

From: [Councillor Diane Calvert](#)
To: [John Moore](#)
Cc: [Paul Robinson](#); [REDACTED]; [Steve Piper](#); [Mark Turner](#)
Subject: RE: Thorndon Quay- a media release from NZTA
Date: Wednesday, 7 August 2024 5:23:00 pm

Thanks, will pass on. I know the Chair is now considering having the matter referred to Council on the 5th September given the uncertainty around the pedestrian crossing designs.

Diane

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

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From: John Moore <[REDACTED]>
Sent: Wednesday, August 7, 2024 4:32 PM
To: Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx>
Cc: Paul Robinson <[REDACTED]>; [REDACTED]; [REDACTED]; Steve Piper <[REDACTED]>; Mark Turner <[REDACTED]>; Renier Ackerman <xxxxxx.xxxxxxx@xxx.xxx.xx>; Greg Murison <[REDACTED]>
Subject: RE: Thorndon Quay- a media release from NZTA

[REDACTED]

Hi Dianne,

I have canvassed my tenants about the raised crossing outside Bordeaux. They unanimously in favour of the raised crossing as speeding traffic is a major safety issue in this area.

Some basic assumptions for you to consider:

1. The cycleway has considerably narrowed the carriageway
2. The new street parking on the cycleway side of Thorndon Quay means that cars and passengers are now stopping immediately adjacent to heavy traffic on one side and the possibility of speeding cyclist on the footpath side.
3. The lower speed limit [30k], and traffic pacifying design is fundamental to the safety

of the new road layout, which is inherently unsafe.

4. The Tee Properties parking building adjacent to the Bordeaux crossing generates at least 91000 pedestrian movements annually, and by definition 90000 traffic movements a year [175 x 2 x 5 x 52]
5. Bordeaux normal trading [Heavily reliant on parking] 700 sales per day [Currently 200 per day] [700 x 2 x 5 x 52]. Pedestrian movements around 700000.
6. So at least 1 million pedestrian movements in and around the Bordeaux crossing per year

Keep this raised crossing.

Regards

John

John Moore

Loo & Moore Ltd

[REDACTED]

www.looandmoore.co.nz

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

Sent: Wednesday, August 7, 2024 12:28 PM

To: Paul Robinson [REDACTED]; Steve Piper <[REDACTED]>; Mark Turner [REDACTED]; John Moore [REDACTED]

Subject: FW: Thorndon Quay- a media release from NZTA

Importance: High

See the email below that I have just sent to my colleagues with info from NZTA.

Currently the chair of the Reg Processes committee (Cllr Sarah Free) is proposing to move the following tomorrow:

1. *Receive the information*

2. Direct officers to continue with the construction of Thorndon Quay upgrades with the following pedestrian crossings:

- a. Remove the signalised pedestrian crossing and raised safety platform at Gun City (87 Hutt Road)
- b. Remove the raised safety platforms and install signalised pedestrian crossings only outside Hirepool (243 Thorndon Quay) and Bordeaux Bakery (220 Thorndon Quay).
- c. Retain both the raised safety platforms and signalised pedestrian crossings outside Co. Kids/VTNZ (170 Thorndon Quay) and Pipitea Marae (55-59 Thorndon Quay).

3. Direct officers to work with Greater Wellington Regional Council and the relevant bus companies to develop an agreed set of guidelines for the use of traffic calming measures on major Wellington City bus routes and circulate it with elected members. The purpose of these guidelines is to provide greater consistency and clarity for elected members and officers across organisations to navigate the competing pressures of improving pedestrian safety and experience as well as improving bus reliability, efficiency, and comfort.

Sarah Free will likely have to use her casting vote.

I think the committee has two better options

1. Remove the crossing at GunCity and remove raised platforms at all other crossings
Or
2. Refer the matter to Council on 5th September requesting officers to provide details of the outcome of the reassessment of the project in conjunction with NZTA and advise recommendations to ensure cohesive alignment with the GPS 2024.

I would be interested in what you think prior to tomorrow's meeting. Currently the vote is looking like 50/50 on the existing motion with the Chair Sarah Free holding the casting vote. You may wish to share your individual views with the Chair of the Committee along with the Mayor and other councillors before the meeting tomorrow.

Regards

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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

Sent: Wednesday, August 7, 2024 12:14 PM

To: Mayor Tory Whanau <xxxx.xxxxxxx@xxx.xxxx.xx>; DL: Councillors <xxxxxxxxxxx@xxx.xxxx.xx>

Subject: Thorndon Quay- a media release from NZTA

I have just received advice that NZTA issued a media release last week. It would seem that because WCC has made scope changes to the Thorndon Quay/Hutt Rd projects then that

“means the project's future plans and funding need to be reassessed.” So it appears any reassessment goes beyond speed bumps or raised platforms. This also has wider ramifications for the GoLden Mile.

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

Regards

Diane

NZTA Media Release

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

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

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

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

Local Road Improvements – GPS 2024 (pg 31)

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

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

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

Safety - GPS 2024 (pg 32)

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

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

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

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

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: [Mark Turner](#)
To: [John Moore](#); [Councillor Diane Calvert](#)
Cc: [Paul Robinson](#); [REDACTED]; [Steve Piper](#); [Renier Ackerman](#); [Greg Murison](#)
Subject: Re: Thorndon Quay- a media release from NZTA
Date: Wednesday, 7 August 2024 4:44:24 pm

Hi

I have to agree with John that crossing is currently dangerous and will be worse once the changes are made.

Additionally there are eye surgeries in buildings on both sides of the street and a lot of old people who are less than able.

My vote is for a raised crossing by Bordeaux Bakery.

Mark

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From: John Moore [REDACTED]
Sent: Wednesday, August 7, 2024 4:31:31 PM
To: Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx>
Cc: Paul Robinson [REDACTED] z>; [REDACTED]
[REDACTED]; Steve Piper <[REDACTED]>; Mark Turner
[REDACTED] Renier Ackerman (xxxxxx.xxxxxxx@xxx.xxx.xx)
<xxxxxx.xxxxxxx@xxx.xxx.xx>; Greg Murison [REDACTED] >
Subject: RE: Thorndon Quay- a media release from NZTA

[REDACTED]

[REDACTED]

Hi Dianne,

I have canvassed my tenants about the raised crossing outside Bordeaux. They unanimously in favour of the raised crossing as speeding traffic is a major safety issue in this area.

Some basic assumptions for you to consider:

1. The cycleway has considerably narrowed the carriageway
2. The new street parking on the cycleway side of Thorndon Quay means that cars and passengers are now stopping immediately adjacent to heavy traffic on one side and the possibility of speeding cyclist on the footpath side.
3. The lower speed limit [30k], and traffic pacifying design is fundamental to the safety of the new road layout, which is inherently unsafe.
4. The Tee Properties parking building adjacent to the Bordeaux crossing generates at

From: [Councillor Diane Calvert](#)
To: [Paul Robinson](#)
Cc: [Mark McGuinness](#); [Eyal Aharoni](#); [Melissa McGhie](#) ([REDACTED]); [Earl Gerard](#); [Mayor](#); [Barbara Mckerrow](#)
Subject: RE: Halt Thorndon Quay Roadworks until aDL: Councillors <councillors@wcc.govt.nz>n independent project review is completed.
Date: Thursday, 13 June 2024 12:51:00 pm

Thanks Paul

It is disappointing that there needs to be a petition raised to get recognition and action of the significant issues around Thorndon Quay (TQ).

Following on from the meeting in early May with business and Council staff reps, it appears little has changed to ease the burden of construction on the local community. At that same meeting we also became aware of the state of the pipes sitting under the construction ie

- the information you had just received through an OIA request from Wellington Water with a report produced in 2020 for LGWM highlighting the age and condition of the pipes
- officers' admission at the meeting that the 110 year old pipes will likely need replacing within five years of construction finishing
- "constrained" advice provided to Council (on the request of Council) so as to fit the council's planned expenditure on its water assets

As we know the TQ design was developed well before it became evident of the long term economic downturn, the stagnation of population growth in the city and the city's financial crisis. However no substantial changes were made to the design to take into account the different landscape that emerged during 2022/2023. Existing plans with outdated thinking went to both Council and the NZTA board mid last year for final approval. It should have been sent back to the drawing board, value engineered and reprioritised. The fatal flaw of all the LGWM transitional projects is that they gave little recognition or understanding of the economic context, the need for economic vitality and growth for the health of the city along with little ability to be agile in planning to changing conditions.

Given half the cost of the work is also being funded by central government (via NZTA) and NZTA where involved in the project design, they too have a responsibility so I hope you also refer the matter through to the NZTA Board and Minister Simeon Brown.

Regards

Diane

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

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From: Paul Robinson [REDACTED]
Sent: Wednesday, June 12, 2024 11:21 PM
To: DL: Councillors <xxxxxxxxxxx@xxx.xxx.xx>; Mayor <xxxxxx@xxx.xxx.xx>; Barbara McKerrow <xxxxxxxx.xxxxxxxx@xxx.xxx.xx>
Cc: Mark McGuinness <[REDACTED]>; Eyal Aharoni [REDACTED]
Melissa McGhie ([REDACTED]) <[REDACTED]>; Earl, Gerard [REDACTED]
Subject: Halt Thorndon Quay Roadworks until an independent project review is completed.

Dear Mayor Whanau, Councilors and Ms McKerrow.

As a matter of courtesy, we are writing to inform you that The Thorndon Quay Hutt Road Collective has launched a petition requesting that Council pause the Thorndon Quay Roading project until an independent review of the project is completed.

We hope that you will take the time to consider the evidence that supports the three principal issues raised before the petition is presented.

1. Wellington Water advised WCC officers (via LGWM) that pipes needed to be fixed along Thorndon Quay. Officers elected not to disclose this advice to Councilors. We requested this information from both WCC and WW. WCC denied that there was any information. WW "accidentally" released it. We have the companion memorandum that was sent from WW to WCC advising that some \$30m of pipe work was required to be done as part of the Golden Mile project. You have agreed with the recommendations to fund that work - but it appears that you have not been provided with any information that would allow you to decide whether or not to follow the recommendations for the Thorndon Quay pipes. With respect, you must address this issue. We will continue to press this issue until you do so.
2. Officers have clearly grossly underestimated the economic impact of this project on not only Thorndon Quay businesses, but also WCC revenues. Car parking revenues have dropped from \$1.3m p.a to less than \$0.5m. Pedestrian foot counts, cafe revenues etc are down by exceptional amounts. Businesses will be expected to pay at least 18% more rates, but their opportunity to earn sufficient revenue to do so has been decimated. With respect - you must also address this issue. Confidence in Council decision making will continue to decline from a perilously low base until you do so.
3. In our view, cycle safety advice has been gathered from an entity (ViaStrada Ltd) that cannot demonstrate independence and freedom from bias. Officers of Via Strava were also at various times, officers of the advocacy group, Cycle Action Network. An objective analysis of the CAS database clearly demonstrates that there were other options for improving safety without spending an astronomical \$58m. In the petition document you will see a video of cycle commuters riding into town in 2021, please have a look at this and ask yourself if anything in this video suggests the need for \$58m of spending. Anybody who rides a bike could tell you that the Thorndon Quay 7-9 clearway is about as safe as it gets.

We look forward to all your responses.

Nga Mihi

Paul Robinson

For the Thorndon Quay Hutt Road Collective

Petition link

<https://chnng.it/v4GKBjksTK>

Sent from [Outlook for iOS](#)

From: [Cam Dickey](#)
To: [Councillor Diane Calvert](#)
Subject: Re: [#SR-959299] FW: BoConcept 258 Thorndon Quay - Parking issues
Date: Wednesday, 12 June 2024 2:29:10 pm

Thanks Diane.

You're a champion!

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From: Councillor Diane Calvert <[REDACTED]>
Sent: Wednesday, June 12, 2024 2:05:45 PM
To: Brad Singh <[REDACTED]>; Renier Ackerman <Renier.Ackerma@[REDACTED]>; Anna Calver <[REDACTED]>
Cc: Cam Dickey <[REDACTED]>; Mayor Tory Whanau <[REDACTED]>; Paul Robinson <[REDACTED]>
Subject: FW: [#SR-959299] FW: BoConcept 258 Thorndon Quay - Parking issues

Hi

Following on from the response I received on 29 May, I note the parking team sent a further response today as per the email below.

As the local retailer has highlighted, there are still significant issues with parking which is having a real impact on the local businesses. Probably not what Cam wants to hear but I have recently been contacted by a Wellingtonian advising "A TQ retailer missed out on a 30K furniture sale because of the carnage to carparking ... We spent our money in Parnell instead".

Could we please get some immediate action and support to this area along with follow through on what was promised to local businesses in terms of minimising disruption and providing support.

Mayor's office- please note that this matter should not be put through the general elected Members queries channel.

Regards

Diane

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

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From: Diane Calvert <[REDACTED]>
Sent: Wednesday, June 12, 2024 1:47 PM
To: Cam Dickey <[REDACTED]>
Cc: BUS: Elected members queries <[REDACTED]>; Hedi Mueller <[REDACTED]>; Mayoral Meetings <[REDACTED]>; Councillor Diane Calvert <[REDACTED]>
Subject: Re: [#SR-959299] FW: BoConcept 258 Thorndon Quay - Parking issues

Hi, this matter needs to be taken out of the hands of elected members queries as it is part of a much more significant impact. I will be escalating the matter further.

Regards

Diane

Sent from my iPhone

On 12 Jun 2024, at 1:24 PM, Cam Dickey [REDACTED] > wrote:

Dear [REDACTED] and WCC Members,

Thank you for your response. I have been closely monitoring the ongoing parking issues outside the Woolstore and they have worsened significantly since my first email. Below are my concerns and suggestions to your update.

1. Regular Enforcement of Parking Outside the Woolstore:

We are still experiencing significant issues with cars overstaying the 2-hour limit. For example, last week, a car was parked outside the Woolstore for three days straight. I spoke with a parking warden and showed her the car, but she informed me that she was unable to issue a ticket because there was no parking signpost on the right side of the vehicle. She explained that there must be parking signposts on each side of the vehicles parked. This is an ongoing issue outside BoConcept & Citta design.

Regarding the updated layout, could I please see the revised version? Additionally, when I was presented this, I opposed the reduction of four general parking spaces, as it negatively impacts our customers.

2. Adjusting Parking Limits:

I appreciate your support for adjusting the parking limits. However, I must emphasise that the changes to the 12-hour parking limits need to be implemented immediately, not after the construction is completed in six months. Our foot traffic and turnover have decreased by more than 50%, so we need urgent changes to support retail and food businesses in the Woolstore. Therefore, I propose that the parking time limits be changed now.

3. Enforcement of the Clearway:

It is very apparent that parking enforcement officers have been told not to issue tickets to cars parked in the clearway before 9am. There cars parked at 8:30am and remain there all day, resulting in a loss of parking spaces for customers.

Please let me know if I should create another ticket for your response.

Cam Dickey
Marketing & Store Manager

BoConcept
DANISH DESIGN SINCE 1952

258 Thorndon Quay
Wellington 6011

(04) 499 8885

[\[REDACTED\]@boconcept.co.nz](mailto: [REDACTED]@boconcept.co.nz)
www.boconcept.co.nz

From: BUS: Elected Members Queries <[\[REDACTED\]@ \[REDACTED\].co.nz](mailto: [REDACTED]@ [REDACTED].co.nz)>
Sent: Wednesday, June 12, 2024 9:49 AM
To: Cam Dickey <[\[REDACTED\]@ \[REDACTED\].co.nz](mailto: [REDACTED]@ [REDACTED].co.nz)>
Cc: [\[REDACTED\]@ \[REDACTED\].co.nz](mailto: [REDACTED]@ [REDACTED].co.nz) <[\[REDACTED\]@ \[REDACTED\].co.nz](mailto: [REDACTED]@ [REDACTED].co.nz)>; [\[REDACTED\]@ \[REDACTED\].co.nz](mailto: [REDACTED]@ [REDACTED].co.nz) <[\[REDACTED\]@ \[REDACTED\].co.nz](mailto: [REDACTED]@ [REDACTED].co.nz)>
<[\[REDACTED\]@ \[REDACTED\].co.nz](mailto: [REDACTED]@ [REDACTED].co.nz)>; [\[REDACTED\]@ \[REDACTED\].co.nz](mailto: [REDACTED]@ [REDACTED].co.nz) <[\[REDACTED\]@ \[REDACTED\].co.nz](mailto: [REDACTED]@ [REDACTED].co.nz)>
Subject: Re: [#SR-959299] FW: BoConcept 258 Thorndon Quay - Parking issues

Kia ora Cam,

Thank you for your patience as we worked through your email and inquiries. A response to your inquiries was provided to Councilor Diane Calvert a few days ago but we want to ensure that you have also received a copy of the responses. Please find our response to your inquiries below.

