a commissioner to take over its running.](#)

“Be careful what you wish for – if a commissioner comes in – goodbye to democracy ask those in Tauranga how that went and continues today,” pouiwi Liz Kelly emailed councillors.

Whanau entered the email fray on Monday asking that councillors respected staff and each other and highlighted the agreement with mana whenua.

“While discussions will be happening about how we manage committee and council this week, the vote on Thursday is intended as a rubber stamping exercise,” she wrote.

Chung fired back: “What a crock! Any responsible councillor should understand that this statement is further from the truth that we’d hope that the mayor would understand but obviously not!”

‘Be careful what you wish for – if a commissioner comes in – goodbye to democracy’: Pouiwi Liz Kelly.

BRUCE MACKAY / The Post

Dean Knight, a Victoria University expert in public and government law, said the rubber stamp comment was “unfortunate and legally risky” as legislation made it clear a long-term plan could only be adopted by a full council, not a subordinate committee.

“It’s a pretty basic principle that decision-makers must properly exercise their decision-making power with an open mind and not surrender the decision to others by merely rubber-stamping their recommendations,” he said.

Meanwhile, Unions Wellington, [which opposes the airport share sale](#), has written to councillor Tim Brown, asking him to withdraw from two votes this week because of an alleged conflict of interest on the issue. They are a Wednesday committee vote to send the plan to the full council, which is down to vote on it on Thursday.

“It is understood that you or as a beneficiary of a trust, hold shares in Infratil,” the letter said.

“Infratil’s 66% stake in Wellington International Airport currently makes up a substantive part of its shareholding and is regularly cited as a key investment as part of its investor bond offering presentations.”

Brown has [previously refused to comment on the issue](#).

Councillor John Apanowicz, an accountant by trade, was asked, ‘are all bean counters as stroppy as you?’.

BRUCE MACKAY / The Post

A Unions Wellington lawyer also wrote to council chief executive Barbara McKerrow, claiming that staff were wrongly blocking a vote on the airport share sale separate from the long-term plan vote.

The letter demanded information – on why it was being blocked – by midday on Tuesday.

“If it is not provided, further steps will be necessary that day,” the letter warned.

But Whanau, in a written statement on Monday afternoon, ruled out taking the vote separately.

"It would be unprecedented and go against our commitment to te tiriti if elected members attempted to relitigate democratically made decisions without our [mana whenua] voice at council."

Back in 2021, then-councillor Sean Rush switched sides and voted for mana whenua on council. He later explained his reasoning, which included the fact that the mana whenua representatives could only vote in committees.

“The full elected council always has the final decision-making authority, thereby preserving democratic accountability in any event,” he said.

## Document 28

**From:** 9(2)(a)  
**To:** [Simeon Brown \(MIN\)](#)  
**Subject:** Wellington city council needs a commissioner.  
**Date:** Wednesday, 26 June 2024 2:36:17 pm

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At what point will the government step in and take charge of the Wellington city Council. The situation is reaching a critical point where ratepayers will not be able to keep pace with the councils spending. This is a situation where the council has taken debt from \$763 million to \$1.55 billion in a couple of years. A council that is looking at a shortfall on their current fiscal plan of a further \$1 billion. Rate payers are struggling under the current economic climate but the expectation is that within five years rated will be more than doubled to support this council. This, on top of the reality that the projects currently being funded ignore the issue of water infrastructure in system where over 50% of the cities fresh water is lost to broken pipes.

This council has no ability to meet the needs of the city they are meant to represent. Their egos are playing a bigger part in this farce than their ability to get the city back on track. Please for the sake of Wellington consider a commissioner to replace what is fast becoming a nightmare for the citizens of Wellington.

Regards



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Released under the Official Information Act 1982

## Document 29

**From:** 9(2)(a)  
**To:** [Simeon Brown](#)  
**Subject:** The Wellington City Council  
**Date:** Wednesday, 24 July 2024 8:31:45 pm

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Attention: Hon Simeon Brown, Minister for Local Government

Dear Minister Brown

We are writing to you as very frustrated Wellington Ratepayers.

Everyone, that I have spoken to has the same sentiments with regards to the state and demise of Wellington City.

There needs to be control over the Wellington City Council's poor decision making. We need a Commissioner appointed to oversee the Wellington City Council.

