

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Ordinary Meeting of Te Kaunihera o Pōneke | Council

Rārangi Take | Agenda

9:30 am Rāpare, 6 Pipiri 2024

9:30 am Thursday, 6 June 2024

Ngake (16.09), Level 16, Tahiwi

113 The Terrace

Pōneke | Wellington



MEMBERSHIP

Mayor Whanau (Chair)
Deputy Mayor Foon (Deputy Chair)
Councillor Abdurahman
Councillor Apanowicz
Councillor Brown
Councillor Calvert
Councillor Chung
Councillor Free
Councillor Matthews
Councillor McNulty
Councillor O'Neill
Councillor Pannett
Councillor Randle
Councillor Rogers
Councillor Wi Neera
Councillor Young

Have your say!

You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-499-4444, emailing public.participation@wcc.govt.nz, or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the hui with a karakia.

**Whakataka te hau ki te uru,
Whakataka te hau ki te tonga.
Kia mākinakina ki uta,
Kia mātaratara ki tai.
E hī ake ana te atākura.
He tio, he huka, he hauhū.
Tihei Mauri Ora!**

Cease oh winds of the west
and of the south
Let the bracing breezes flow,
over the land and the sea.
Let the red-tipped dawn come
with a sharpened edge, a touch of frost,
a promise of a glorious day

At the appropriate time, the following karakia will be read to close the hui.

**Unuhia, unuhia, unuhia ki te uru tapu nui
Kia wātea, kia māmā, te ngākau, te tinana,
te wairua
I te ara takatū
Koia rā e Rongo, whakairia ake ki runga
Kia wātea, kia wātea
Āe rā, kua wātea!**

Draw on, draw on
Draw on the supreme sacredness
To clear, to free the heart, the body
and the spirit of mankind
Oh Rongo, above (symbol of peace)
Let this all be done in unity

1.2 Apologies

The Chairperson invites notice from members of:

1. Leave of absence for future hui of the Wellington City Council; or
2. Apologies, including apologies for lateness and early departure from the hui, where leave of absence has not previously been granted.

1.3 Announcements by the Mayor

1.4 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.5 Confirmation of Minutes

The minutes of the meeting held on 30 May 2024 will be put to the Te Kaunihera o Pōneke | Council for confirmation.

1.6 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the Wellington City Council

The Chairperson shall state to the hui.

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent hui.

The item may be allowed onto the agenda by resolution of the Wellington City Council.

Minor Matters relating to the General Business of the Wellington City Council

The Chairperson shall state to the hui that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent hui of the Wellington City Council for further discussion.

1. 7 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any hui of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the hui setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the hui concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 499 4444 and asking to speak to Democracy Services.

2. General Business

NOTICE OF MOTION REGARDING THE GOLDEN MILE

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Te Kaunihera o Pōneke | Council (Council) responds to the notice of motion moved by Councillor Randle and seconded by Councillor Brown and sets out the implications and risks associated with proceeding with this notice of motion.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- ☒ Sustainable, natural eco city
- ☒ People friendly, compact, safe and accessible capital city
- ☐ Innovative, inclusive and creative city
- ☒ Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- ☒ Functioning, resilient and reliable three waters infrastructure
- ☒ Affordable, resilient, and safe place to live.
- ☒ Safe, resilient, and reliable core transport infrastructure network
- ☒ Fit-for-purpose community, creative and cultural spaces.
- ☒ Accelerating zero-carbon and waste-free transition
- ☒ Strong partnerships with mana whenua

Relevant Previous decisions

- Approval of the Relationship and Funding Agreement (Strategy and Policy Committee – 11 December 2019). Let's Get Wellington Moving Programme Business Case Approval (PBC). LGWM: Confirming programme objectives Pūroro Āmua | Planning and Environment Committee – 24 June 2021)
- Approval of the Golden Mile Single Stage Business Case (SSBC) (Planning and Environment Committee 17 October 2021)
- Let's Get Wellington Moving Programme Indicative Business Case Approval (Council 29 June 2023).
- Golden Mile Traffic Resolution and Design Approval (Council 29 June 2023).
- Golden Mile Funding Approval (Council 29 June 2023)
- LGWM Notice of Motion (Council 29 June 2023)
- Long Term Plan Deliberations (Long Term Plan Committee 30 May 2024) – an amendment (that, if passed) would have a similar effect as this Notice of Motion was put during this meeting and was lost.