1. Regular Enforcement of Parking Outside the Woolstore:

Council provides regular patrols of this section of Thorndon Quay and has asked staff to increase focus on this area. Council has also amended the parking layout designs at the request of businesses. The mobility and loading zone that was outside the bus layover has been moved north so that it will be outside the Woolstore. Four general metered parking bays have been swapped to enable this. In the north-bound lane, a motorcycle parking space has been replaced with general metered parking.

Parking outside and opposite the Woolstore and Bo Concept will not be impacted by the period of construction on Thorndon Quay.

2. Adjusting Parking Limits:

Council supports this suggestion. This is the intent for the completed construction, and we will arrange for this change to start asap. The parking limits on the northbound side will be P120 maximum, Monday to Friday 8:00am - 4:30pm, Saturday and Sunday 8:00am - 6:00pm and no time limits outside these times.

3. Enforcement of the Clearway:

We are currently reviewing options to increase our presence in this area between the hours identified.

We thank you again for getting in touch with us regarding this matter. We will now close this support ticket. If you do require any assistance in the future with a new issue please feel free to raise a new support ticket. Please note that replying to this email will not generate a new support ticket.

Noho ora mai,

[REDACTED]
Parking Communications Administrator | Parking Services | Wellington City Council
| W.Wellington.govt.nz |

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From: [Councillor Diane Calvert](#)
To: [Steve Piper](#)
Subject: RE: WCC Facebook Post 4th March - Thorndon Quay
Date: Tuesday, 11 June 2024 3:19:00 pm
Attachments: [image001.png](#)

Did you get a response?

Diane

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

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From: Steve Piper <[\[REDACTED\]](#)>
Sent: Thursday, May 30, 2024 12:27 PM
To: Siobhan Procter <[xxxxxxx.xxxxxx@xxx.xxx.xx](#)>; Mark Turner <[\[REDACTED\]](#)>; Barbara McKerrow <[xxxxxxx.xxxxxx@xxx.xxx.xx](#)>
Cc: Paul Robinson <[\[REDACTED\]](#)> Moore, John <[\[REDACTED\]](#)>; [\[REDACTED\]](#); [\[REDACTED\]](#); [\[REDACTED\]](#); [\[REDACTED\]](#); [\[REDACTED\]](#); Councillor Diane Calvert <[xxxxx.xxxxxx@xxx.xxx.xx](#)>; Councillor Nicola Young <[xxxxxx.xxxxx@xxx.xxx.xx](#)>; 'Simon Arcus' <[\[REDACTED\]](#)>; Michael Naylor <[xxxxxxx.xxxxxx@xxx.xxx.xx](#)>; Mayor Tory Whanau <[xxxx.xxxxxx@xxx.xxx.xx](#)>
Subject: WCC Facebook Post 4th March - Thorndon Quay

Hi Siobhan,

One point has been omitted from your minutes , but I was keen to explore.

At the Thorndon Quay meeting on the 9th May , two business owners raised a question at how disappointed they were seeing a WCC facebook post, as quite rightly they had no activity from your team as promised.

The following is the post they are referring to:

<https://www.facebook.com/wellingtoncitycouncil/posts/pfbid02bKGo3tCKCpRjupdSHRRgsYkKcj26VVdLaYHEjwU6tKEMau9th1qr5PC9KXXw1Dbql>

This Post does not support the business in this area but rather tells the public to avoid this area at all costs?

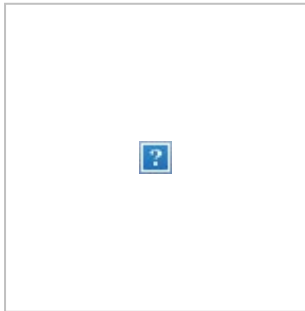
Please communicate to your Comms staff to be more mind fall when posting – as Thorndon Quay business livelihoods are at stake along with the employees they employ.

Stephen Piper
Director - Ocean Direct , Co Kids

M - [REDACTED]

E - [REDACTED]

www.cokids.co.nz



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From: [Councillor Diane Calvert](#)
To: [Paul Robinson](#); [Steve Piper](#); [REDACTED]
Subject: Amendments for today
Date: Thursday, 1 August 2024 9:30:00 am

This are Tim's amendments

1. Direct Officers to prepare a paper to respond to requests made in the petition to be considered by the Environment and Infrastructure Committee on 12 September 2024.
2. Note that the Regulatory Processes Committee meeting on 8 August 2024 is scheduled to consider options for raised safety platforms planned for Thorndon Quay.

These are mine

1. Agree in principle for Council to fund and undertake an independent review into the Thorndon Quay project including but not confined to the concerns raised by the petitioner, design of pedestrian crossings, benefit realisation, accuracy of accident data, the economic impact and mitigations; and the state of the water infrastructure.
2. Agree for any work associated with the construction of the pedestrian crossings be halted as soon as possible until clarity in placement and design is agreed.
3. Agree for officers to bring a draft terms of reference for the Review together with an appropriate budget, to be approved by Council at its next meeting of 5th September.
4. Agree for officers to bring a report to Council at its meeting on 5th September 2024 on how the current whole project may be paused (whether in whole or in sections) until the findings of the report are considered by Council.

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

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From: [Steve Piper](#)
To: [Brad Singh](#)
Cc: [Paul Robinson](#); [Councillor Nicola Young](#); [Councillor Tony Randle](#); [Councillor Diane Calvert](#); [Councillor Ray Chung](#)
Subject: Follow up
Date: Wednesday, 7 August 2024 3:24:23 pm
Attachments: [image001.jpg](#)
[image002.jpg](#)

Hi Brad,

Great to catch up last Thursday and sorry you got abused by a public member which is simply not OK.

I understand there will be some voting going on tomorrow on crossings?

If some crossing are taken out that may allow some extra parking correct?

██████ and I would put our hands up please?

Couple of photos below – as safe barriers for the children before they walk onto the Cycle way.? Or something near of door entrance to they can hold and not move as parents follow?

Your thoughts ?

Steve

25th July 2024

Dear Brad,

The TV press are now starting to ramp up, and will be on air tomorrow night FYI - regarding issues with Thorndon Quay design.

Due to the fact that changes can be made/ or are being made as construction moves along TQ (I have heard of many) and there is a meeting on the 1/8/2024,

I would like to add and be considered for the following, Now that these decisions are inhouse WCC and not LGWM:

1. Extra parking for the Co Kids ECE centre and the Dance school Academy
2. Safety bollards outside the left and right of our doorways for Co Kids and the Dance Studio – these will provide a safe area for children to grab /or to wait for their parents so the don't run onto the cycle lane

Please advise when you have considered and a plan on implementation.

Also worksafe now have been communicating to me directly and all data will be monitored on the proposed design and safety of emmas and our areas.

Regards





Regards
Stephen Piper
Director- Co kids limited

From: [Councillor Diane Calvert](#)
To: [Paul Robinson](#)
Subject: FW: CB-COR0339_transfer request | Concerns about WCC planning, delivery and funding of transport and water infrastructure projects including transparent and effective decision making
Date: Friday, 14 June 2024 1:06:00 pm
Attachments: [image002.png](#)
[Ministerial response to Councillor Dianne Calvert.pdf](#)

Hi
Not for sharing at this stage.

Diane

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

F [REDACTED] | E @._____ | W [Wellington.govt.nz](#) | F [dianecalvertnz](#) | T [dianecalvertnz](#) | W [dianecalvertnz](#)

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From: Sophie Farrell <xxxxxx.xxxxxx@xxxxxxxxxx.xxxx.xx> **On Behalf Of** Simeon Brown (MIN)
Sent: Friday, June 14, 2024 12:10 PM
To: Councillor Diane Calvert <xxxxx.xxxxxxx@xxx.xxxx.xx>
Subject: RE: CB-COR0339_transfer request | Concerns about WCC planning, delivery and funding of transport and water infrastructure projects including transparent and effective decision making

Dear Diane,

Please find attached recent correspondence from Hon Simeon Brown.

Kind regards,



Office of Hon Simeon Brown
Minister of Transport, Minister of Local Government, Minister for Energy, Minister for Auckland

Email: @._____ Website: [www.Beehive.govt.nz](#)
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

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Please note information about meetings related to the Ministers' portfolios will be proactively released (this does not include personal or constituency matters). For each meeting in scope, the summary would list: date, time (start and finish), brief description, location, who the meeting was with, and the portfolio. If you attend a meeting with the Minister on behalf of an organisation, the name of the organisation will be released. If you are a senior staff member at an organisation, or meet with the Minister in your personal capacity, your name may also be released. The location of the meeting will be released, unless it is a private residence. The proactive release will be consistent with the provisions in the Official Information Act, including privacy considerations. Under the Privacy Act 1993 you have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, or are concerned about the release of your information in the meeting disclosure, please contact the sender. You can read more about the proactive release policy at <https://www.dia.govt.nz/Proactive-Releases#MS>

From: Councillor Diane Calvert <xxxxx.xxxxxxx@xxx.xxxx.xx >
Sent: Monday, May 20, 2024 3:23 PM
To: Christopher Bishop (MIN) <x.xxxxxx@xxxxxxxxxx.xxxx.xx.>; Simeon Brown (MIN) <x.xxxxxx@xxxxxxxxxx.xxxx.xx.>
Cc: Nicola Willis (MIN) <x.xxxxxx@xxxxxxxxxx.xxxx.xx.>; Paul Robinson [REDACTED]; Steve Piper [REDACTED]; Kirk Hope [REDACTED]; [REDACTED]
Subject: Concerns about WCC planning, delivery and funding of transport and water infrastructure projects including transparent and effective decision making
Importance: High

Kia ora Ministers
I know that you have both recently clearly expressed that Wellington City Council (WCC) work better with businesses in respect of delivering the Golden Mile transport project (ex LGWM) funded 51% through funding provided by NZTA.

However I and others (both public and elected members) continue to hold concerns about the intention and capability of WCC to deliver this project amongst myriad other piecemeal transport projects and in accordance with Government's direction and funding via NZTA.

I say this because:

1. There is **no integrated plan for all transport routes through the CBD** (despite LGWM having this in their brief for seven years) which WCC has received in part or due to apply for NZTA funding. The concern here is that ratepayer and tax payer funding may not be allocated fairly leaving gold plated designs on one route and sub-optimal design on others. [A new plan for Wellington, post-Let's Get Wellington Moving | The Spinoff](#)
2. There has been **no active engagement with businesses** by WCC along the Golden Mile since the Government made its intentions known to Council in December 2023 and your subsequent "please explain" letter [Government vs Wellington council tensions laid bare in Golden Mile stoush | The Post](#)
3. WCC is **not intending to change its Golden Mile design** in any way other than potentially delay the Lambton Quay portion. It still retains the entire funding of \$141 million in its draft budget [Pg 14](#).
4. WCC officers have recently claimed the **Golden Mile design cannot be altered** because the 51% funding by NZTA will be forfeited (despite potentially some of this funding could be better applied to other CBD transport projects). This seems inconsistent with other WCC advice given that WCC proposes not planning on proceeding with the Hutt Rd portion of the Thorndon Quay/Hutt Rd transport project and seemingly able to adjust the NZTA funding without loss of the entire allocated funding.
5. The construction of the Thorndon Quay/Hutt road multimillion dollar bike lane has been **bereft with issues for businesses** facing disproportionate financial harm
6. Thorndon Quay businesses have recently expressed concerns on the lack of engagement and support by WCC and its contractors despite undertakings made by WCC for the construction phase.
7. At the time of both WCC and NZTA approval of the Golden Mile (\$141 million) and Thorndon Quay/Hutt Rd (\$93.6 million) projects in June/July 2023, **there was no inclusion or mention of the water infrastructure renewal costs** for either routes. Note subsequently the Golden Mile water infrastructure renewal work of an additional \$30 million is now included in its long term plan- [Pg 33](#) and to be funded solely by WCC (removing funding from more critical water infrastructure renewal work elsewhere in the city)
8. WCC officers recently admitted that they did not inform elected members or the public of the **need to replace the water infrastructure under Thorndon Quay** as part of the construction. This renewal work (as at June 2020 the figure was \$10.6 million) is not planned or budgeted for in the Council's draft 10 year plan despite officers admitting that the work will likely need to be completed within five years of the plan (51% funded via NZTA). The yet to be completed work will now need to be ripped up for the water infrastructure renewal work in a few years because of lack of planning and information provided by WCC officers. What a waste of ratepayers and

taxpayers funding. [Leaky pipes buried under new \\$55m bus and cycle way that could be ripped up | The Post](#)

9. WCC is proposing to **defer 25% of transport renewals** yet still wants to proceed with new transport projects costing ratepayers even more [Pg 27](#)

A number of elected members including me are supporting both residents and business owners by holding WCC to account for its continuing lack of engagement with impacted businesses, reduced service levels to Wellingtonians and the less than adequate quality delivery of major transport projects [Seven Wellington City councillors sign notice to pause on Golden Mile | The Post](#) This is all against a backdrop of a very fragile overall financial situation facing the city and its ratepayers.

Business owners are also attempting to hold WCC to account. [‘A disaster unfolding’: Businesses face nine months of Thorndon Quay roadworks | The Post](#) This is not helped by WCC officers seemingly using their resources to minimise, deflect and discredit both business owners and elected members’ concerns. [Wellington City councillors, staff clash over alleged meeting ban | The Post](#)

However we need support from Government to ensure the public’s broader concerns are addressed and government agencies do not contribute to WCC undertaking projects it cannot afford. This includes more active monitoring by NZTA of funds allocated and ensuring benefits are real, improved monitoring by the Ministry of Transport of NZTA and improved monitoring by Department of Internal Affairs (Local Government) ensuring WCC is acting in good faith in accordance with the Local Government legislation.

In the meantime, both the Government and public would benefit from having an independent observer to ensure information being provided by WCC is both accurate and is not misleading through omission of facts or the timely access to information. The observer (supported by a team) would give assurance to both the Government (including its respective agencies) and the public (residents and business owners) on the quality and delivery of the WCC’s engagement practices, its decision making (including the quality of advice provided by officers) and how elected members are able to carry out their duties effectively and unhindered.

I am happy to meet with you along with small business owners to further discuss my concerns and seek a reasonable solution to the issues facing the capital city, its citizens and businesses.

Regards

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

P [REDACTED] | E @. | W [Wellington.govt.nz](#) | F [dianecalvertnz](#) | T [dianecalvertnz](#) | W [dianecalvert.nz](#)

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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



COR764

Councillor Diane Calvert
Wellington City Council
diane.calvert@wcc.govt.nz

Dear Diane,

Thank you for your email of 20 May 2024 to myself and Hon Chris Bishop detailing your concerns about the Wellington City Council (the Council) and its delivery of the Golden Mile transport project.

You have suggested improved monitoring by the New Zealand Transport Agency (NZTA). As this is an operational matter, I have asked NZTA for advice.

I am advised that a change in the project's scope can be considered after funding is approved. Decreases in funding out of the National Land Transport Fund (also known as surpluses) are easily managed. However, increases in funding will need to comply with the 2024 Government Policy Statement on land transport and will be subject to funding availability.

Councils have discretion over the delivery and funding of all their transport projects. As the Minister of Transport, I am unable to intervene. It is at the Council's discretion on whether or not it will consider rescoping the Golden Mile project to get the best value for money. NZTA is happy to discuss any proposals to change timing or scope of projects with the Council should it wish to do so.

In your letter, you also requested that an Independent observer be appointed. The Local Government Act 2002 (the Act) does give the Minister of Local Government powers to intervene in some circumstances, including appointing a Crown Observer. 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 not clear to me that there is sufficient evidence to warrant Ministerial intervention in this case.

Thank you again for writing.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'S B' followed by a long horizontal stroke.