### **Some of the issues:**

1. The absolute cycle mania that has taken precedence over everything else in Wellington city to its detriment and demise. The poor cycle lane designs have contributed to the major congestion and gridlocks we now face. All the while, these cycle lanes are usually very rarely used, particularly in a 4 degree southerly on the South Coast and the cyclists do not pay any road user charges nor are they identifiable by any form of registration on the bike or the cyclist.
2. The removal of essential car parks:
  - Outside the Wellington Hospital - it is just cruel that elderly patients, cancer patients, parents with young children cannot park outside the hospital.
  - Outside sports grounds as in Wakefield Park; this sports ground has to be one of the most popular sports grounds in Wellington for week-day practices and weekend games and the parking has been removed. Has anyone thought about how grandparents can get to these games to support grandchildren, and families with small children and prams - no-one wants to park 15 minutes up the road in winter and walk.
  - Outside the Medical Centre, Pharmacy and shops in Island Bay - it is an absolute shambles.
3. Poorly constructed judder bars and pot holes all over the city that are causing damage to vehicles.
4. Concrete islands which pose a health and safety risk to anyone crossing the road, particularly the elderly. Some of these islands are just too high for elderly people to step on too and get out of the way of oncoming traffic while crossing the street.



5. The new bus stop in Berhampore - the footpath has been extended further onto the road, so the bus has to stop in the middle of the road which means all the traffic coming into and going out of Island Bay has to wait for the bus to move! The congestion and frustration of drivers is one thing ... but how on earth will an ambulance or fire appliance be able to get through in the event of any emergency (did anyone plan for that ... in the design)?

Whoever is responsible for these designs could not have succeeded more in systematically destroying the city.

Why, this Council chose to implement their own cycleways|designs when they could have simply looked to Sydney where cyclists and pedestrians shared the footpath, is a mystery to me.

What saddens me is to hear so many of our Wellingtonians saying that they want to leave the city now....people who have lived here all their lives!

The complete lack of financial accountability of the Council is also of great concern to me. The rates increases, the Reading Cinema Deal and the proposed selling of the Airport shares Does anyone in the Council have any business acumen?

The works on Thorndon Quay what a disaster - when it all has to be redone to fix the pipes! Not to mention this is what the tourists on cruise ships see when they arrive in the capital city!

Even though there have been submissions after submissions by ratepayers against most of these projects, the Council refuses to listen to the ratepayers ... they just tick the box and say they have put it out to consultation and then go ahead and make their own inhouse decisions, regardless!

This is not a democracy when the minority rules.

I am a born and bred Wellingtonian, lived most of my life on the South Coast and I am saddened to see what is happening to our beautiful city which was once the envy of New Zealand.

The streets are also not being cleaned regularly with the cuts to maintenance contracts, this is a hazard for the out-of-cycle weather events that we are seeing across New Zealand and increase in rainfalls and flooding.

The poor street lighting and the increasing number of homeless people is making it very unsafe in the city during the day and the evening.

Water leaks take months to fix, this work could and should be given to independent plumbing firms to fix.

We have some of the highest rates in the country and today Wellington

ratepayers are facing another 20% increase while financially and commercially illiterate people are making decisions on how our rate money is spent.

Our ratepayers are already under pressure with 30-40% increases on their insurance premiums, increased interest rates and job losses - there simply isn't room for ratepayers to be taking on an additional 20% increase in rates.

I think it is time that a Commissioner was appointed to oversee the Wellington City Council.

Regards

9(2)(a)

Released under the Official Information Act 1982

## Document 30

**From:** 9(2)(a)  
**To:** [tory.whanau@wcc.govt.nz](mailto:tory.whanau@wcc.govt.nz); [Barbara McKerrow](#)  
**Cc:** [Simeon Brown](#)  
**Subject:** Wellington's \$550k bike rack leaves residents outraged  
**Date:** Friday, 6 September 2024 3:31:52 pm

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More ratepayers money wasted by this cabal of woke Greenie Ideologists who have no appreciation of money... they should be hanging their heads in shame at this latest disgraceful use of taxpayers funds. Every day we learn of this excessive spending of our money like there is no tomorrow.

Come on Simeon do the right thing and appoint a Commissioner so we can be rid of these halfwits who are destroying our city.