Significance

The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil ☒ Budgetary provision in Annual Plan / Long-term Plan ☐ Unbudgeted \$X

2. Funding for Golden Mile was approved by WCC on 29 June 2023 to 139.4m(P95) of which the WCC portion is \$67.53 million.

Risk

☐ Low ☐ Medium ☒ High ☐ Extreme

3. Should this Notice of Motion be passed, it is highly unlikely that Council will be in a position to adopt the LTP by 1 July 2024. The capital budgets and program for the LTP (which include the Golden Mile) were set at the 30 May meeting of the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee under its delegation. The Committee noted it was the final decision stage for developing the 2024-34 LTP (including the capital program and budget) and that no changes could occur after these deliberations, other than editorial changes and those that respond to Audit NZ feedback. If passed, the Notice of Motion would require a rephrasing of the capital program, an amendment of the budget and a further Audit NZ review. Accordingly, it is highly unlikely for any changes of this magnitude to be made and to adopt the LTP by 1 July 2024.
4. If the LTP is not be adopted by 1 July, Council will be breaching its statutory obligations (which require an LTP to be in place at all times) and the updated rates and sludge levy will not be able to be collected.

Authors	Kelly Henderson, Partner Lead and Infrastructure and Delivery Beth Keightley, General Counsel Rebecca Adams, Chief Advisor to CIO
Authoriser	Siobhan Procter, Chief Infrastructure Officer

Motion by Councillor Randle

That the Wellington City Council:

- 1) **Agree** to complete an integrated transport plan (vehicles, buses, bicycles, and pedestrians) for the central city before further design and signing of further contracts for construction under the Golden Mile Project.
- 2) **Agree** to direct officers to work with Greater Wellington Regional Council to report on an option to add more bus capacity including bus stops to the Golden Mile corridor while retaining pedestrian improvements.

This notice of motion was signed by the following elected members: Councillor Randle (mover), Councillor Brown (seconder), Councillor Calvert, Councillor Chung, Councillor Free, Councillor Pannett, and Councillor Young.

Whakarāpopoto | Executive Summary

5. Councillor Tony Randle has proposed a notice of motion which has been received in accordance with the requirements of the Council's Standing Orders.
6. The motion asks officers to complete an integrated transport plan for the CBD corridor before further design work is done and contractual commitments are made for construction of the Golden Mile, and to work with the Greater Wellington Regional Council to report on an option to add more bus capacity including bus stops, along the Golden Mile, while retaining pedestrian improvements.
7. Passing this Motion carries significant risk which officers have outlined in this paper.
8. Should this Notice of Motion be passed, it is highly unlikely that Council will be able to adopt the LTP by 1 July 2024. The capital budgets and program for the LTP (which included the Golden Mile) were set at the 30 May meeting of the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee under its delegation. The Committee noted it was the final decision stage for developing the 2024-34 LTP (including the capital program and budget) and that no changes could occur after these deliberations, other than editorial changes and those that respond to Audit NZ feedback. If passed, the Notice of Motion would require a rephrasing of the capital program, an amendment of the budget and a further Audit NZ review. Accordingly, it is highly unlikely for any changes of this magnitude to be made and to adopt the LTP by 1 July 2024.
9. If the LTP is not adopted by 1 July 2024, Council will be breaching its statutory obligations (which require an LTP to be in place at all times) and the updated rates and sludge levy will not be able to be collected.
10. The Let's Get Wellington Moving (LGWM) Programme team started engagement on the Golden Mile in 2020 and three options were put forward to the public. Wellingtonians supported the 'transform' option which increases public space by about 75 percent.
11. The current design for the Golden Mile delivers on the investment objectives set by the project and has been fully developed in collaboration with Waka Kotahi and Greater Wellington Regional Council (GWRC), providing overall improvement to the bus service.
12. Transforming the Golden Mile will deliver positive benefits for pedestrians, residents, and public transport users. Pedestrians will experience widened footpaths; there will be more space for bikes and scooters, and a more efficient central city bus network with

all general traffic removed from the corridor except for those who apply for a permit. The project will deliver \$313m in net benefit including \$45 million in bus efficiency and reliability benefits¹.