Hon Simeon Brown
Minister of Local Government
Minister of Transport

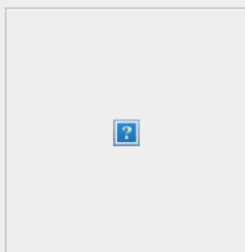
From: [Steve Piper](#)
To: [Councillor Nicola Young](#)
Cc: [Councillor Diane Calvert](#); [Paul Robinson](#)
Subject: FW: How the works on Thorndon Quay are progressing
Date: Tuesday, 2 July 2024 12:14:47 pm
Attachments: [image001.png](#)

Hi Nicola and Diane,

Can you advise or internally request detail on :

1. Is the Thorndon cycleway project on time
2. What overruns budget wise has occurred or are they on budget after 8 months

Stephen Piper
Director - Ocean Direct , Co Kids
M - [REDACTED]
E - [REDACTED]
www.cokids.co.nz



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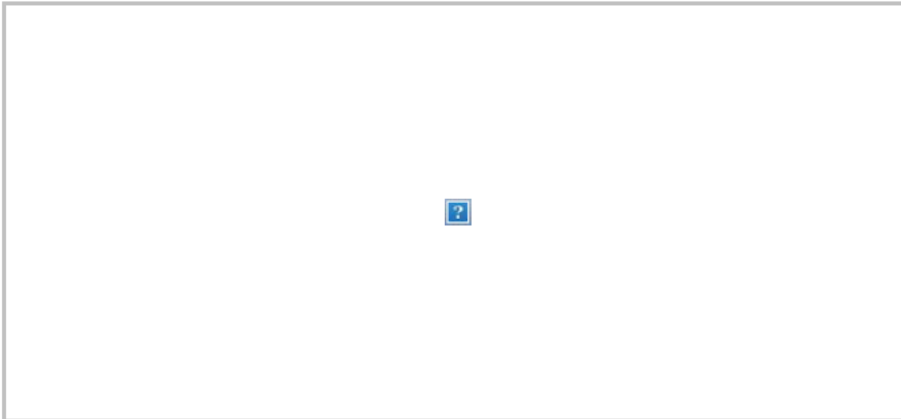
From: Major Transport Projects Team <Thorndon@wcc.govt.nz>
Sent: Tuesday, July 2, 2024 9:56 AM
To: [REDACTED]
Subject: How the works on Thorndon Quay are progressing

July 2024

[View this email in your browser](#)

Kia ora koutou

Welcome to this update about our construction in Thorndon Quay. We've sent you this because you've expressed an interest in the past.



About the build

The Thorndon Quay upgrade stretches from the Bunny St intersection to 87 Hutt Road (near Gun City). We're working in sections so it will be less disruptive for businesses and traffic. We will finish in June 2025. This map shows how we have divided the route into 13 areas. We'll usually be working in two areas at a time during the day and in other areas at night. There will be signalised pedestrian crossings in areas 4, 6, 8, 9 and 13. These need cabling and power to operate the signals and integrate them into the city-wide traffic monitoring system, so there'll be more work here than in other areas.

In area 11 (at the intersection of Tinakori Road and Thorndon Quay) there will be all-new traffic signals, and in area 2 at the Mulgrave Street intersection we will upgrade the existing signals and crossings.

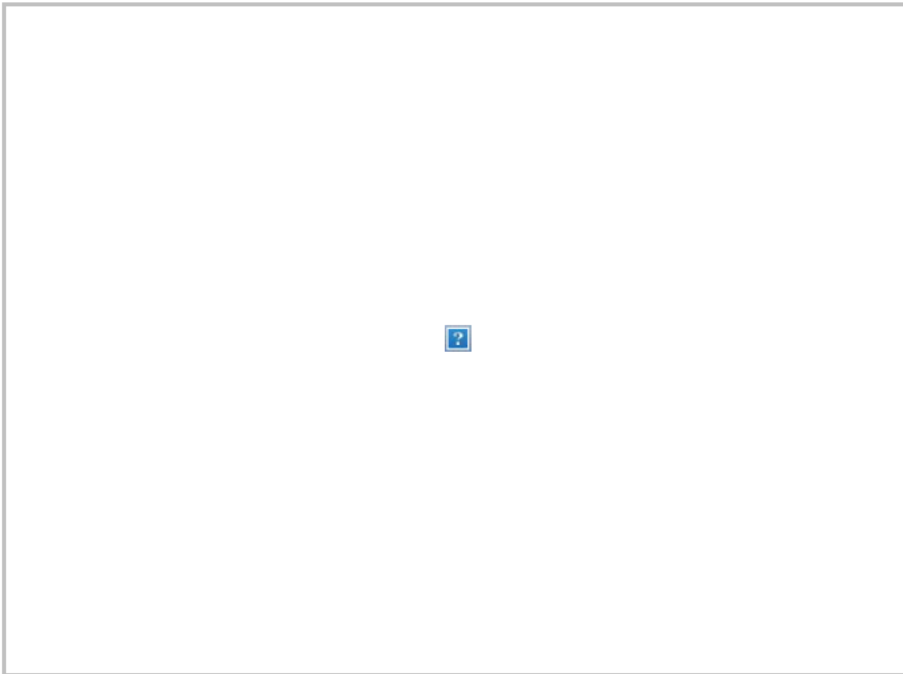
There will be some temporary bus stops during construction, but services won't be affected.

[Read more about consultation on this project and how decisions were reached.](#)

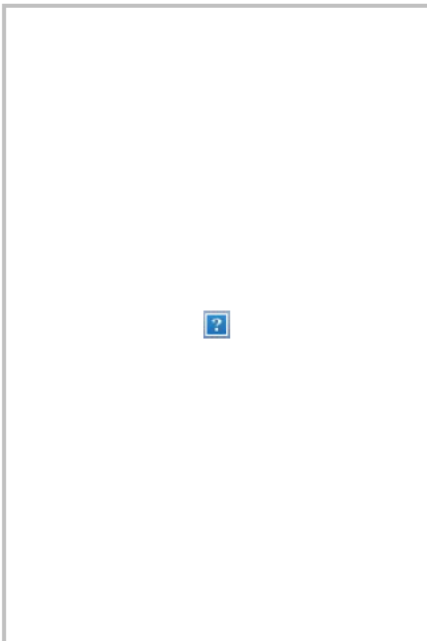
When is it happening?

Works are already underway in areas 4 (close to Capital Gateway Retail Centre), and 9 (close to Hirepool). Once these areas are finished, we will focus on area 8 (close to Bordeaux Bakery) and area 13 (close to The Joinery King).

The more complex areas will take around 16 to 24 weeks to complete both sides of the road. Other areas may take four weeks or less.



Support for businesses



We know construction can be difficult for businesses and we're doing everything we can to make things easier. If you run a business on Thorndon Quay, you can expect to hear from us around six weeks before we start daytime construction near you. We will offer to meet with you to show you the designs and how the traffic will be managed during the construction. We'll try to allow for your delivery needs and create branded signage for you so customers can find you easily. We'll discuss fencing options and reduce noise and dust as much as we can. We can connect you with WellingtonNZ who may be able to help with business support. If you have concerns during the build, we'll listen and try to help.

Cyclists and bus users

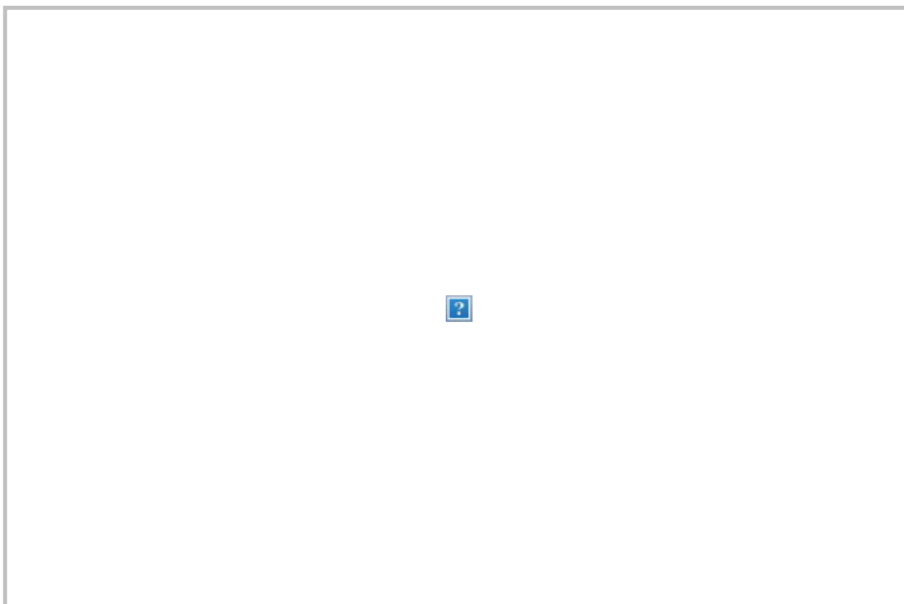


Cyclists will enjoy the new cycle way we're building on the seaward side of Thorndon Quay, which connects to the existing cycleway on Hutt Road. There are no adjoining side roads on the seaward side, which is much safer, and you'll use it to go both north and south. You'll need to keep a good lookout and be courteous to pedestrians as they cross the cycleway from cars into businesses.

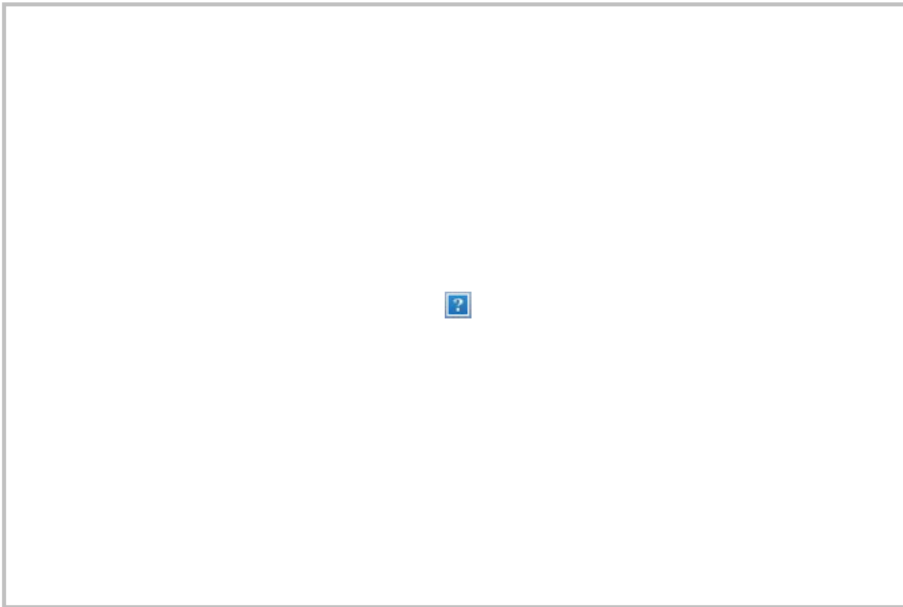
A priority bus lane will operate in peak weekday commuting times – from 6.30 to 9.30am heading into the city. A bus lane outbound is planned to start operating about two years later. This would likely be from 4.00 to 6:30pm, but we will assess this closer to the time.

New pavement designs at Pipitea Marae

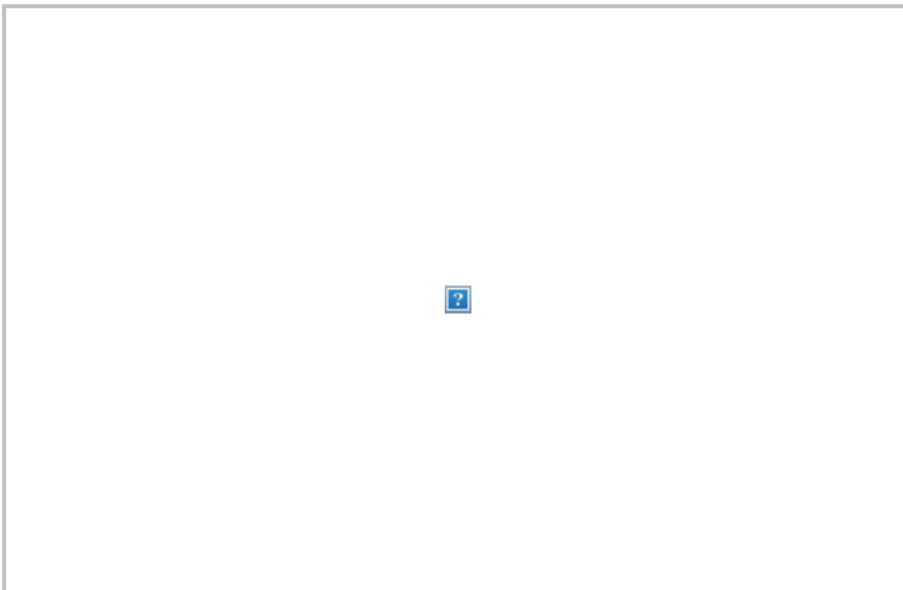
In pre-European times, there were six awa (streams) flowing into the harbour along Thorndon Quay and Hutt Road. These awa are still there but are mostly hidden in culverts and pipes now. We will be marking their locations with beautiful designs created by Taranaki Whānui's cultural expression artist Len Hetet's design studio Baked Design.



The new designs outside Pipitea Marae & Function Centre include three elements – the two crossed Hono/Hiki at the entrance to the marae signify a central bind, connecting people to the space and place. The layered triangular shapes in this area reference the kāinga, whare and whānau of Pipitea Pā.



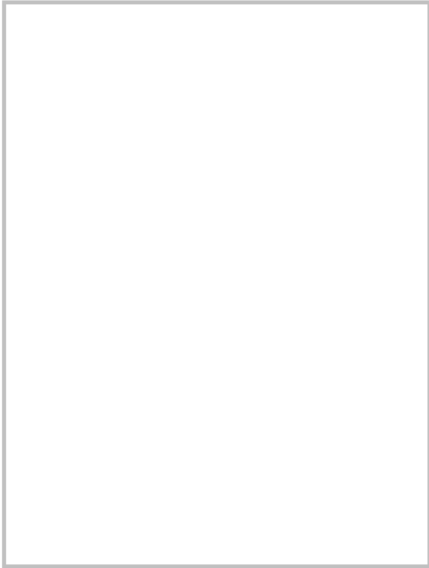
The arrow shapes pointing to the marae entrance from either side signify kōkiri or movement forward. They build intensity to the central designs outside the marae entrance.



The designs are etched using a vapour blaster that takes off the top layer of concrete, leaving a darker pattern in relief. They are then sealed for longevity. They will stand out the most just after it has rained.

Lost and found

As we are building, we are finding parts of our more recent history buried beneath the road. We have found buried tracks near Gun City, at the intersection of Tinakori Road and Thorndon Quay and in front of Pipitea Marae.



Electric trams ran along Thorndon Quay from 1904 to 1964 when they were replaced by buses.

The area around Thorndon Quay, in particular around Pipitea Marae has been long occupied - as an important site for Māori and later used as wharves and jetties by European settlers. We might find more than tracks and have clear processes to protect any finds.

Have some feedback or want to get in touch? Email us at Thorndon@wcc.govt.nz

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You're receiving this newsletter because you've expressed an interest in the construction on Thorndon Quay and Hutt Road in the past. You can unsubscribe from this list.

From: [Councillor Diane Calvert](#)
To: [Paul Robinson](#); [REDACTED]
Subject: FW: NZT-9579 RESPONSE #2
Date: Tuesday, 6 August 2024 5:13:00 pm
Attachments: [image001.png](#)
[NZT-9579-2 Response.pdf](#)

FYI

I have written to officers requesting what changes has NZTA requested under the GPS 2024.

Diane

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

P [REDACTED] | E [.@.](mailto:) | W Wellington.govt.nz | F dianecalvertnz | T dianecalvertnz | W dianecalvertnz

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From: Official Correspondence <[x@xxx](mailto:)>
Sent: Tuesday, August 6, 2024 4:52 PM
To: Councillor Diane Calvert <[x@xxx](mailto:)>
Subject: NZT-9579 RESPONSE #2

Kia ora Diane

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

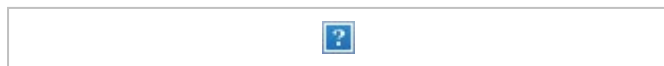
Ngā mihi

Ministerial Services

Te Waka Kōtuia | Engagement & Partnerships

NZ Transport Agency Waka Kotahi

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From: Councillor Diane Calvert <[x@xxx](mailto:)>
Sent: Tuesday, July 9, 2024 1:01 PM
To: [x@xxx](mailto:); Nicole Rosie <[x@xxx](mailto:)>
Cc: Councillor Nicola Young <[x@xxx](mailto:)>; Councillor Tony Randle <[x@xxx](mailto:)>; Councillor Ray Chung <[x@xxx](mailto:)>
Subject: Thorndon Quay, Wellington - transport project

Kia ora Simon and Nicole

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

Regards
Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

P [REDACTED] | E [.@..](mailto:..@..) | W Wellington.govt.nz | F [dianecalvertz](tel:dianecalvertz) | T [dianecalvertz](tel:dianecalvertz) | W dianecalvert.nz

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6 August 2024

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

Councillor Ray Chung
Wharangi/Onslow-Western Ward
Wellington City Council

Councillor Tony Randle
Takapū/Northern Ward
Wellington City Council

Councillor Nicola Young
Pukehīnau/Lambton Ward
Wellington City Council

c/o Diane.Calvert@wcc.govt.nz

Ref. NZT-9579

Dear Councillors Calvert, Chung, Randle and Young

Thank you for your letter of 9 July 2024 to Simon Bridges, Board Chair, and Nicole Rosie, Chief Executive, concerning the delivery of Wellington City Council's (the Council) Thorndon Quay project. Your letter has been referred to me for response.

I will respond to each point listed in your letter in turn below.