9(2)(a)

[https://urldefense.com/v3/\\_\\_https://www.newstalkzb.co.nz/on-air/mike-hosking-breakfast/audio/diane-calvert-wellington-city-councillor-on-the-installation-of-a-550-thousand-bike-rack/\\_\\_;!!Asq5-8xVch3Reg!vw3e2BgygCDVvLPKOpGuAThCOhNTwV8qJwPePpSJH5uWEuTLKSgzBky-Ly1oXWHKAJwRzNukv-PBLb5fR1he4HXsqIqYBQ\\$](https://urldefense.com/v3/__https://www.newstalkzb.co.nz/on-air/mike-hosking-breakfast/audio/diane-calvert-wellington-city-councillor-on-the-installation-of-a-550-thousand-bike-rack/__;!!Asq5-8xVch3Reg!vw3e2BgygCDVvLPKOpGuAThCOhNTwV8qJwPePpSJH5uWEuTLKSgzBky-Ly1oXWHKAJwRzNukv-PBLb5fR1he4HXsqIqYBQ$)

Sent from my iPad

Released under the Official Information Act 1982

## Document 31

**From:** 9(2)(a)  
**To:** [Simeon Brown \(MIN\)](#)  
**Subject:** Please Help Wellington  
**Date:** Friday, 6 September 2024 9:48:27 pm

---

Hi Minister

This is the first time I have written to a Minister to my best recollection. I write this as a WCC ratepayer. Please, please will you replace the council with a Government appointed Commissioner. This council continues to spend enormous amounts of ratepayer money on incredibly wasteful things when the desperate need for spending on core infrastructure has been known for many years. Meanwhile they seem motivated to kill the retail sector with their hairbrained transport schemes and their war on cars. It is beyond infuriating and something must change, and fast. They need to issue stop - work notices for every non-essential project in the city immediately but they will not do this. I implore you help fix this problem because without external intervention this city is doomed.

9(2)(a)

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## Document 32

**From:** 9(2)(a)  
**To:** [Simeon Brown \(MIN\)](#)  
**Subject:** Wellington council is out of control  
**Date:** Sunday, 8 September 2024 4:36:08 pm

---

Hi Simeon,

How on earth can WCC justify spending a total of 600k to install a fancy pants bike rack outside their Wellington office?

Water leaks everywhere but the only things they are pushing ahead with are bike paths and judder bars - oh and removing parking because they think that's the way to make people take the bus.

Wrong. We stop visiting hard to get to places and the city's businesses slowly but surely die. Because often the bus never comes.

Wellington is losing its village feel.

WCC are slowly killing the city.

AND they are wasting huge amounts of money on their fancy pants projects.

We have had huge volumes of rain. Guess we'll still have a water shortage in summer - again- because they have learnt nothing!

I would not want them in charge of my bank account let alone Wellington city's!

We need a commissioner sooner rather than later.

Kind regards

9(2)(a)

Sent from my iPhone

Released under the Official Information Act 1982

## Document 33

From: 9(2)  
To: Sirheon Brown; Nicola Willis  
Subject: Wellington mayor calls out disruptive councillors as council draws Government fire | The Post  
Date: Wednesday, 18 September 2024 10:54:19 am  
Attachments: TsA==webp  
CeKtmTAshtj6Q0YaYdyS8XEMphXGL+1CipjG+uczSTwidOVJRefI+4AN+Xhxl7+hQTZkv4Kpa8Y7MU5iv7J0YHWArJETSj+qjQtzPW+vrlPa5NzoYUgdG5fByg6UTJY+sY2UpjIQsdg==.webp

Simeon why delay the inevitable...if it's good enough to appoint a Commissioner of Health, then it is high time Wellington had a Commissioner to take over the running of the city. We have a dysfunctional Council, a Mayor no longer fit for purpose and a CEO that has lost her way...how much longer do we have to tolerate this incompetence ? Time to act and show some leadership on this pressing issue.

9(2)(a)

<https://www.thepost.co.nz/>

## Wellington mayor calls out disruptive councillors as council draws Government fire

Wellington City councillors Nicola Young, Diane Calvert and Tony Randle say they changed their airport vote after a deal was not honoured. The Post

Wellington mayor Tory Whanau is picking a fight with a handful of colleagues who she blames for her council drawing stinging central government fire.

"It is incredibly frustrating that some councillors are putting ideology and politics ahead of pragmatic solutions which would secure our city's future," Whanau told *The Post* on Tuesday.