13. Completing an integrated transport plan and redesigning the project to incorporate more bus stops and capacity would delay the Golden Mile improvements and incur additional cost as our project team is now well established and set up to complete design and move to construction as soon as possible. A delay of this kind would also put the continued co-funding of NZTA, Waka Kotahi at risk. Additional bus stops would also reduce the travel time and reliability benefits.
14. Project delay and redesign will create further uncertainty for the businesses which will benefit from transformation as well as be impacted by the Golden Mile improvements. It will also add to costs.

Takenga mai | Background

15. The notice of motion has been received in accordance with the Council's Standing Orders. The notice of motion together with its signatories is appended to this report as Attachment 1.
16. Standing Order 23.1 requires the notice of motion to be submitted to the Chief Executive not less than four weeks prior to the specific meeting at which it is to be considered. This notice of motion was submitted to the Chief Executive on 8 May 2023 and was signed by seven of the 16 elected members.
17. Standing Order 23.5 states that a notice of motion may be altered only by the mover with the agreement of a majority at the meeting. Once moved and seconded, no amendments may be made.
18. The capital budgets and program for the LTP (which included the Golden Mile) were set at the 30 May 2024 meeting of the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee under its appropriate delegation. The Committee noted it was the final decision stage for developing the 2024-34 LTP (including the capital program and budget) and that no changes could occur after these committee deliberations other than editorial changes and those that respond to Audit NZ feedback.
19. At the 30 May 2024 meeting, the following amendment was moved by Councillor Randle:

Council agrees to postpone finalising of the Golden Mile design and the signing of the Construction contracts until:

- a) *WCC officers working with the Greater Wellington Regional Council report back to Council by September 2024 on proposed second bus priority route through the central city and CBD Cycleways designs including traffic impacts and alignment with the current Golden Mile Design.*
- b) *WCC officers working with the Greater Wellington Regional Council report back to Council by September 2024 on an option to add more bus capacity and on the impact of keeping more bus stops on the Golden Mile corridor.*

¹ [Golden Mile SSBC November 2021](#)

If it had passed, the impact of this amendment would have had the same effect as this Notice of Motion (with the exception of the LTP process implications). That amendment lost, and accordingly the Golden Mile was retained in the LTP.

20. If passed, this Notice of Motion will have very significant implications for the LTP process, and it is highly unlikely that that Council will be able to adopt the LTP by 1 July 2024.

Kōrerorero | Discussion

21. A resilient city with affordable housing, an efficient public transport system and a revitalised central city is the future residents are asking for, and the direction set by Council through many of its strategies. Council has given various approvals for the project in the last 4 years, including business casing, funding, and traffic resolution approvals. Significant efforts have been put into the transition of the project to WCC and the project momentum is substantial now that we have a dedicated project team in house.
22. If the Golden Mile is delayed, the issues it seeks to address such as slow and unpredictable bus service, inadequate provision for pedestrian and public transport users, and an increasingly outdated and unattractive streetscape may compound, and require Council to consider alternative solutions, at extra cost.