Address the significant public concerns raised about the design in terms of the raised crossings (including proposed numbers) and the lack of investment in renewing the ageing water infrastructure.

In making decisions to invest in land transport projects, the NZ Transport Agency Waka Kotahi (NZTA) Board considers public feedback. NZTA was satisfied that the LGWM programme had carried out a robust consultation process on the Thorndon Quay Hutt Road (TQHR) project. This included alignment with the Let's Get Wellington Moving (LGWM) objectives and the Government Policy Statement on land transport (GPS) 2021. NZTA was represented on the LGWM Governance Group, which oversaw how the different feedback (both in support and opposed to different elements of the project) was considered.

Regarding the lack of investment in renewing the aging water infrastructure, it is not NZTA's role to ensure that the Council has sufficient funding and planning underway for underground infrastructure. Funding from the National Land Transport Fund (NLTF) must only be used for land transport purposes. As such, the NLTF cannot be used to fund the renewal of water infrastructure.

Ensure the ongoing suitability of the project design.

The NLTF funding decision was based on information available at the time. It is the responsibility of the Council through its Project Manager and governance arrangements to ensure the ongoing suitability of the project design through detailed design and construction processes.

NLTF funding is linked to the GPS, and NZTA continues to ensure that investment is aligned to the current transport priorities. If the Council wishes to change the design and/or scope of the TQHR project from what was approved, the Council is required to apply for NZTA's approval of the change(s).

Ensure that construction adheres to agreed-upon specifications.

NZTA is not the contract signatory for the project. It is up to the Council officials to ensure the specifications are met through the construction process.

Implement robust quality assurance measures to guarantee the efficacy of NZTA's contribution and the realisation of anticipated benefits.

NZTA works to ensure investment is in line with the Government Policy Statement on land transport (GPS). Projects must achieve the following four main areas:

- agreed scope of works,
- agreed funding to complete the works,
- generate benefits and outcomes aligned to the GPS, and
- ensure the project provides value for money.

NZTA also applies a range of levers prior to and after making an investment decision. Levers after investment decision include:

Lever	Description
Non-compliance with a condition	Inform the AO that a condition is not met and therefore claims will not be paid out of the NLTF.
Changes in scope or cost	NZTA may decline to approve a change in scope or increase in costs of a past investment.
Withholding payment	NZTA may withhold payment, or part payment, against a claim as enabled under section 36 of Land Transport Management Act 2003 ^[1] .
Reimbursement	NZTA may request reimbursement of funds where an NZTA audit identifies claims where funding has been applied outside of investment guidelines, e.g. fraud or expenditure outside of NZTA funding applications.
Meeting NZTA requirements	NZTA may notify an AO of NZTA requirements that need to be met if the AO is seeking subsequent funding. This may arise out of an audit or from issues encountered through monitoring of the AO. NZTA may request the AO make an improvement in reporting, procurement practices, governance, cost estimations, etc. This

^[1] <https://www.legislation.govt.nz/act/public/2003/0118/latest/DLM227527.html>

Lever	Description
	would not affect a past investment decision but would affect future investment decisions.
Forecasting	If an AO encounter delays with a project, the AO is required to re-forecast its cashflows. Where this results in a reduced NLTF commitment in the NLTP period, that reduction can be reallocated to other activities within the activity class (or in limited circumstances, may be reallocated to another activity class).

In the case of the TQHR project, I can confirm that an Investment Quality Assurance (IQA) and independent peer review were completed in 2022. The IQA ensured the business case submitted to NZTA was fit for purpose. NZTA's own assessment at the time was that the project aligned with the GPS 2021 priorities, delivered the right outcomes and value for money. The decision in July 2023 reconfirmed this earlier decision and approved a cost increase with no scope change.

NZTA has been requested by the Minister of Transport to review all projects to ensure alignment to the GPS 2024. NZTA will work closely with the Council to understand the impacts of changes to the TQHR project and identify potential options for resolution, where necessary.

If you would like to discuss this matter further with NZTA, you are welcome to contact the Ministerial Services team by email at official.correspondence@nzta.govt.nz.

Yours sincerely



Howard Cattermole
Chief Financial Officer

From: [Councillor Diane Calvert](#)
To: [Paul Robinson](#)
Subject: FW: Thorndon Quay angled parks judicial review - Court of Appeal decision received today
Date: Monday, 15 July 2024 6:18:00 pm
Attachments: [image002.png](#)
[image003.png](#)

FYI

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

 | E diane.calvert@wcc.govt.nz | W Wellington.govt.nz | F dianecalvertnz | T dianecalvertnz | W dianecalvertnz

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From: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Sent: Monday, July 15, 2024 4:06 PM
To: @wcc.govt.nz>; DL: Councillors <councillors@wcc.govt.nz>
Cc: Barbara Mckerrow <Barbara.Mckerrow@wcc.govt.nz>; Stephen McArthur <Stephen.McArthur@wcc.govt.nz>; Siobhan Procter <Siobhan.Procter@wcc.govt.nz>; Sehai Orgad <Sehai.Orgad@wcc.govt.nz>
Subject: RE: Thorndon Quay angled parks judicial review - Court of Appeal decision received today

Thank You

I'm surprised that officers have chosen to highlight the detail *"The Council succeeded on three of the four grounds of appeal"* rather than highlight the substantive part of the decision namely;

JUDGMENT OF THE COURT	
A	The applications for leave to file further evidence are granted.
B	The appeal is allowed.
C	We make a declaration that the Council's decision-making processes in relation to its decision to reconfigure parking on Thorndon Quay from mainly angled parking to entirely parallel parking did not comply with its obligations under s 77(1) of the Local Government Act 2002.
D	The respondent must pay the appellant costs for a standard appeal on a band A basis together with usual disbursements. We certify for two counsel.

The only reason the subsequent decision from August 2023 still stands is because it has not been tested in a court of law. The consultation process followed that of 2021, so it would suggest if tested that too would be found not to have met the obligations under Section 77 (1) of the LGA.

Given that many of the Council's transport projects do put it at odds with local communities (Thorndon, Karori, Island Bay, Newtown, Berhampore, Kent/Cambridge Tce, Kaiwharawhara) with the general theme being around consultation concerns, the Council needs a general overhaul of its consultation practices in the transport space. I hope the Council and officers consider how it can genuinely improve rather than just justify its actions which have increasing and unnecessary costs not only on the Council but also Wellingtonians.

Regards
Diane

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

P [REDACTED] | E [.@.](mailto:..@..) | W Wellington.govt.nz | F dianecalvertnz | T [dianecalvertnz](tel:dianecalvertnz) | W dianecalvertnz

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From: >
Sent: Monday, July 15, 2024 3:33 PM
To: DL: Councillors <xxxxxxxxxxx@xxx.xxx.xx>
Cc: Barbara McKerrow <xxxxxxx.xxxxxxxx@xxx.xxx.xx>; Stephen McArthur <xxxxxxx.xxxxxxxx@xxx.xxx.xx>; Siobhan Procter <xxxxxxx.xxxxxxxx@xxx.xxx.xx>; Sehai Orgad <xxxxx.xxxxx@xxx.xxx.xx>
Subject: Thorndon Quay angled parks judicial review - Court of Appeal decision received today

Kia ora Mayor Whanau, Councillors and Pou Iwi

In the General Counsel's absence I am updating you on the Court of Appeal's decision on Thorndon Quay angle parking. In June 2021, Council's (then) Planning and Environment Committee made a decision to reconfigure parking on Thorndon Quay from mainly angled parking to entirely parallel parking to address cyclist safety. This decision followed audit reports from Waka Kotahi in 2015 and 2020 identifying the angled parks as a safety concern for cyclists, with Waka Kotahi's July 2020 report urging Council to address the issue promptly. The June 2021 decision has subsequently been superseded by the adoption of a Traffic Resolution in August 2023 implementing changes to Thorndon Quay.

The June 2021 decision to change the parking configuration was judicially reviewed by Thorndon Quay Collective (TQC). Council was successful in the High Court and TQC appealed to the Court of Appeal. The appeal was heard in June last year. This morning, the Court of Appeal issued its decision (attached). There is no impact on the current construction on Thorndon Quay.

The Council succeeded on three of the four grounds of appeal. In particular, the Court of Appeal provided guidance around the application of ss 79 and 82A of the Local Government Act 2002.

- Section 79 confers a deliberately broad discretion on local authorities to determine how they discharge their obligations under ss 77 and 78 to identify and assess the reasonably practicable options and consider views of people likely to be affected. In the case of

Traffic Resolutions, the process in the Traffic Bylaw applies by default subject to any further procedural decisions or judgments such as, in this case, providing a longer consultation period. Local authorities are permitted to exercise their judgment in a pragmatic way as the decision-making process progresses.

- Information requirements for consultation set out in s 82A only apply where the Local Government Act expressly requires consultation. This section did not apply in this case.

The Court of Appeal also provided guidance around the requirement in s 77 of the Local Government Act to identify and assess all reasonably practicable options to achieve an objective. It is expected that as well as identifying a preferred option an explanation of the other options that were considered as being not practicable is also required. That did not occur in this case, with only the preferred option identified. The Court of Appeal has directed the Council pay costs to TQC; these will be determined at a later date.

The June 2021 decision remains; the decision was not quashed by the Court of Appeal nor has the Court of Appeal directed Council to return the angled parking. This is due to the June 2021 decision having been superseded by the August 2023 decision and the evidence from safety experts that the previous road configuration was unsafe. The Court of Appeal noted that even if the decision had not been superseded, it would not be appropriate to order Council take steps that would potentially put safety of cyclists at risk while alternatives are explored.

Ngā mihi

Manager, Legal Services Regulatory | Te Tumu Ara Whaimana (Strategy and Governance) | Wellington City Council

| [W wellington.govt.nz](http://w.wellington.govt.nz) |



From: [Councillor Diane Calvert](#)
To: [Paul Robinson](#); [John Moore](#)
Subject: FW: Works on Thorndon Quay
Date: Monday, 29 July 2024 10:30:00 am

FYI

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

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From: Rebecca Adams <xxxxxxx.xxxxx@xxx.xxxx.xx>
Sent: Monday, July 29, 2024 9:53 AM
To: Councillor Diane Calvert <xxxxx.xxxxxxx@xxx.xxxx.xx>
Cc: Siobhan Procter <xxxxxxx.xxxxxxx@xxx.xxxx.xx>; Councillor Nicola Young <xxxxxxx.xxxxx@xxx.xxxx.xx>; Richard MacLean <xxxxxxx.xxxxxxx@xxx.xxxx.xx>; Brad Singh <xxxxxxx.xxxxx@xxx.xxxx.xx>; BUS: Elected members queries <xxxxxxxxxxxxxxxxxxxxxx@xxx.xxxx.xx>; BUS: Official Information <xxxxxxxxxxxxxxxxxxxxxx@xxx.xxxx.xx>

Subject: RE: Works on Thorndon Quay

Kia Ora Councillor Calvert,

There are a number of reasons that the Thorndon Quay crossings are not comparable to Cobham Drive – including the nature of the road, the pavement and the use of different contract models and contractors.

However, we were answering the question specifically in terms of how the crossings compared to those installed at Box Hill, which didn't involve drainage etc. The team would be happy to meet with you and go through those.

In terms of the crossing design, it was complete before construction began, with the exception of the lighting. Let's Get Wellington Moving did complete a lighting design, but as part of the transition in house we have refined the scope, so for due diligence it's currently being reviewed by our Streetlighting Team. The lighting is not a critical path item, and our delivery schedule won't be impacted.

Let me know if you'd like to arrange a meeting, alternatively we can pull the numbers together for you.

Rebecca

From: Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx>
Sent: Wednesday, July 24, 2024 4:31 PM
To: Rebecca Adams <xxxxxxx.xxxxx@xxx.xxx.xx>
Cc: Siobhan Procter <xxxxxxx.xxxxxx@xxx.xxx.xx>; Councillor Nicola Young <xxxxxxx.xxxxx@xxx.xxx.xx>; Richard MacLean <xxxxxxx.xxxxxx@xxx.xxx.xx>; Brad Singh <xxxxxxx.xxxxx@xxx.xxx.xx>; BUS: Elected members queries <xxxxxxxxxxxxxxxxxxxxxxxx@xxx.xxx.xx>; BUS: Official Information <xxxxxxxxxxxxxxxxxxxxxxxx@xxx.xxx.xx>
Subject: RE: Works on Thorndon Quay

Hi Rebecca

I sought external advice and they have suggested that I come back to you and query the cost of the signalised crossings as they believe not all costs have been incorporated e.g. drainage etc. Their view was that costs would likely be over \$1 million per crossing if you compare it to the costs of the Cobham Drive crossing of around \$2.5 million. Noting that TQ spans two lanes not the four lanes of Cobham Drive.

Would you please advise if the \$275k per crossing includes the additional associated work? If it does not, please advise the inclusive cost of all associated work.

On another matter, I understand that officers did not complete the design of the crossing work before construction commenced. This is considered highly irregular and will add to the construction costs. Would you please advise if it is correct that design was not finalised prior to construction and what is the current state of play in terms of the design work.

Regards

Diane

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

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From: Rebecca Adams <xxxxxxx.xxxxx@xxx.xxx.xx>
Sent: Thursday, July 18, 2024 4:22 PM
To: Councillor Diane Calvert <xxxxxx.xxxxxx@xxx.xxx.xx>
Cc: Siobhan Procter <xxxxxxx.xxxxxx@xxx.xxx.xx>; Councillor Nicola Young <xxxxxxx.xxxxx@xxx.xxx.xx>; Richard MacLean <xxxxxxx.xxxxxx@xxx.xxx.xx>; Brad Singh <xxxxxxx.xxxxx@xxx.xxx.xx>; BUS: Elected members queries <xxxxxxxxxxxxxxxxxxxxxxxx@xxx.xxx.xx>; BUS: Official Information <xxxxxxxxxxxxxxxxxxxxxxxx@xxx.xxx.xx>
Subject: RE: Works on Thorndon Quay

Kia Ora Cr Calvert,

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

Hei konā mai
Rebecca

From: Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx>
Sent: Thursday, July 18, 2024 3:38 PM
To: Rebecca Adams <xxxxxxx.xxxxx@xxx.xxx.xx>
Cc: Siobhan Procter <xxxxxxx.xxxxxx@xxx.xxx.xx>; Councillor Nicola Young <xxxxxxx.xxxxx@xxx.xxx.xx>; Richard MacLean <xxxxxxx.xxxxxx@xxx.xxx.xx>; Brad Singh <xxxxxxx.xxxxx@xxx.xxx.xx>; BUS: Elected members queries <xxxxxxxxxxxxxxxxxxxxxxxx@xxx.xxx.xx>; BUS: Official Information <xxxxxxxxxxxxxxxxxxxx@xxx.xxx.xx>
Subject: RE: Works on Thorndon Quay

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

Regards
Diane

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

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From: Rebecca Adams <xxxxxxx.xxxxx@xxx.xxx.xx>
Sent: Thursday, July 18, 2024 3:35 PM
To: Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx>
Cc: Siobhan Procter <xxxxxxx.xxxxxx@xxx.xxx.xx>; Councillor Nicola Young <xxxxxxx.xxxxx@xxx.xxx.xx>; Richard MacLean <xxxxxxx.xxxxxx@xxx.xxx.xx>; Brad Singh <xxxxxxx.xxxxx@xxx.xxx.xx>; BUS: Elected members queries <xxxxxxxxxxxxxxxxxxxxxxxx@xxx.xxx.xx>; BUS: Official Information <xxxxxxxxxxxxxxxxxxxx@xxx.xxx.xx>
Subject: Works on Thorndon Quay

Kia Ora Councillor Calvert,

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

Is the Thorndon cycleway project on time?

Yes, the project is on schedule.

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

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

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

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

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

Rebecca

Rebecca Adams (She/Her)

Chief Advisor to the Chief Infrastructure Officer

Wellington City Council

E [@.@..](mailto:rebecca.adams@wcc.govt.nz) | W Wellington.govt.nz |

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From: [Cam Dickey](#)
To: [Brad Singh](#); [Councillor Diane Calvert](#); [Renier Ackerman](#); [Anna Calver](#)
Cc: [Mayor Tory Whanau](#); [Paul Robinson](#)
Subject: Re: [#SR-959299] FW: BoConcept 258 Thorndon Quay - Parking issues
Date: Wednesday, 19 June 2024 12:52:43 pm
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Hi Brad,

Thank you for your email outlining the plan to change the time limits. Could you please let me know exactly when this will take effect?

Although the works are not directly outside our building at present, we are significantly impacted because the areas being worked on have no car parks. As a result, the Woolstore has become a destination for long-term parking. We have cars parked outside our store for the entire day, leaving us with zero parking spaces to offer our customers.

I appreciate that you are looking into the bus depot, but we still need urgent action across the road to reduce the hours as planned and ensure more enforcement during the day. Additionally, maybe the bus depot should be considered for longer-term parking (i.e., the cars that are currently parked opposite the Woolstore) rather than short-term parking, but we would welcome this idea.