"We were elected to make decisions and create solutions which are of the best interest for Wellington. It is unfortunate that our plans which support the many, are being disrupted by a select few."

She did not name the councillors but it is understood she was talking about Nicola Young, Diane Calvert, and Tony Randle – who all voted for the airport share sale only to later switch sides and force an expedited second vote. [Whanau was speaking in response to stinging criticism of her council from Finance Minister Nicola Willis](#) on Tuesday.

Wellington Mayor Tory Whanau has picked a battle with a trio of right-leaning councillors who she blames for drawing central government fire. ROBERT KITCHIN / THE POST

The re-vote on selling the council's 34% stake in Wellington Airport, which is expected to end the sale, mean the council is likely to have to amend its recently completed long-term plan.

Calvert this week said the re-vote, as well as Government changes to how the councils can borrow to fix water infrastructure, were so fundamental the whole document would effectively need a re-write.

She said she voted for the airport share sale on the understanding it would reduce debt projections by \$200 million, only to find out after that this would be nine years away and could be cancelled by future councils.

Before the crucial long-term plan vote, Calvert said she went to Whanau and councillors with a "pragmatic" plan to reduce debt within two years but this was rejected.

"Since that decision, many Wellingtonians have approached me to express their agreement with my revised stance," she said.

"They, too, have lost trust and confidence in the council's ability to handle the proceeds responsibly. As always, my priority remains the wellbeing of the city and its residents, rather than adhering to ideology, political agendas, or personal interests."

Randle said they had voted for the share sale based on the council retaining \$272m in debt headroom –

how much more it could borrow – but this was later revoked. They warned Whanau and councillors they would not support the share sale if the debt capacity was lost, he said.

“The mayor may call this a ‘flip flop’ but I would say the mayor did not honour the one condition to obtain our three votes on selling the airport,” he said.

Young confirmed they changed votes only after the debt-deal changed.

“The three of us have very clear principles, particularly around debt levels and spending. We haven’t changed our stance, we were misled over the debt limit,” she said.

Talk of a long-term plan re-write drew fire on Tuesday from the Government with Finance Minister Nicola Willis slamming the “flip-flopping” on shares and taking a wider swing at the council.

“In recent times, there’s been a lot of criticism of the council for not being focused on what are pretty obvious priorities at a time when Wellingtonians are being asked to [fork] out a massive increase in their rates,” she said.

Local Government Minister Simeon Brown, when asked if the Government was considering installing a commissioner or observer to the council, said it was “keeping an eye on what’s happening there”.

Released under the Official Information Act 1982

-----Original Message-----

**Document 34**

From: 9(2)(a)

Sent: Thursday, September 19, 2024 10:28 AM

To: Simeon Brown <x@x>

Subject: Help! A cry from the heart of a Wellingtonian

Dear Minister Brown

I have respect for your abilities and insight therefore my cry from the heart is please, wait no longer, it's been long overdue, WCC needs you to appoint a Commissioner to oversee the actions of a Council that has failed its ratepayers dismally. Please step up to the plate and action this it's long overdue.

Hopefully

9(2)(a)

Resident 83 years

Ratepayer

Sent from my iPhone

---

Released under the Official Information Act 1982



## Document 35

**From:** 9(2)(a)  
**To:** [Simeon Brown](#)  
**Subject:** Fw[2]: Appoint a commissioner to WCC & WRC  
**Date:** Thursday, 19 September 2024 4:19:43 pm

---

-----  
From: 9(2)(a)  
To: [newstips@stuff.co.nz](mailto:newstips@stuff.co.nz)  
Date: 15/09/2024 11:50:08  
Subject: Appoint a commissioner to WCC & WRC

Hi there,

Prime Minister Luxon and more recently Paddy Gower were bang on when they said the councils should go back to what their prime business focus is, providing serviced to the businesses and dwellings in the urban and suburban areas of Wellington rate payers. The WCC in particular have wasted 5 decades of rate payers money, on pipe dreams rather than its piping infrastructure, roading and traffic management, etc.

Pipes that are approximately 110 years old, that were designed to last 50 years, water leaks all over the city, when they are putting water restrictions on, It is time for a change of WCC&WRC Councillors. Time to sack the Councillors and change the policies of the money wasting council.

I think a commissioner should be appointed to steer the ship and point it to the correct path of doing what councils should be doing with our ever increasing rates.