The role of the Wellington City Integrated Transport Plan

23. The Golden Mile project delivers on one of the objectives of an integrated strategy. On 24 June 2021, Wellington City Council adopted 'Our City Tomorrow: A Spatial Plan for Wellington City – An Integrated Land Use and Transport Strategy'. This Plan and its implementation plan set out the integrated transport programme for Wellington City as mandated by the council.
24. The Golden Mile project delivers on Our City Tomorrow action 5.1.8 – 'Create more pedestrian precincts with high pedestrian amenity in key activity areas (e.g., shopping, food and beverage), including pedestrian upgrades on key LGWM corridors such as the Golden Mile.'
25. If the Golden Mile were to follow its presently mandated and funded delivery pathway it will enter the next transport planning round as a certainty and fixed assumption for network planning. If it were to be delayed and redefined through a new planning round it would become a new initiative and would require new funding commitments to be made.
26. The commissioning process for the Wellington City Transport Plan and the fixed elements that comprise it is underway and being prepared for briefing to councillors.

What Golden Mile is delivering for Wellington

27. Key investment objectives for the Golden Mile:
 - Improve bus travel times and reliability along the Golden Mile
 - Improve convenience and comfort of people waiting for, boarding, and alighting buses along the Golden Mile
 - Reduce the number of crashes within the Golden Mile that result in pedestrian injury.
 - Increase the capacity for pedestrians to move through the corridor by improving walking LOS along and across the Golden Mile

- Improve the place quality (look and feel) of the Golden Mile
28. Transforming the Golden Mile will deliver positive benefits for pedestrians, residents, and public transport users. Pedestrians will experience widened footpaths, there will be more space for bikes and scooters, and a more efficient central city bus network.
 29. The Golden Mile is our central city spine and the key enabler for Wellington's transport system and economy. It is considered our region's premiere retail and hospitality precinct and currently experiences the highest pedestrian volumes in New Zealand².
 30. As a result of the Golden Mile project, there will be a significant transformation of the central city which will support increased foot traffic and enhance shop-front access through footpath widening and other improvements to the area.
 31. A retail impact assessment report in December 2020 concluded that because of the planned changes. "Landlords could expect greater lease demand, lower vacancy rates and increased rental appreciation, where tenants could expect increased rents and competition for space, higher sales volumes as a result of revitalised urban landscapes and increased pedestrian footfall and modal share."
 32. This is further supported by a New Zealand example - in 2020, the Milford Bus Stop Upgrade undertaken by Auckland Transport increased bus passengers to Milford Shopping Centre from 350 to 4,000 per month as a result of the service changes; of these passengers, approximately 46% make a purchase at the centre with an average spend of \$20.03 – while spending per person may be stable, the volume of people accessing and spending money at the businesses located in the shopping centre has increased significantly³. Local examples like this are corroborated by similar findings internationally.
 33. Following consultation, the Single Stage Business Case (SSBC) for the Golden Mile was approved by the Council at the Wednesday 27 October 2021 Pūrora Āmua | Planning and Environment Committee.
 34. Targeted engagement with businesses was undertaken in February and March 2022, followed by public engagement on the detailed design in July and August 2022. In April and May 2023, there was consultation on the related traffic resolutions with stakeholders and the wider public. The funding, traffic resolutions and associated design were approved by Wellington City Council in June 2023.
 35. The value of benefits the project will deliver is \$313 million (net value), with a Benefit Cost Ratio (BCR) estimated at 5.2.
 36. Some important benefits are not included in the BCR calculation, including greater lease demand and favourable lease terms, lower vacancy rates and increased rent appreciation and property values driven by increased economic activity.

Improving bus reliability and travel time through the Golden Mile

37. Improved bus travel times and reliability are Key Performance Indicators (KPIs) for the project, and GWRC/Metlink have been closely involved in the design development throughout.
38. Through Let's Get Wellington Moving (LGWM), Metlink advised on:

² [Golden Mile Retail Impact Assessment. December 2020](#)

³ Ibid.