Best regards,



Cam

Cam Dickey
Marketing & Store Manager

BoConcept
DANISH DESIGN SINCE 1952

258 Thorndon Quay
Wellington 6011

(04) 499 8885
 boconcept.co.nz
www.boconcept.co.nz

From: Brad Singh <xxxxxxx.xxxxx@xxx.xxxx.xx>
Sent: Wednesday, June 19, 2024 12:22 PM
To: Councillor Diane Calvert <xxxxx.xxxxxxx@xxx.xxxx.xx>; Renier Ackerman <xxxxxx.xxxxxxxx@xxx.xxxx.xx>; Anna Calver <xxxx.xxxxxx@xxx.xxxx.xx>
Cc: Cam Dickey ; Mayor Tory Whanau <xxxx.xxxxxx@xxx.xxxx.xx>; Paul Robinson  >
Subject: RE: [#SR-959299] FW: BoConcept 258 Thorndon Quay - Parking issues

Hi Diane

Thank you for your query.

We have been following the required processes to legally progress an adjustment to these parking time limits. Ensuring this change is enforceable requires a revised traffic management plan to be approved. The new time limits will be in line with the existing tariff for W11, which is consistent with the rest of Thorndon Quay.

The time limits will be:

Mon-Fri 8am to 6pm \$4/hr, P120. Sat-Sun 8am – 6pm \$3/hr, P180.

Parking outside and opposite the Woolstore and Bo Concept is not impacted by construction on Thorndon Quay and the team is doing its utmost to deliver these works to the rest of the route with as little disruption as possible, within the constraints of it being a major piece of construction. Changes have been made to the design to support Bo Concept and the Woolstore, and we are liaising with Metlink about the idea of generating further parking for this part of Thorndon Quay via the current bus layover just to the north.

Kind Regards

Brad Singh

PrEng. CMEng.

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

Wellington City Council

M [REDACTED] E .@._____ | W Wellington.govt.nz | |

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

Sent: Wednesday, June 12, 2024 2:06 PM

To: Brad Singh <xxxxxx.xxxx@xxx.xxx.xx>; Renier Ackerman <Renier.Ackerman@wcc.govt.nz>; Anna Calver <xxxx.xxxxxx@xxx.xxx.xx>

Cc: [REDACTED]; Mayor Tory Whanau <xxxx.xxxxxx@xxx.xxx.xx>; Paul Robinson [REDACTED]

Subject: FW: [#SR-959299] FW: BoConcept 258 Thorndon Quay - Parking issues

Importance: High

Hi

Following on from the response I received on 29 May, I note the parking team sent a further response today as per the email below.

As the local retailer has highlighted, there are still significant issues with parking which is having a real impact on the local businesses. Probably not what Cam wants to hear but I have recently been contacted by a Wellingtonian advising "A TQ retailer missed out on a 30K furniture sale because of the carnage to carparking ... We spent our money in Parnell instead".

Could we please get some immediate action and support to this area along with follow through on what was promised to local businesses in terms of minimising disruption and providing support.

Mayor's office- please note that this matter should not be put through the general elected Members queries channel.

Regards

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

From: [Steve Piper](#)
To: [Councillor Diane Calvert](#)
Cc: [Paul Robinson](#); [REDACTED]; [Mark Turner](#); [John Moore](#); [Councillor Nicola Young](#); [Councillor Tony Randle](#); [Councillor Ray Chung](#)
Subject: Re: [#SR-981987] FW: Concerns about WCC Thorndon Quay Project
Date: Monday, 22 July 2024 11:41:36 am

Thanks Diane,

And the aging infrastructure?

No reply?

Aurecon this and that ? [REDACTED]

Regards
Stephen Piper
Director- Co kids limited

On 22 Jul 2024, at 11:28 AM, Councillor Diane Calvert
<Diane.Calvert@wcc.govt.nz> wrote:

Note the “anonymous” reply to our questions from the original letter.

Regards
Diane

[Councillor Diane Calvert](#)
Wellington City Council | Wharangi/Onslow-Western Ward

P [REDACTED] | E diane.calvert@wcc.govt.nz | W Wellington.govt.nz | F [dianecalvertnz](tel:dianecalvertnz) | T
[dianecalvertnz](tel:dianecalvertnz) | W dianecalvert.nz

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From: BUS: Elected members queries <Electedmembersqueries@wcc.govt.nz>
Sent: Friday, July 19, 2024 12:02 PM
To: Councillor Diane Calvert <diane.calvert@wcc.govt.nz>
Cc: DL: Councillors <councillors@wcc.govt.nz>; Barbara McKerrow <barbara.mckerrow@wcc.govt.nz>
Subject: Fwd: [#SR-981987] FW: Concerns about WCC Thorndon Quay Project

Kia ora Councillor Calvert,

See below for the responses to your questions;

• Address the significant public concerns raised about the design in terms of the raised crossings (including proposed numbers) and the lack of investment in renewing the ageing water infrastructure.

There has been a significant amount of engagement throughout the business casing, design and now implementation of the project. As a result of this engagement, the team has addressed numerous specific concerns as they arise - examples include those concerns raised by some of the TQ businesses at the meeting of 9 May and follow up emails and LGOIMA responses. The team has more recently engaged directly with AA, NZ Heavy Haulage Association, Ia Ara Aotearoa Transporting NZ, FENZ and the Bus and Coach Association to respond to their concerns about raised platforms.

• Ensure the ongoing suitability of the project design including but not limited to the ageing infrastructure that sits below the construction work and the efficacy of the both the design and proposed number of raised crossings.

The design, which was endorsed by NZTA, Metlink and WCC during the design process (and included the raised crossings), was approved by the Regulatory Processes Committee via the traffic resolution process and all Councillors were invited to view the design and attend a tour of the corridor before the traffic resolution was put forward for approval. As has been explained the raised crossings are included to slow speeds of vehicular and cycle traffic at the crossing points, make vulnerable users more visible across 4 lanes of live traffic as well as improving accessibility for mobility impaired users of the facilities. They have been placed close to bus stops to ensure bus passengers have safe crossing points when alighting from busses.

• How the council can better engage with local businesses in a more proactive way to improve less disruption to business

The Thorndon Quay team is engaging constructively with businesses and responding to the extent it can to minimise disruption. We have already provided a list of the engagement to date, and this is ongoing.

• Ensure that construction adheres to agreed-upon specifications.

The designs for Thorndon Quay have been prepared by Aurecon, an engineering, design and advisory company. As with any construction project, there are clear standards and specifications that need

to be met, and Aurecon as the designer, has also been engaged to provide MSQA (Management, Surveillance, Quality and Assurance) services to ensure construction meets the requirements of the design.

<!--[if !supportLists]-->• <!--[endif]-->Implement robust quality assurance measures to guarantee the efficacy of the project and the realisation of anticipated benefits.

As above – the project has appropriate QA measures in place and we will start monitoring the realisation of the proposed benefits once the project is complete in 2025.

Ngā mihi,

Elected member services

From: Barbara McKerrow <XXXXXXXXXXXXXXXX@XXX.XXXX.XX>
Sent: Monday, July 15, 2024 3:21 PM
To: Councillor Diane Calvert <XXXXX.XXXXXXXXXX@XXX.XXXX.XX>
Cc: DL: Councillors <XXXXXXXXXXXXXXXX@XXX.XXXX.XX>
Subject: RE: Concerns about WCC Thorndon Quay Project

Kia ora Cr Calvert

I understand a number of these questions have already been addressed in several ways, but I have referred them to elected members queries so that where possible any remaining matters can be responded to. I will ensure you receive a timely response.

Finally, to clarify, reviewing the operational management of a venue is very different from halting a council approved capital project to review its design, when it is part way through construction.

Ngā mihi,
Barbara

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From: Councillor Diane Calvert <XXXXX.XXXXXXXXXX@XXX.XXXX.XX>
Sent: Friday, July 12, 2024 10:18 AM
To: Barbara McKerrow <XXXXXXXXXXXXXXXX@XXX.XXXX.XX>
Cc: Mayor Tory Whanau <XXXXX.XXXXXX@XXX.XXXX.XX>; Councillor Nicola Young <XXXXXX.XXXXXX@XXX.XXXX.XX>; Councillor Ray Chung <XXX.XXXXXX@XXX.XXXX.XX>; Councillor Tony Randle

<xxxx.xxxxxx@xxx.xxxx.xx>

Subject: RE: Concerns about WCC Thorndon Quay Project

I acknowledge your response Barbara and that of other questions raised and that have been responded to. Those previously supplied answers to our questions did little to alleviate our concerns and has informed our letter to you as the Chief Executive of the organisation.

I also acknowledge your “recap” but in respect, this was not what was requested of you especially given we are all very aware of the history. However, it is also beneficial that since we sent our letter to you, external organisations have reached out to WCC officers to also get their concerns addressed which to date had had no traction.

Council officers provide the information from which Council makes decisions on. If that information is subsequently found to be incomplete and or no longer current, it is up to officers to address this as they are charged with ensuring effective delivery of services. I note you and your team did that recently with the Takina operating model which was barely into half a year of operating. You commissioned a review (without having to seek the approval of or informing the Council) and brought the findings to us recently. Thorndon Quay or any other significant project should be no different when concerns are raised. There needs to be more proactive approaches rather than reactive ones. Elected members should not have to only rely on a formal notice of motion process for complete advice. The people and businesses of Wellington, that fund the work of Council, also expect much more from the organisation.

Whilst the project was formally handed over to WCC in March, many of the same staff and consultants remain on the project. Even before the handover LGWM was inextricably influenced, informed and controlled in part by WCC through sharing of resources, staff, management and of course the Programme Governance Board which both you and Ms Proctor sat on. Nevertheless, as part of the handover process, it would have been an ideal time to have completed a review and “stocktake” of the project, which does not appear to have happened. It is clear in your response that you will not be initiating a review unless formally instructed to do by Council.

However our remaining questions have not been specifically addressed namely:

We request clarification on how the Council will;

- *Address the significant public concerns raised about the design in terms of the raised crossings (including proposed numbers) and the lack of investment in renewing the ageing water infrastructure.*
- *Ensure the ongoing suitability of the project design including but not limited to the ageing infrastructure that sits below the construction work and the efficacy of the both the design and proposed number of raised crossings.*
- *How the council can better engage with local businesses in a more proactive way to improve less disruption to business.*
- *Ensure that construction adheres to agreed-upon specifications.*
- *Implement robust quality assurance measures to guarantee the efficacy of the project and the realisation of anticipated benefits.*

Regards

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: Barbara McKerrow <xxxxxxxxxxxxxxxx@xxx.xxx.x>
Sent: Friday, July 12, 2024 8:55 AM
To: Councillor Diane Calvert <xxxxx.xxxxxxx@xxx.xxx.x>
Cc: DL: Councillors <xxxxxxxxxxxx@xxx.xxx.x>; GRP: Executive Leadership Team (ELT) <xx@xxx.xxx.xx>
Subject: RE: Concerns about WCC Thorndon Quay Project
Importance: High

Kia ora Cr Calvert

I acknowledge receipt of the attached letter outlining the views of the four Councillor signatories.

To re-cap the history of the Thorndon Quay project – the single stage business case for TQHR was approved by the Council on 24 February 2022; funding for the project was approved by the Council on 29 June 2023; and the design was approved within the Traffic Resolution by the Regulatory Processes Committee on 24 August 2023 following consultation under the Transport Act. Project construction commenced during November 2023 under the management of the LGWM programme, and responsibility for the project was transferred to the Council on 11 March 2024. The project has been designed to deliver multiple safety benefits for cyclists, pedestrians and motorists and to increase the efficiency and reliability of the public bus service, hence Metlink’s significant involvement in the design process.

The organisation is now responsible for implementing the project as determined by the Council, unless directed by the Council to do otherwise. Stakeholder engagement has been ongoing throughout the project’s history. Concerns and questions raised by key stakeholders are being constructively responded to by senior managers and the project team, and multiple questions from Councillors, similar to those which you set out in this letter, have been responded to and copied to all Councillors. The Group Manager of Metlink has stated that they support bus priority and active travel improvements on Thorndon Quay and in a recent email has also said that “Metlink is generally comfortable with the Thorndon Quay corridor”. This

email has been shared with all Councillors. The Chief Infrastructure Officer has agreed to meet with other key stakeholder organisations, including Fire and Emergency NZ, following their request this week. It is my expectation that this ongoing engagement will be helpful.

If the project were to be paused to reconsider design or to undertake a review, that would have to be a decision of the Council, with clear advice on the implications, including cost.

Ngā mihi,
Barbara

Barbara McKerrow

Chief Executive Officer | Tumu Whakarae | Wellington City Council

M [REDACTED] | E xxxxxxx.xxxxxxxx@xxx.xxxx.xx | W Wellington.govt.nz |

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From: Councillor Diane Calvert <xxxxxx.xxxxxxxx@xxx.xxxx.x>
Sent: Tuesday, July 9, 2024 1:38 PM
To: Barbara McKerrow <xxxxxxx.xxxxxxxx@xxx.xxxx.x>
Cc: Mayor Tory Whanau <xxxx.xxxxxx@xxx.xxxx.xx>; Siobhan Procter <xxxxxxx.xxxxxxxx@xxx.xxxx.x>; Liam Hodgetts <xxxx.xxxxxxxx@xxx.xxxx.x>; Councillor Nicola Young <xxxxxx.xxxxxx@xxx.xxxx.xx>; Councillor Tony Randle <xxxx.xxxxxx@xxx.xxxx.xx>; Councillor Ray Chung <xxx.xxxxxx@xxx.xxxx.xx>
Subject: Concerns about WCC Thorndon Quay Project
Importance: High

Kia ora Barbara

Please attached a letter from four Wellington City Councillors articulating our concerns and that of many constituents (residents and businesses) that we represent, in respect of the work being currently undertaken on Thorndon Quay by WCC).

This letter is also being copied into the Mayor, Chief Infrastructure Officer and Chief Planning Officer as the project falls within their respective responsibilities.

Regards

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

P [REDACTED] E [.@.](mailto:..@.) | W Wellington.govt.nz |
F dianecalvertnz | T dianecalvertnz | W dianecalvert.nz

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<2024 07 09 Letter to WCC CEO re Thorndon Quay.pdf>

From: [Paul Robinson](#)
To: [Councillor Tim Brown](#)
Cc: [DL: Councillors](#); [Mayor Tory Whanau](#)
Subject: Petition Thorndon Quay
Date: Tuesday, 30 July 2024 2:33:24 pm
Attachments: [image001.jpg](#)
[letter to Tim Brown July 24.pdf](#)

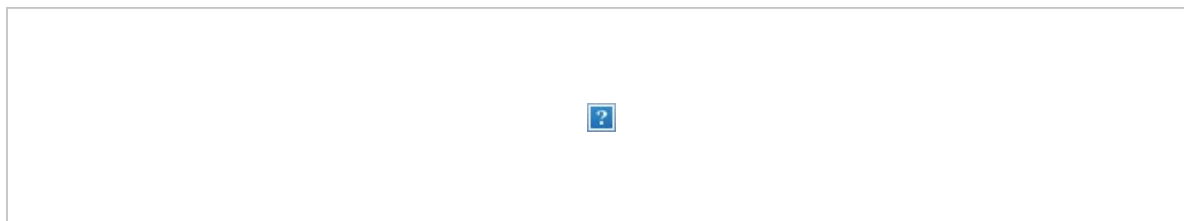
Dear Mayor Whanau, Councillor Brown and fellow Councillors.

Please find attached a letter in support of our petition that you have agreed to hear at the meeting of the Environment and Infrastructure Committee being held this Thursday

Nga Mihi

Paul Robinson

For the Thorndon Quay Hutt Road Collective



<https://www.change.org/SaveThorndonQuay>

The Thorndon Quay Hutt Road Collective (inc)

29th July 2024

The Chair
Environment & Infrastructure Committee
Wellington City Council
Attn. Tim Brown

By Email: Tim.Brown@wcc.govt.nz

Dear Councillor Brown

RE: Petition – Halt all Thorndon Quay Roadworks until an independent review is completed.

Thank you for agreeing to receive the petition organised by The Thorndon Quay Hutt Road Collective (inc). This letter provides background and supporting argument for the petition.

1. Background: The petition asks Councillors to halt the Thorndon Quay Road Work for three reasons:

- a. Officers did not advise Councillors that certain pipes must or should be replaced as part of the project. It is Council policy that replacement of water infrastructure is the first priority.
- b. Officers failed to consider that this project and the resulting road layout would have a substantial negative impact on the Thorndon Quay economy.
- c. Safety and other data relied on by Councillors was based on advice that was not independent and free of bias.