Just look at the complete mess it is making of our city roading, like Thorndon Quay, which is NOT a high pedestrian area, is a main bus route and a busy business area which is almost non accessible to many, adding 2 or 3 more pedestrian crossings. why and where is the needs analysis? They are also raised crossings slowing traffic down even more, and potentially causing more damage to buses. Would it not be greener to let people walk an extra 50 or so metres than add more crossings, at a mammoth cost to Wellingtonian's

The new cycle lanes look like eyesores, make the whole area with these half pole/reflective posts, taking away any passing opportunities when a bus is picking up or setting down passengers, so if the bus happens to break down on the bus stop, it will create congestion hell for all traffic. There is not even any stopping place to drop people any more. The little foot traffic that there was is even less now, and the retailers there are suffering. Plus a lowered speed to 30kph. Again, where is the speed analysis of this being an issue? Speaking of 30kph speeds, that the council says is greener is so not the case, a lot of cars run at a more optimum and green at 50kph than the slower stop start of 30kph. Since when did the council become the speed police?

Then there are the special cycle pedestrian ways that are being built along SH2, originally \$200 million, now blown out to \$310 million, all for a very few people that might use it, honestly it beggars belief. Not to forget that these road speed changes are a major cost for the speed sign erections and painting the speed on the road itself.

It's time to appoint a commissioner and sack the idiots and money wasters.

I could go on much longer, as there is so much that the council has done completely wrong, with our ever increasing rates. Oh, and before sign off, when are the Council going to actually demonstrate democracy, currently and in the past majority does NOT rule. Case in point, Wellington Stadium.

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9(2)(a)

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## Document 36

**From:** 9(2)(a)  
**To:** [Simeon Brown \(MIN\)](#); [Nicola Willis](#)  
**Subject:** Support for a Crown appointed Facilitator for Wellington City Council  
**Date:** Thursday, 19 September 2024 12:17:38 pm

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Kia ora Ministers

I am writing in support of a Crown appointed Facilitator. I am one of the few households in Wellington that cannot afford the \$1430.74 increase this year (1Sept 24-July25) which is up by 21.5%. I would like both of you to consider the request by Cr Tony Randle, Ray Chung and Nicola Young to have a Crown appointed facilitator though I am also in support of a Commissioner being appointed to look into the mismanagement of ratepayer finances.

We cannot afford this level of borrowing and spending by the Mayor and her green cohorts. We cannot afford organic waste and cycling ahead of priorities like water infrastructure. The WCC is hurting us ratepayers with job cuts, homes up for mortgagee sales and excessive spending.

My plight was highlighted in The Post this morning [Wellington rates 'revolt' gathering momentum | The Post](#)

I beg you both please to step in now and stop this council's spend and airport sales before the whole city is decimated.

Kind regards

9(2)(a)

*A posse ad esse*

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## Document 37

**From:** 9(2)(a)  
**To:** [Simeon Brown](#)  
**Subject:** Wellington City Council  
**Date:** Thursday, 19 September 2024 11:03:46 am

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Good morning Simeon

Sorry to put more on your plate, but the situation with Wellington Council and especially selling airport shares appears to have taken another turn

Councillor Nikau Wi Neera who was adamant that the shares should not be sold has changed his mind after talking to his mana whenua yesterday claiming he couldn't speak to them earlier.

What rubbish – this has been going on for ages!

He has also been quoted as saying he wanted no part of a Green Party that sold public assets. I would suggest people are getting at him maybe???

And while I'm here, if you could get one of your staff, or see for yourself, drive up Kenya Street in Ngaio and check the "green and white cycle lane symbols". In some places there must be 4 in every 10 metres. There must be 50 in that short stretch of road. Who is the person in charge of this total waste of money? Ok, put a sign every 50 metres but surely someone should be saying – "Hey Boss, do we need this many signs?"

There is a similar situation on Churchill Drive, Crofton Down where in two places speed bumps have been placed, plus an island in the middle of the road and there's not even a footpath on the other side of the road, just a steep grass bank! The stupidity of this decision making beggars belief. It's another case of why don't the workers question the decisions – it's their tax payers money!!

In my humble opinion WCC needs a Commissioner asap

Many thanks for your time (Don't you love journos like Benedict Collins ??? (LOL)

Kind regards

9(2)(a)



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