- Bus operation requirements including journey times, stop alignment with the lanes, bus lane safety, bus layover facilities and driver facilities.
 - Bus infrastructure design, including lane alignment, stop location, stop requirements, and shelter designs.
 - Customer requirements for public transport including shelter requirements, boarding requirements, accessibility, and over-all improvements to the current Golden Mile passenger experience.
 - Bus diversion requirements during construction, including temporary routes, stops and shelters, and passenger communications.
39. Bus volumes through the city are growing, and increasing queues at bus stops during peak times is resulting in delays and travel time variability.
 40. While the generic capacity for stable flow of buses with some platooning is generally agreed to be around 61 to 80 buses per hour for a downtown street in practice the actual capacity is limited by critical bus stops on the most constrained sections of the Golden Mile at Willis and Manners Streets. These locations, due to the in-line nature of the stops and positioning relative to traffic signals at intersections, have capacities of 32 to 51 buses per hour before failure rates exceed 15%.
 41. At a 15% failure rate, queues form behind the bus stop for about 10 minutes out of the hour. Bus speeds are around 20% lower than when bus volumes are well below capacity.
 42. Compared with the above noted capacities, the Golden Mile currently operates with bus volumes of up to 96 buses per hour northbound, and 94 buses per hour southbound, resulting in the significant queuing and delay observed at peak times on the Golden Mile.
 43. Where the street space is highly constrained the issue of providing sufficient space for waiting passengers, without blocking shop fronts or obstructing pedestrian flows, should always be considered along with space for buses. In this way, public transport is highly dependent on the pedestrian environment and providing quality facilities for waiting passengers (who are also pedestrians).
 44. The proposed design includes the same net number of inline bus stops as there are currently, with two in-line stops removed and two new in-line stops introduced.
 45. Further bus stops could be re-instated as in-line stops on Courtenay Place but this will reduce the monetised travel time and reliability benefits.
 46. Alongside the implementation of the harbour quays bus priority project (an inevitable requirement to increase bus capacity across and through the central city), the Golden Mile project focuses on improving travel time reliability, and travel time delays - which Metlink have identified as key customer concerns.
 47. This is done primarily through the removal of Private Motor Vehicles from the corridor, closure of side streets and consolidation of bus stops with improved passenger facilities at the remaining stops.
 48. Proposed changes to the Golden Mile are designed to bring the optimal capacity closer to the generic capacity for stable flow of buses with some platooning to the generally agreed range of 61 to 80 buses per hour for a downtown street. This will be achieved through the removal of the most capacity-constrained bus stop on Manners Street and

corridor interventions designed to facilitate platoons of three buses every 3 minutes at 60 buses per hour to three buses every 2.25 minutes at 80 buses per hour.

49. A theoretical ceiling of 100 buses per hour is noted which would be three buses every 1.8 minutes beyond which cascading delay can be expected, where buses are unable to clear bus stops and signal junctions, leading to cascading delay and queuing along the corridor.
50. Changes are predicted to save 1-2 minutes travel time (14%) for and improve bus reliability through lower travel time variability through the city once in place. The design is optimised to allow a better service of buses throughout.
51. It is possible to maximise the corridor for buses moving through, and this was tested prior to publishing the SSBC and engaged upon as Option 2 in the 2020 consultation. This would compromise space for pedestrians who are also often bus passengers, increases crowding at stops and on footpaths and puts the significant monetary benefits of the design at risk. Ultimately the hard corridor constraints at Manners and Willis Streets render any additional capacity on Lambton Quay unusable, as exceeding the capacity of the most constrained sections of the corridor will just result in buses queuing back from the bottleneck locations.

Contractual and financial obligations

52. The status of the contracts for Golden Mile are:
 - site investigative works contract executed.
 - contracts for Early Contractor Involvement have been executed and works are ongoing.
 - contract for the main contract is progressing – yet to be signed.

Spend to date as at March 2024

53. The project spend to date is \$16.0 million of which \$7.0 million is attributable to WCC.
54. These costs relate to the following project elements:
 - Design
 - Business casing
 - Early Contractor Involvement
 - Utilities investigation
 - Project management costs

Kōwhiringa | Options

55. There are two options available to Council:
 - a) Support the notice of motion as it is submitted.
 - b) Do not support the notice of motion. This is the recommended option.

Summary of the outcomes of supporting the notice of motion

56. Positive outcomes for option A include:

- delaying or ending the delivery of the Golden Mile may reduce disruption to the city.
- potential relief for both resourcing and cost pressures on the Council.