Each of these reasons are sufficient in themselves to justify a “pause and review”. This petition should be considered against a backdrop of events that includes: -

- The Court of Appeal has found that the Council’s original decision to remove the angle car parking from Thorndon Quay was illegal. We have no doubt that the errors that gave rise to the illegal decision making have continued throughout this project. The advice that Officers have given Councillors on the Courts decision suggest that nothing has been learned from that original decision. see [Email WCC Officer to Councillors re Ct of Appeal Decision.docx](#).
- The media are publishing reports on a weekly basis that are critical of WCC’s failure to do anything about the pipes that underly these works. Confidence in Council decision making is at perilously low levels. On LinkedIn, Councillor McNulty expresses dismay that, approval of Council decision making for the Takapau Ward is at 12%. This exceptionally low figure must be due, in part, to what is increasingly seen as an “orange cone debacle”.on Thorndon Quay. If Councillors do not accept this petition, then they expose the Council to further reputational risk.

- Businesses on the street faces extraordinary rates increases, but revenue is dramatically down. This project is “out of step” with other Council imperatives. Why, when you need to increase rates by 20%+ year on year, would you decimate business’s ability to pay their fair share?
- Last Friday, contractors pierced one of the 8 watermains that lie under Thorndon Quay. The consequence of this is that businesses along the northern side of Thorndon Quay were without water for most of the day because of the lack of water. This was an avoidable mistake that could have been avoided if Wellington Waters poorly concealed advice had been followed.
- Over 2000 people have signed this petition. It is, to our knowledge, the second largest petition to be presented to the Council.
- The Officers response to our petition (expressed on page 11 of the agenda for this meeting). does not address any of the issues raised in our petition. With the greatest of respect, Councillors need to decide. Whether this project is “hunky dory” and nothing needs to be reviewed. Or if material problems have been identified, then a review needs to take place, regardless of whether officers think it is necessary or not.

I have set out below a discussion and supporting information on each issue.

2. **Building Expensive Roading Infrastructure Above even More Expensive Water Infrastructure.**

- a. You will be aware of the recent media attention that has been focused on WCC’s decision to spend \$58m on installing bus lanes and cycle lanes along Thorndon Quay, but not replace the water infrastructure. You may be aware that Wellington Water inadvertently released a draft memo to the writer recommending that WCC replace these pipes as part of this project. See [Draft For Comment August 2022 Memo - Thorndon Quay Hutt Road 3W Renewals Prioritisation \(1\).pdf](#) and [Email Trail Thorndon Quay pipe work proposed - WWL memo from 2022 \(from Tom Hunt\).pdf](#) .
- b. The media have covered the “accidental” release of the memo recommending that certain pipe work be carried out as part of this project. Council officers state that they either did not receive the memo (our members attended a meeting where an office clearly stated that they did receive the memo) or they did, but agreed with WW that no work was required (a claim for which there is no documentary trail.
- c. The email trail that accompanies the “accidental” release paints a poor picture of Council and Wellington Waters treatment of information belonging to the public. We have refrained from lodging a complaint with the Ombudsman in the hope that Council will respond to our concerns. The reasons why this memo was not actioned are still opaque. An answer is required.

- d. The Council has a stated policy of prioritising water infrastructure works over other projects. The Council's [Development-Response-Plan-March_2024.pdf](#) has as its top priority a requirement that “all underground utility works to be completed before vertical or at grade street works take place”. We know Officers were told that this work should be done. Not only did they choose not to, but they also chose not to advise Councillors of their decision not to do so. It is not satisfactory to hide behind the veil of LGWM when denying responsibility for this omission. The same officers were involved in both entities.
 - e. The following link shows pipe failures along Thorndon Quay for the 2 years ending December 2023. 14 of the 17 reported failures relate to the 110-year-old sewer that runs the length of Thorndon Quay. This sewer lies directly beneath the curbing, bus shelters, and other new street infrastructures that are being built (see [OIA IRO-616 - Waste and Freshwater Pipe Failures over the past two years.pdf](#)). It is extraordinary that, given the volume of these failures, the Council would spend a significant portion of the \$58m budget building on top of this pipe network – even if it was only 1 year old.
- 3. Officers failed to consider that this project and the resulting road layout would have a substantial negative impact on the Thorndon Quay economy.**
- a. The impacts that roading changes are having on Thorndon Quay businesses are severe. Typically, café trade is down 40%, pedestrian foot traffic is down 50%. One store (part of a 20 store nationwide chains) reports that it has historically been the second-best performer in that chain- it is now 2nd worst.
 - b. LGWM project officers advised that businesses would only be affected by the works adjacent to their businesses, and that the disruption would only be for 12 weeks. That is not the case - every business is and will continue to be severely impacted until the last cone is removed sometime in 2025.
 - c. In 2021, TQHRC presented a 1500 signature to Council requesting that an independent economic impact assessment be done as part of the business case development. Council officers opposed the petition, claiming there would be no impact and that “parking revenues would only reduce by an estimated \$32k p.a.”
 - d. This was clearly a gross underestimate. Historically, Thorndon Quay has generated about \$1.3m p.a. in parking revenue. If data for the period, January – March 31st is annualised, then it looks like parking revenue has dropped to approximately \$430k.
 - e. The interests of cyclists, public transport users and pedestrians have been exhaustively considered. Thorndon Quay is zoned CBD, but the impacts on businesses have been excluded. Recently Simon Arcus from Business Central wrote to Liam Hodgetts expressing concern about the processes behind WCC’s business case development. The [Response from Liam Hodgetts](#)

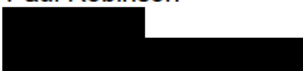
[ToBusinessCentralFromLH.pdf](#) contains the following statement “ *We are unable to include any costs to businesses in our BCR calculations. The Monetised Benefits and Costs Manual explicitly states: “any changes to business or retail profitability as a result of a transport activity are also considered transfers and must be excluded from the BCR unless there are economy-wide efficiencies from increased competition.”*”

We take this to mean that because 51% of this project is being funded by NZTA, we cannot factor impacts on business into our business cases. This seems to fly in the face of commonsense. Would this statement be tenable if you replaced the words “business and retail profitability” with “beneficiary and social housing user wellbeing”? Clearly it wouldn’t stand the sniff test. So why is it tenable to exclude impacts on business from the BCA process?

4. **Safety and other data relied on by Councillors was based on advice that was not independent and free of bias.**
 - a. A company (Viastrada Ltd (that has provided safety audits and advice on Wellington’s cycle network has a principal (John Lieswyn) that has at material times also been an officer of Cycle Action Network see ([CAN Meeting Notes Nov 21.png](#) and [Co Offive Viastrada Ltd.jpg](#).. Despite extensive searching, I can see no disclosure of this dual interest to Councillors. This creates the perception of potential bias. This is not just an ethical oversight – it also has significant impacts on the use and interpretation of data. If safety and other data had been objectively analysed, then officers may have presented a variety of options for improving safety on Thorndon Quay – rather than the single option that led to the court of Appeal finding that WCCs original decision to remove the angle parking was illegal.
 - b. The way that data has been used, and the business case development processes used for this project clearly needs reviewing.
5. The reasons for accepting this petition are compelling. Our petition is not about whether bike/bus lanes are a good or bad thing. Instead, our petition is about Council decision making. There is clear prima facie evidence that officers did not provide Councillors with the information that they require to make good decisions concerning these street works. A pause and review is required.

Nga Mihi


Paul Robinson



From: [Councillor Diane Calvert](#)
To: [Paul Robinson](#); [Simon Arcus](#)
Subject: RE: As requested - Thorndon Collective win Appeal
Date: Tuesday, 16 July 2024 11:13:00 am
Attachments: [image001.jpg](#)
[image002.png](#)

Hi

I agree that a review should be instigated immediately and over the past few weeks I have written to the Mayor, CEO and also the NZTA Chair and CEO (NZTA funding 51% of the work). That letter was also sent through to Simeon Brown.

The Mayor and WCC CEO do not appear to want a review and it will take outside pressure to get them to adjust their view.

The review is critical to help guide/inform future transport projects that NZTA are or about to fund especially in Wellington city.

I think the Minister should call for an independent review away from WCC and NZTA. Both are culpable in my mind for the design and the overall project.

Could a letter be sent to Minister Brown signed by the relevant business/advocacy groups calling for an independent review ie Thorndon Collective, Chamber, Retail NZ, Transport NZ, Wgtn Ambulance, FENZ etc?

Diane

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

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From: Paul Robinson <[REDACTED]>
Sent: Tuesday, July 16, 2024 11:04 AM
To: Simon Arcus <[REDACTED]>
Cc: Councillor Diane Calvert <[REDACTED]>
Subject: RE: As requested - Thorndon Collective win Appeal

Hi Simon

Have you got a mo for a call.

I am pressing Mayor Whanau to get an independent review done of the TQ roading project. When I met with her last week, she agreed to ask her Councillors if they would agree to this.

After talking to Michael Naylor, I got the feeling that we are heading backwards from that position.

I am considering writing to Minister Brown asking him to request that WCC carry out this review. In your opinion, does he have any authority to request such a review? Alternatively, Is he able to ask NZTA to carry out a review??

Diane – Do you have a view on this ??

Cheers Paul



<https://www.change.org/SaveThorndonQuay>

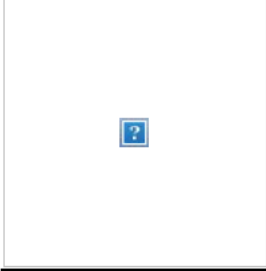
[Redacted text block]

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[Redacted text block]

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[Redacted text line]

From: [John Moore](#)
To: [Steve Piper](#); [Councillor Diane Calvert](#)
Cc: [Paul Robinson](#); [REDACTED]; [Mark Turner](#); [Councillor Nicola Young](#); [Councillor Tony Randle](#); [Councillor Ray Chung](#)
Subject: RE: [#SR-981987] FW: Concerns about WCC Thorndon Quay Project
Date: Tuesday, 23 July 2024 5:05:58 pm

See the link to the Spinoff article [See below], that describes TQ as ;

"It's an industrial area, backing onto a railway yard, shadowed by a motorway overpass. It's never going to be a cutesy neighbourhood shopping centre."

An industrial wasteland.

Here is a link to the very biased article:

<https://mailchi.mp/36c06608421e/the-pedestrian-crossing-problem-on-thorndon-quay?e=71c917dedf>

Cheers

From: Steve Piper <[REDACTED]>
Sent: Monday, July 22, 2024 11:41 AM
To: Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx>
Cc: Paul Robinson <[REDACTED]>; [REDACTED]; [REDACTED]; Mark Turner <[REDACTED]>; John Moore <[REDACTED]>; Councillor Nicola Young <xxxxxx.xxxxx@xxx.xxx.xx>; Councillor Tony Randle <xxxx.xxxxx@xxx.xxx.xx>; Councillor Ray Chung <Ray.Chung@wcc.govt.nz>
Subject: Re: [#SR-981987] FW: Concerns about WCC Thorndon Quay Project

Thanks Diane,

And the aging infrastructure?

No reply?

Aurecon this and that ? [REDACTED]
[REDACTED]

Regards
Stephen Piper

From: [Councillor Diane Calvert](#)
To: [Steve Piper](#)
Cc: [Paul Robinson](#); [Richard Murcott](#); [Mark Turner](#); [John Moore](#)
Subject: RE: Thorndon Quay- a media release from NZTA
Date: Wednesday, 7 August 2024 3:38:00 pm

They still want to go ahead with your crossing plus make it raised.

Diane

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

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From: Steve Piper <[REDACTED]>
Sent: Wednesday, August 7, 2024 2:10 PM
To: Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx>
Cc: Paul Robinson [REDACTED]; [REDACTED]
[REDACTED]; Mark Turner [REDACTED]; John Moore
[REDACTED]
Subject: Re: Thorndon Quay- a media release from NZTA

She phoned me :

I told her give me more parks if you are taking crossings away ?

Regards
Stephen Piper
Director- Co kids limited

On 7 Aug 2024, at 12:27 PM, Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx> wrote:

See the email below that I have just sent to my colleagues with info from NZTA.

Currently the chair of the Reg Processes committee (Clr Sarah Free) is proposing to move the following tomorrow:

1. *Receive the information*
2. *Direct officers to continue with the construction of Thorndon Quay upgrades with the following pedestrian crossings:*

1. *Remove the signalised pedestrian crossing and raised safety platform at Gun City (87 Hutt Road)*
 2. *Remove the raised safety platforms and install signalised pedestrian crossings only outside Hirepool (243 Thorndon Quay) and Bordeaux Bakery (220 Thorndon Quay).*
 3. *Retain both the raised safety platforms and signalised pedestrian crossings outside Co. Kids/VTNZ (170 Thorndon Quay) and Pipitea Marae (55-59 Thorndon Quay).*
- 3. Direct officers to work with Greater Wellington Regional Council and the relevant bus companies to develop an agreed set of guidelines for the use of traffic calming measures on major Wellington City bus routes and circulate it with elected members. The purpose of these guidelines is to provide greater consistency and clarity for elected members and officers across organisations to navigate the competing pressures of improving pedestrian safety and experience as well as improving bus reliability, efficiency, and comfort.*

Sarah Free will likely have to use her casting vote.

I think the committee has two better options

1. Remove the crossing at GunCity and remove raised platforms at all other crossings
- Or
2. Refer the matter to Council on 5th September requesting officers to provide details of the outcome of the reassessment of the project in conjunction with NZTA and advise recommendations to ensure cohesive alignment with the GPS 2024.

I would be interested in what you think prior to tomorrow's meeting. Currently the vote is looking like 50/50 on the existing motion with the Chair Sarah Free holding the casting vote. You may wish to share your individual views with the Chair of the Committee along with the Mayor and other councillors before the meeting tomorrow.

Regards

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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

Sent: Wednesday, August 7, 2024 12:14 PM

To: Mayor Tory Whanau <xxxx.xxxxxx@xxx.xxxx.xx>; DL: Councillors

<XXXXXXXXXXXX@XXX.XXXX.XX >

Subject: Thorndon Quay- a media release from NZTA

I have just received advice that NZTA issued a media release last week. It would seem that because WCC has made scope changes to the Thorndon Quay/Hutt Rd projects then that **“means the project’s future plans and funding need to be reassessed.”** So it appears any reassessment goes beyond speed bumps or raised platforms. This also has wider ramifications for the GoLden Mile. Clearly there is conflicting advice. We need to get one version of the facts and have time to digest the information. Proceeding to a decision tomorrow at the Regulatory Processes meeting on outdated and inconsistent info is not upholding good governance. It also raises significant concerns around the whole project which we need to ensure are addressed comprehensively.

Regards

Diane

NZTA Media Release

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

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

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

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

Local Road Improvements – GPS 2024 (pg 31)

“This activity class is for the purpose of investment in new local roads and improving existing local roads, and end of life bridge and structures renewals. Investment in this activity class prioritises the strategic priorities of supporting economic growth and productivity, and a safe and resilient transport system. Funding in this activity class will be focused on improving efficiency and reducing congestion and travel times.

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

Safety - GPS 2024 (pg 32)

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

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

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

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

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: [Steve Piper](#)
To: [Julie Jacobson](#)
Cc: [Paul Robinson](#); [Councillor Diane Calvert](#); [Councillor Tony Randle](#); [Ian Ross Harrison](#); [Councillor Ray Chung](#); [Tom Hunt](#); erin.gourley@thepost.co.nz; [REDACTED]; [REDACTED]
Subject: Re: Commuter Cycling data
Date: Tuesday, 9 July 2024 10:19:41 am

[REDACTED]

Regards
Stephen Piper
Director- Co kids limited

On 8 Jul 2024, at 9:59 PM, Julie Jacobson <julie.jacobson@stuff.co.nz> wrote:

Thanks Paul

Julie Jacobson
Senior Reporter

[REDACTED]
Please note I work Monday to Wednesday

10 Brandon Street,
Wellington 6011

PO Box 2595,
Wellington



On Mon, 8 Jul 2024 at 21:37, Paul Robinson [REDACTED] > wrote:

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

Sent from [Outlook for iOS](#)

From: Paul Robinson
Sent: Monday, July 8, 2024 9:34:10 PM
To: erin.gourley@thepost.co.nz <erin.gourley@thepost.co.nz>; Julie Jacobson <julie.jacobson@stuff.co.nz>; Tom Hunt <[REDACTED]>; Steve Piper <[REDACTED]>; [REDACTED] >; [REDACTED] >
Cc: Ian Ross Harrison [REDACTED]; Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>; Councillor Tony Randle <Tony.Randle@wcc.govt.nz>; Ray Chung <Ray.Chung@wcc.govt.nz>
Subject: Commuter Cycling data

The cycle commuter data for the month of June 24 shows that the number of

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

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

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

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

For obvious reasons, Car parking data for Thorndon Quay has collapsed from an annualised figure of \$1.3m to less than \$500k.

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

Cheers Paul

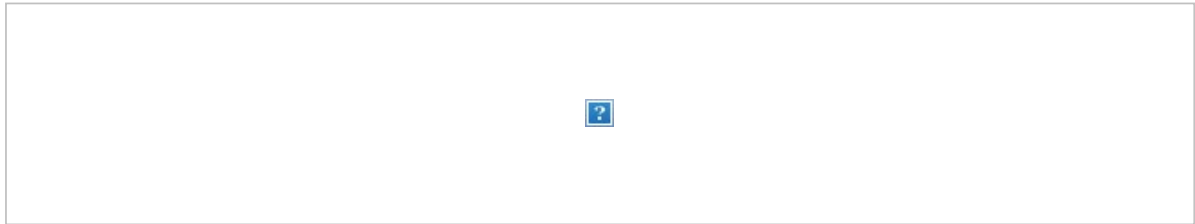
Sent from [Outlook for iOS](#)

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From: [Paul Robinson](#)
To: [Councillor Diane Calvert](#)
Subject: RE: Your article - the memo that the council didn't get
Date: Friday, 21 June 2024 10:07:33 am
Attachments: [image001.jpg](#)

I'm using Adobe Acrobat.

Here's the [OIA-688 Robinson Golden Mile memo 21 July_Redacted.pdf](#) for you to review.



From: Councillor Diane Calvert <xxxxx.xxxxxxx@xxx.xxx.xx>
Sent: Friday, June 21, 2024 9:13 AM
To: Paul Robinson [REDACTED] Tom Hunt <xxx.xxxx@xxxxx.xx.xx>
Cc: [REDACTED] Steve Piper <[REDACTED]>; [REDACTED]
[REDACTED]
Subject: RE: Your article - the memo that the council didn't get

There is a pattern emerging

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

P [REDACTED] | E [@._____](#) | W [Wellington.govt.nz](#) | F [dianecalvertnz](#) | T [dianecalvertnz](#) | W [dianecalvert.nz](#)

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From: Paul Robinson <[REDACTED]>
Sent: Friday, June 21, 2024 7:59 AM
To: Tom Hunt <[xxx.xxxx@xxxxx.xx.xx](#)>
Cc: [REDACTED] Steve Piper <[REDACTED]>; [REDACTED]
[REDACTED] Councillor Diane Calvert <[xxxxx.xxxxxxx@xxx.xxx.xx](#)>
Subject: Your article - the memo that the council didn't get

Hi Tom

Further to your article:-

1. On May 9th, Thorndon Quay business owners attended a meeting convened by Ms Procter to discuss concerns about the impact of the TQ project on businesses.
2. I raised the issue of the pipes and presented the memo to Council Officers. Greg Morison from Aurecon, who I believe is contracted to this project, who advised "We know about that memo. It is most likely that my name is one of those redacted. We have discussed this memo with WW and agreed that no work needs to be done. If it does we will just dig the road up again". I believe the people cc'ed in this email can corroborate my account.
3. Clearly this statement is at odds with Ms Procters responses to your questions.
4. We have subsequently received the mirror-memo concerning the Golden Mike pipes which was sent,

- presumably to the same officers. The recommendations in that memo were incorporated into the approval papers for GM. Why did one set of recommendations get accepted and the other rejected?
5. The answer to this is probably because NZTA asked for a pause on the GM project in order to avoid compromising an incoming Government. A pause was not requested for the TQ project. The reason given was " GM is being funded out of the Climate Change Emergency Response Fund, TQ is being funded out of the National Road Transport Fund. (The logic of this eludes me)
 6. Hence there was a brief opportunity to get the TQ contract signed before the election, and this was taken before the issue of the failing pipes had become a matter of public concern.
 7. I believe that Council Officers have put the Office of The Mayor in a position of compromise by "burying" the draft WW memo. If I was Mayor Whanau, I would be livid!
 8. Not only have they compromised the Office of the Mayor, they have also exposed Thorndon Quay businesses to millions of dollars of potential harm, on top of that already being experienced.

Ms Procter has clearly misinformed you!

Cheers Paul

Sent from [Outlook for iOS](#)

From: [Paul Robinson](#)
To: [Tian Daniels](#); [Steve Piper](#)
Cc: [Councillor Nicola Young](#); [Councillor Ray Chung](#); [Councillor Tony Randle](#); [Councillor Diane Calvert](#)
Subject: Re: ENVIRONMENT AND INFRASTRUCTURE COMMITTEE 1 AUGUST 2024
Date: Friday, 26 July 2024 11:01:02 am
Attachments: [image001.png](#)

Kia Ora Tian.

The Thorndon Quay Hutt Road would like 10 minutes to speak. I will be sending an email to the Chait today with further details. Cheers Paul

Get [Outlook for iOS](#)

From: Tian Daniels <~~x@xx~~>
Sent: Friday, July 26, 2024 9:42:01 AM
To: Paul Robinson [REDACTED]; Steve Piper [REDACTED]
Cc: Councillor Nicola Young <~~x@xx~~>; Councillor Ray Chung <~~x@xx~~>; Councillor Tony Randle <~~x@xx~~>; Councillor Diane Calvert <~~x@xx~~>
Subject: RE: ENVIRONMENT AND INFRASTRUCTURE COMMITTEE 1 AUGUST 2024

Kia ora Steve and Paul

Thank you for your request to speak at the Environment and Infrastructure Committee meeting on 01 August. Can you please clarify whether you would like to speak together as the Thorndon Quay Collective or as two separate organisations?

As per our standing orders, your request to address the meeting must be approved by the Chairperson so I have sent on your request for approval. I will let you know as soon as I have confirmation from the Chairperson on your request, this may not happen until one day prior to the meeting.

Most requests to speak are accepted. When I have conformation from the Chairperson, I will also let you know the time that you are scheduled to speak. Public participation is scheduled from 9:30 am to 10:30 am so please hold this time in your diary.

Individuals get 5 minutes to speak, and organisations get 10 minutes to speak at the discretion of the Chair. There is a total of 60 minutes set aside for public participation at each meeting. If there is more than 60 minutes of public participation requested, we may have to decline some requests. We will let you know if this is the case and endeavour to find an alternate way for you to share your view with Councillors.

In the meantime please feel free to look at our webpage if you would like more information about speaking at meetings here: <https://wellington.govt.nz/your-council/meetings/speaking-at-meetings>

If you have any further questions, please do not hesitate to ask.

Ngā mihi nui,

Tian Daniels (she/her)

Kaitohutohu Manapori - Democracy Advisor | Strategy & Governance | Wellington City Council

M [REDACTED] | E [Tx@xx](mailto:Txx@xx) | W Wellington.govt.nz

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From: Paul Robinson [REDACTED] <[REDACTED]>
Sent: Thursday, July 25, 2024 10:14 PM
To: Steve Piper [REDACTED]; Councillor Diane Calvert <[REDACTED]>;
DL: Public Participation <[REDACTED]>
Cc: Councillor Nicola Young <[REDACTED]>; Councillor Ray Chung
<[REDACTED]>; Councillor Tony Randle <[REDACTED]>
Subject: Re: ENVIRONMENT AND INFRASTRUCTURE COMMITTEE 1 AUGUST 2024

I will send an email to Councilor Brown requesting the full 10 minutes.
Cheers Paul

Get [Outlook for iOS](#)

From: Steve Piper <[REDACTED]>
Sent: Thursday, July 25, 2024 4:30:04 PM
To: Councillor Diane Calvert <[REDACTED]>; DL: Public Participation
<[REDACTED]>
Cc: Paul Robinson [REDACTED]; Councillor Nicola Young
<[REDACTED]>; Councillor Ray Chung <[REDACTED]>; Councillor Tony
Randle <[REDACTED]>
Subject: RE: ENVIRONMENT AND INFRASTRUCTURE COMMITTEE 1 AUGUST 2024

5 enough they have heard this request 3 times now

Stephen Piper
Director - Ocean Direct , Co Kids
M - [REDACTED]
E - [REDACTED]
www.cokids.co.nz



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From: Councillor Diane Calvert <x@xx>
Sent: Thursday, July 25, 2024 4:27 PM
To: Steve Piper <[REDACTED]>; DL: Public Participation <x@xx>
Cc: Paul Robinson <[REDACTED]>; Councillor Nicola Young <x@xx>; Councillor Ray Chung <x@xx>; Councillor Tony Randle <x@xx>
Subject: RE: ENVIRONMENT AND INFRASTRUCTURE COMMITTEE 1 AUGUST 2024

Hi Steve

As you are presenting an organisation, you are entitled to request 10 minutes.

Diane

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

P 029 971 8944 | E .@. | W Wellington.govt.nz | F dianecalvertnz | T dianecalvertnz | W dianecalvert.nz

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From: Steve Piper <[REDACTED]>
Sent: Thursday, July 25, 2024 4:25 PM
To: DL: Public Participation <x@xx>
Cc: Paul Robinson <[REDACTED]>; Councillor Nicola Young <x@xx>; Councillor Ray Chung <x@xx>; Councillor Tony Randle <x@xx>; Councillor Diane Calvert <x@xx>
Subject: ENVIRONMENT AND INFRASTRUCTURE COMMITTEE 1 AUGUST 2024

25th July 2024

The following is a request for a 5 min presentation at the environment and infrastructure meeting regarding Thorndon Quay / in particular 100 families and children with access to 4 shared parks

Stephen Piper
Director Co Kids
M - [REDACTED]
E - [REDACTED]
www.cokids.co.nz



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From: [Paul Robinson](#)
To: [Councillor Diane Calvert](#); [Siobhan Procter](#)
Cc: [REDACTED]; [Eyal Aharoni](#); [REDACTED]; [Earl, Gerard](#); [Mayor](#); [Barbara Mckerrow](#); [DL: Councillors](#); [Steve Piper](#)
Subject: RE: Halt Thorndon Quay Roadworks until an independent project review is completed.
Date: Monday, 17 June 2024 5:47:26 pm
Attachments: [image001.jpg](#)
[image005.jpg](#)
[image003.png](#)
[Road Works 246 TO.jpg](#)

Dear Siobhan,

With respect, The email trail below deflects from the real issue.

1. The real issue is not when will this 110-year-old clay sewer main need replacing, but how are you going to service/replace it when necessity dictates. If you have built \$58m of curbs, signals, landscaping, bus shelters and other roading paraphernalia directly on top of this pipe, presumably it is going to cost vastly more and take much longer to replace when that time comes. Are you going to address this design error or are you going to leave it to a future Council to deal with? Any private civil contractor would be given short shrift by Council Officers if they sought to do the same thing!
2. WW used the same methodology to give advice on the pipes beneath Golden Mile as for Thorndon Quay – Council has agreed to follow the advice for GM. The advice given concerning TQ hasn't even been considered, let alone accepted or rejected. It can't even be discovered via OIA requests. Why?. It is not sufficient to say that the advice was given to LGWM and not WCC. That argument would apply equally to the GM advice. You were, at times, the programme director for LGWM. WCC assumed responsibility for the project. You must or should have known about this risk prior to putting the project up for approval.

Please can we have the courtesy of a clear answer. It is not sufficient or acceptable to say, "it is not in the 10-year plan". It does not explain why GM pipes are in the 10-year plan – but TQ ones aren't.

Nga Mihi

Paul Robinson



From: Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>
Sent: Monday, June 17, 2024 4:03 PM
To: Siobhan Procter <Siobhan.Procter@wcc.govt.nz>
Cc: [REDACTED]; [Eyal Aharoni](#) [REDACTED]; [REDACTED]; [Earl, Gerard](#) [REDACTED]; [Mayor](#) <Mayor@wcc.govt.nz>; [Barbara Mckerrow](#) <Barbara.Mckerrow@wcc.govt.nz>; [DL: Councillors](#) <councillors@wcc.govt.nz>; [Paul Robinson](#) [REDACTED]
Subject: RE: Halt Thorndon Quay Roadworks until an independent project review is completed.

Siobhan

I note your views on various aspects which reinforces the need for an independent review. I'm clear on the advice that I have heard and received and will continue to reiterate that.

It's also clear that before millions of dollars were agreed to be spent on the road, the 110+ year pipe work should have been evaluated. LGWM failed to do this adequately despite having many professional advisors on board. It appears that WCC as the new owner of the project continue to do the same or fail to act on new evidence.

Given the significant concerns raised, WCC can and should at least check the state of the water network sitting underneath the construction area before proceeding further. Its ratepayers/taxpayers funding and assets at risk and we should be good stewards on behalf of the city.

I hope you will immediately review the current state of the project and the water network as requested without local businesses having to resort to a petition and further action. I'm sure they would appreciate you prioritising a formal response, on behalf of WCC, on the substantive matter to them without any undue further delay.

Regards
Diane

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

P [REDACTED] | E [@.](mailto:) | W Wellington.govt.nz | F dianecalvertnz | T dianecalvertnz | W dianecalvertnz

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From: Siobhan Procter <xxxxxxx.xxxxxxx@xxx.xxx.xx>
Sent: Monday, June 17, 2024 2:40 PM
To: Councillor Diane Calvert <xxxxx.xxxxxxx@xxx.xxx.xx>
Cc: [REDACTED] Eyal Aharoni <[REDACTED]>; [REDACTED]; Earl, Gerard [REDACTED] Mayor <xxxxx@xxx.xxx.xx>; Barbara Mckerrow <xxxxxxx.xxxxxxx@xxx.xxx.xx>; DL: Councillors <xxxxxxx.xxxxxxx@xxx.xxx.xx>; Paul Robinson [REDACTED]
Subject: FW: Halt Thorndon Quay Roadworks until an independent project review is completed.

Kia ora Diane

Officers did not at any time during the meeting with Thorndon Quay businesses on 9 May offer a view of the required timing of pipe replacements in Thorndon Quay. To be clear, as stated at the meeting and several times since, WCC was not advised by WWL or LGWM, of any WWL assets that required renewal through this project and this is supported by the fact that there are no planned renewals in the Thorndon Quay corridor in WWL's ten year programme.

Given you have alleged this before, can I ask that you now desist from making erroneous statements about what was said at the meeting of 9th May.

Additionally, I would point out, for the benefit of those included in your communications, that Officers have never "constrained advice" as it relates to planned expenditure on water assets. This is further supported by the fact that we included the replacement of a critical water main as part of the Aotea Quay Roundabout project and we have included \$23m of water asset replacements as part of the Golden Mile project.

Ngā mihi

Siobhan Procter

Tātai Heke Waihanga | Chief Infrastructure Officer | Infrastructure and Delivery | Wellington City Council
M [REDACTED] E [\[REDACTED\]@wellington.govt.nz](mailto:[REDACTED]@wellington.govt.nz) | W Wellington.govt.nz |

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From: Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx>
Sent: Thursday, June 13, 2024 12:52 PM
To: Paul Robinson <[REDACTED]>
Cc: Mark McGuinness <[REDACTED]>; Eyal Aharoni <[REDACTED]>; Melissa McGhie <[REDACTED]>; Earl, Gerard <[REDACTED]>; Mayor <xxxxx@xxx.xxx.xx>; Barbara McKerrow <xxxxxxx.xxxxxxxx@xxx.xxx.xx>
Subject: RE: Halt Thorndon Quay Roadworks until aDL: Councillors <xxxxxxx@xxx.xxx.xx>n independent project review is completed.

Thanks Paul

It is disappointing that there needs to be a petition raised to get recognition and action of the significant issues around Thorndon Quay (TQ).

Following on from the meeting in early May with business and Council staff reps, it appears little has changed to ease the burden of construction on the local community. At that same meeting we also became aware of the state of the pipes sitting under the construction ie

- the information you had just received through an OIA request from Wellington Water with a report produced in 2020 for LGWM highlighting the age and condition of the pipes
- officers' admission at the meeting that the 110 year old pipes will likely need replacing within five years of construction finishing
- "constrained" advice provided to Council (on the request of Council) so as to fit the council's planned expenditure on its water assets

As we know the TQ design was developed well before it became evident of the long term economic downturn, the stagnation of population growth in the city and the city's financial crisis. However no substantial changes were made to the design to take into account the different landscape that emerged during 2022/2023. Existing plans with outdated thinking went to both Council and the NZTA board mid last year for final approval. It should have been sent back to the drawing board, value engineered and reprioritised. The fatal flaw of all the LGWM transitional projects is that they gave little recognition or understanding of the economic context, the need for economic vitality and growth for the health of the city along with little ability to be agile in planning to changing conditions.

Given half the cost of the work is also being funded by central government (via NZTA) and NZTA where involved in the project design, they too have a responsibility so I hope you also refer the matter through to the NZTA Board and Minister Simeon Brown.

Regards

Diane

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

P [REDACTED] | E .@._____ | W Wellington.govt.nz | F dianecalvertnz | T dianecalvertnz | W dianecalvert.nz

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From: Paul Robinson <xxxx@xxxxxxxxxxxx.xx.xx>
Sent: Wednesday, June 12, 2024 11:21 PM
To: DL: Councillors <xxxxxxxxxxx@xxx.xxxx.xx>; Mayor <xxxxx@xxx.xxxx.xx>; Barbara McKerrow <xxxxxxxxxxx@xxx.xxxx.xx>
Cc: Mark McGuinness <[REDACTED]>; Eyal Aharon <[REDACTED]>; Melissa McGhie <[REDACTED]>; Earl, Gerard <[REDACTED]>
Subject: Halt Thorndon Quay Roadworks until an independent project review is completed.

Dear Mayor Whanau, Councilors and Ms McKerrow.

As a matter of courtesy, we are writing to inform you that The Thorndon Quay Hutt Road Collective has launched a petition requesting that Council pause the Thorndon Quay Roding project until an independent review of the project is completed.

We hope that you will take the time to consider the evidence that supports the three principal issues raised before the petition is presented.

1. Wellington Water advised WCC officers (via LGWM) that pipes needed to be fixed along Thorndon Quay. Officers elected not to disclose this advice to Councilors. We requested this information from both WCC and WW. WCC denied that there was any information. WW "accidentally" released it. We have the companion memorandum that was sent from WW to WCC advising that some \$30m of pipe work was required to be done as part of the Golden Mile project. You have agreed with the recommendations to fund that work - but it appears that you have not been provided with any information that would allow you to decide whether or not to follow the recommendations for the Thorndon Quay pipes. With respect, you must address this issue. We will continue to press this issue until you do so.
2. Officers have clearly grossly underestimated the economic impact of this project on not only Thorndon Quay businesses, but also WCC revenues. Car parking revenues have dropped from \$1.3m p.a to less than \$0.5m. Pedestrian foot counts, cafe revenues etc are down by exceptional amounts. Businesses will be expected to pay at least 18% more rates, but their opportunity to earn sufficient revenue to do so has been decimated. With respect - you must also address this issue. Confidence in Council decision making will continue to decline from a perilously low base until you do so.
3. In our view, cycle safety advice has been gathered from an entity (ViaStrada Ltd) that cannot demonstrate independence and freedom from bias. Officers of Via Strava were also at various times, officers of the advocacy group, Cycle Action Network. An objective analysis of the CAS database clearly demonstrates that there were other options for improving safety without spending an astronomical \$58m. In the petition document you will see a video of cycle commuters riding into town in 2021, please have a look at this and ask yourself if anything in this video suggests the need for \$58m of spending. Anybody who rides a bike could tell you that the Thorndon Quay 7-9 clearway is about as safe as it gets.

We look forward to all your responses.

Nga Mihi

Paul Robinson

For the Thorndon Quay Hutt Road Collective

Petition link

<https://chng.it/v4GKBJksTK>

Sent from [Outlook for iOS](#)

RIDE



BIKE SHOP

RIDE bedn CUSTOMER PARKING

CACTUS OUTDOOR



From: [Councillor Diane Calvert](#)
To: [Steve Piper](#); [Brad Singh](#)
Cc: [Emma \(Wgtn Dance\)](#); [Paul Robinson](#); [Mark Turner](#); [Councillor Tony Randle](#); [John Moore](#); [Councillor Ray Chung](#); [Councillor Nicola Young](#)
Subject: RE: Request for additional Parking - WCC meeting 1/8/2024
Date: Thursday, 25 July 2024 3:47:00 pm
Attachments: [image001.png](#)

Hi

Here is the link to the agenda papers [Agenda of Kōrau Tūāpapa | Environment and Infrastructure Committee - Thursday, 1 August 2024 \(wellington.govt.nz\)](#)

The Petition is on pages 9-11. Note recommendation number 2 on page 11.

I suspect that there is likely to be a discussion during the petition and potentially some more substantive directions given to officers (subject to the numbers).

Steve

Can I suggest you (and anyone else who requires changes) to ask to speak in public participation at the meeting and put forward your request then during your speaking slot. That will help to support the debate on the petition.

I also hear that officers are still finalising design on some elements e.g raised crossings.

Regards

Diane

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

P [REDACTED] E [\[REDACTED\]@.](mailto:[REDACTED]@.) | W Wellington.govt.nz | F dianecalvertnz | T dianecalvertnz | W dianecalvert.nz

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From: Steve Piper [REDACTED]
Sent: Thursday, July 25, 2024 3:32 PM
To: Brad Singh <xxxxxxx.xxxxx@xxx.xxxx.xx>
Cc: Emma (Wgtn Dance) <[REDACTED]>; Paul Robinson [REDACTED]; Mark Turner [REDACTED]; Councillor Tony Randle <xxxx.xxxxxx@xxx.xxxx.xx>; John Moore [REDACTED]; Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxxx.xx>; Councillor Ray Chung <xxx.xxxxx@xxx.xxxx.xx>; Councillor Nicola Young <xxxxxxx.xxxxx@xxx.xxxx.xx>
Subject: Request for additional Parking - WCC meeting 1/8/2024

25th July 2024

Dear Brad,

The TV press are now starting to ramp up, and will be on air tomorrow night FYI - regarding issues with Thorndon Quay design.

Due to the fact that changes can be made/ or are being made as construction moves along TQ (I have heard of many) and there is a meeting on the 1/8/2024,

I would like to add and be considered for the following, Now that these decisions are inhouse WCC and not LGWM:

1. Extra parking for the Co Kids ECE centre and the Dance school Academy
2. Safety bollards outside the left and right of our doorways for Co Kids and the Dance Studio – these will provide a safe area for children to grab /or to wait for their parents so the don't run onto the cycle lane

Please advise when you have considered and a plan on implementation.

Also worksafe now have been communicating to me directly and all data will be monitored on the proposed design and safety of emmas and our areas.

Regards

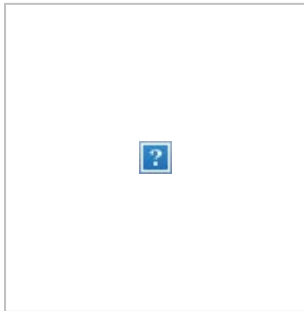
Stephen Piper

Director - Co Kids

M - [REDACTED]

E - [REDACTED]

www.cokids.co.nz



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From: [Councillor Diane Calvert](#)
To: [Steve Piper](#)
Subject: RE: Request for meeting notes Aurecon Offices -Thursday 30th June 2022 - Davinia Grist
Date: Tuesday, 16 July 2024 10:39:00 am
Attachments: [image001.png](#)

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

P [REDACTED] | E [.@.](#) | W [Wellington.govt.nz](#) | F [dianecalvertnz](#) | T [dianecalvertnz](#) | W [dianecalvertnz](#)

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From: Steve Piper [REDACTED]
Sent: Tuesday, July 16, 2024 10:27 AM
To: Councillor Diane Calvert <xxxxx.xxxxxxx@xxx.xxx.xx>
Subject: RE: Request for meeting notes Aurecon Offices -Thursday 30th June 2022 - Davinia Grist

Yes but there is some damming evidence in this I want out there – I hope its not deleted as MAYBE I have a copy?

Stephen Piper
Director - Ocean Direct , Co Kids
M - [REDACTED]
E - [REDACTED]
[www.cokids.co.nz](#)



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From: Councillor Diane Calvert <[xxxxx.xxxxxxx@xxx.xxx.xx](#)>
Sent: Tuesday, July 16, 2024 10:22 AM

To: Steve Piper <[REDACTED]>; Greg Murison <[REDACTED]>
Cc: Emma (Wgtn Dance) <[REDACTED]>; Paul Robinson
[REDACTED]; Kirk Hope <[REDACTED]>; Mark Turner
[REDACTED]

Subject: RE: Request for meeting notes Aurecon Offices -Thursday 30th June 2022 - Davinia Grist

Hi
I'm assuming this is about WCC's funded Thorndon Quay project so these notes are a public record and should be released.

Regards

Diane

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

P [REDACTED] | E [\[REDACTED\]](mailto:[REDACTED]) | W Wellington.govt.nz | F [dianecalvertnz](tel:[REDACTED]) | T [dianecalvertnz](tel:[REDACTED]) | W dianecalvert.nz

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From: Steve Piper <[REDACTED]>
Sent: Monday, July 15, 2024 5:00 PM
To: Greg Murison <[REDACTED]>
Cc: Councillor Diane Calvert <xxxxx.xxxxxxx@xxx.xxx.xx>; Emma (Wgtn Dance) <[REDACTED]>; Paul Robinson <[REDACTED]>; Kirk Hope <[REDACTED]>; Mark Turner <[REDACTED]>
Subject: Request for meeting notes Aurecon Offices -Thursday 30th June 2022 - Davinia Grist

15th July 2024

Dear Greg,

I don't know if Davinia Grist is still with Aurecon?

However I am requesting the meeting notes from a meeting held:

Aurecon Offices, Level 8, Spark Building
Kidzone trials 6pm
Thursday 30th June 2022

Present
Emma Sutherland, Julie Piper from Co kids, Alex Dyer, Dr David Tripp

I look forward to obtaining these notes.

Regards

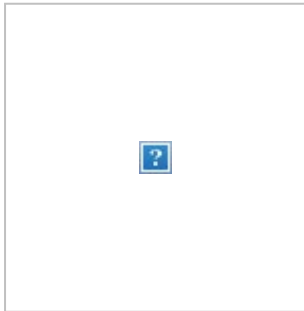
Stephen Piper

Director - Ocean Direct , Co Kids

M - [REDACTED]

E - [REDACTED]

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From: [Councillor Diane Calvert](#)
To: [Steve Piper](#); [Councillor Ray Chung](#); [Councillor Nicola Young](#); [Paul Robinson](#)
Subject: RE: Thorndon Collective win Appeal
Date: Monday, 15 July 2024 2:31:00 pm

Thank you, thank you, thank you Thorndon Collective
There is justice in this world

Diane

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

P [REDACTED] | E [.@.](mailto:..@..) | W Wellington.govt.nz | F dianecalvertnz | T dianecalvertnz | W dianecalvert.nz

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From: Steve Piper [REDACTED]
Sent: Monday, July 15, 2024 2:26 PM
To: Councillor Ray Chung <~~x@xx~~>; Councillor Nicola Young <~~x@xx~~>; Councillor Diane Calvert <Diane.Calvert@wcc.govt.nz>; Paul Robinson [REDACTED]
Subject: Thorndon Collective win Appeal

A win for common sense and business owner, property owners on Thorndon Quay.

This is now one of the leading decisions in New Zealand on how local government decision-making should be done properly. The Court of Appeal's reasoning will apply to every council decision anywhere in New Zealand. It also vindicates the concerns that all of you held about the way the Council approached the decision-making in respect of Thorndon Quay.

As Paul says, the only relief is a declaration that the Council acted unlawfully (not an order for the reversal of the carparks) but the judgment contains a lot of guidance for the Council on how it should be making decisions going forward. I think there is likely to be significant leverage potential for you in your future dealings with the Council arising from this.

The Council now knows that you can and will take it to court and win if you do not think it is complying with the legal framework for decisions. I sincerely hope that this judgment facilitates a more constructive approach from Council to future decision-making in respect of Thorndon Quay (and elsewhere) and that the views of small businesses are taken seriously going forward.

Regards
Stephen Piper
Director- Co kids limited

From: [Steve Piper](#)
To: [Councillor Diane Calvert](#)
Cc: [Paul Robinson](#); [REDACTED] [Mark Turner](#); [John Moore](#)
Subject: Re: Thorndon Quay- a media release from NZTA
Date: Wednesday, 7 August 2024 2:11:58 pm

No mention on pipe research ?

Regards
Stephen Piper
Director- Co kids limited

On 7 Aug 2024, at 12:27 PM, Councillor Diane Calvert

<~~xc@xxx~~> wrote:

See the email below that I have just sent to my colleagues with info from NZTA.

Currently the chair of the Reg Processes committee (Cllr Sarah Free) is proposing to move the following tomorrow:

1. *Receive the information*
2. *Direct officers to continue with the construction of Thorndon Quay upgrades with the following pedestrian crossings:*
 - a. *Remove the signalised pedestrian crossing and raised safety platform at Gun City (87 Hutt Road)*
 - b. *Remove the raised safety platforms and install signalised pedestrian crossings only outside Hirepool (243 Thorndon Quay) and Bordeaux Bakery (220 Thorndon Quay).*
 - c. *Retain both the raised safety platforms and signalised pedestrian crossings outside Co. Kids/VTNZ (170 Thorndon Quay) and Pipitea Marae (55-59 Thorndon Quay).*
3. *Direct officers to work with Greater Wellington Regional Council and the relevant bus companies to develop an agreed set of guidelines for the use of traffic calming measures on major Wellington City bus routes and circulate it with elected members. The purpose of these guidelines is to provide greater consistency and clarity for elected members and officers across organisations to navigate the competing pressures of improving pedestrian safety and experience as well as improving bus reliability, efficiency, and comfort.*

Sarah Free will likely have to use her casting vote.

I think the committee has two better options

1. Remove the crossing at GunCity and remove raised platforms at all other crossings
- Or
2. Refer the matter to Council on 5th September requesting officers to provide details of the outcome of the reassessment of the project in conjunction with NZTA and advise recommendations to ensure cohesive alignment with the GPS 2024.

I would be interested in what you think prior to tomorrow's meeting. Currently the vote is looking like 50/50 on the existing motion with the Chair Sarah Free holding the casting vote. You may wish to share your individual views with the Chair of the Committee along with the Mayor and other councillors before the meeting tomorrow.

Regards
Diane

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

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From: Councillor Diane Calvert <xxxxx.xxxxxx@xxx.xxx.xx>
Sent: Wednesday, August 7, 2024 12:14 PM
To: Mayor Tory Whanau <xxxx.xxxxxx@xxx.xxx.xx>; DL: Councillors <xxxxxxxxxxx@xxx.xxx.xx>
Subject: Thorndon Quay- a media release from NZTA

I have just received advice that NZTA issued a media release last week. It would seem that because WCC has made scope changes to the Thorndon Quay/Hutt Rd projects then that **"means the project's future plans and funding need to be reassessed."** So it appears any reassessment goes beyond speed bumps or raised platforms. This also has wider ramifications for the Golden Mile. Clearly there is conflicting advice. We need to get one version of the facts and have time to digest the information. Proceeding to a decision tomorrow at the Regulatory Processes meeting on outdated and inconsistent info is not upholding good governance. It also raises significant concerns around the whole project which we need to ensure are addressed comprehensively.

Regards
Diane

NZTA Media Release

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

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

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

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

Local Road Improvements – GPS 2024 (pg 31)

"This activity class is for the purpose of investment in new local roads and improving existing local roads, and end of life bridge and structures renewals. Investment in this activity class prioritises the strategic priorities of supporting economic growth and productivity, and a safe and resilient transport system."

Funding in this activity class will be focused on improving efficiency and reducing congestion and travel times.

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

Safety - GPS 2024 (pg 32)

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

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

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

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

Councillor Diane Calvert

Wellington City Council | Wharangi/Onslow-Western Ward

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From: [Councillor Diane Calvert](#)
To: [REDACTED] [Paul Robinson](#)
Subject: TQ
Date: Monday, 5 August 2024 9:39:00 pm

A few things to note following last week's meeting

- The Chair of Regs does not need to have a vote at the committee to put a matter for the Council. She could have referred the matter to Council before it even hit the committee's agenda. That is her right as Chair.
- You can see by the officers recs that they still think raised platforms are the preference and want Council to borrow the shortfall (1/3 \$million) to do so. [Agenda of Koata Hātepe | Regulatory Processes Committee - Thursday, 8 August 2024 \(wellington.govt.nz\)](#)
- Council officers are reporting back on the 12th September on the request of the petitioner for council to instigate an independent review
- I think officers are just going to respond to the specific points about the water infrastructure, economic impacts and safety aspects.
- They will likely say that they do not recommend an independent review or alternatively they commission it (not Council). This is an important detail, as any draft review commissioned by officers would go past them first before coming to the elected council
- Cllr Brown has overinflated costs for both the independent review and likely pausing of the contract. One of my amendments was just to pause the crossings. We know there is far too many already, let alone the raised nature of them. It would have been prudent to do pause.
- I do think in part wanting Pouwiwi reps there is so the Mayor gets the numbers to carry on with the project.

This Council has no intention to either pause or conduct an independent review of the project.

Regards

Diane

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

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From: [Steve Piper](#)
To: [Councillor Diane Calvert](#); [Councillor Ray Chung](#); [Councillor Tony Randle](#); [REDACTED]; [Councillor Nicola Young](#); [Paul Robinson](#); [Mark Turner](#); [Emma](#)
Subject: Water outage in thordon quay now
Date: Friday, 26 July 2024 10:20:35 am

Surprise,

I will need to shut today as no water until 2 pm as downers hit a main???

Regards
Stephen Piper
Director- Co kids limited