57. Negative outcomes resulting from option A include:

- Very unlikely to be able to meet Council's statutory obligations to have an LTP in place, and therefore an inability to collect updated rates and sludge levy.
- Inconsistency from the resolution of the LTP Committee at 30 May where this matter was effectively considered and dismissed.
- Further loss of social license in the community as we continue to stall well established projects and step away from the opportunity to deliver.
- Mistrust and uncertainty in the business community as the delivery timeframes move out yet again.
- A lost opportunity to implement improvements to the city's public transport corridors to improve travel times and reliability for our city's buses and to meet the demands of a growing city.
- Potential loss of opportunity to utilise Central Government funding to make significant upgrades to our city via Waka Kotahi's FAR contribution.
- Relationship damage with Waka Kotahi as funding partner
- Reputational damage in the consultant and construction sector as we show an inability to follow through on a pipeline of work.
- Significant inconsistency with WCC policies.
- Constraints on our ability to meet the strategic objectives set by the Council.
- A lost opportunity to build capacity and capability in our local construction sector and the economic benefits that flow from significant construction projects.
- Foregoing the significant benefits attributable to the project, including economic growth, urban amenity and directly attributed transport related benefits.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

58. The vision adopted for Council's 2024-34 Long-term Plan is– Pōneke: the creative capital where people and nature thrive

59. To enable this vision, nine priorities were set:

- Revitalise the city and suburbs to support a thriving and resilient economy and support job growth
- Collaborate with our communities to mitigate and adapt to climate change
- Transform our transport system to move more people with fewer vehicles

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- Increase access to good, affordable housing to improve the wellbeing of our communities
 - Invest in sustainable, connected and accessible community and recreation facilities
 - Nurture and grow our arts sector
 - Celebrate and make visible te ao Māori across our city
 - Fix our water infrastructure and improve the health of waterways
 - Transform our waste system to enable a circular economy
60. While there are multiple initiatives and work programmes underway to give effect to this future vision and to deliver on the above priorities, The Golden Mile project aims to improve bus reliability and provide opportunities for walking, cycling, and more open spaces. This means better lighting, wider footpaths, more public seating, and outdoor dining opportunities. On the advice of Wellington Water, we are taking this opportunity to renew some critical water assets.

61.

Strategies and Policies	Alignment Summary
Golden Mile investment objectives (see below for further discussion)	STRONG
Government Policy Statement on Land Transport 2021	STRONG
Arakai – Waka Kotahi's 10-year plan	STRONG
Waka Kotahi New Zealand Transport Agency Road to Zero 2020 – 2030	MODERATE
Wellington Regional Land Transport Plan 2021	STRONG
Wellington Regional Public Transport Plan	STRONG
Greater Wellington Regional Council Long Term Plan 2021 – 31	STRONG
Wellington Regional Growth Framework	MODERATE
Our City Tomorrow: Spatial Plan for Wellington City	STRONG
Wellington Towards 2040: Smart Capital	STRONG
Te Atakura First to Zero: Wellington City's Zero Carbon Implementation Plan 2020 – 2030	STRONG
Wellington City Council (WCC) Long Term Plan 2024-34 (as resolved by the LTP Committee on 30 May 2024)	STRONG
WCC Walking Policy 2008	STRONG
WCC Parking Policy 2020	STRONG
Pōneke Promise	STRONG

Engagement and Consultation

62. Since 2019 LGWM has been engaging with Wellingtonians about the future of the Golden Mile and decisions reflect the kind of city people have said they want. Three rounds of formal engagement have taken place for Golden Mile, in 2020, 2022 and 2023.

-
63. Consultation on design options for the Golden Mile occurred in 2020. Three options were put forward to the public. Wellingtonians supported Concept three - the 'transform' option which increases the public space by about 75 percent. Concept two sought to increase bus capacity through the provision of two bus lanes in some places. This was not the preferred option.
64. In the 2020 engagement on the Golden Mile, 660 people provided feedback with another 250 comments posted on social media. The most common pieces of feedback provided were⁴:
- Remove private vehicles from the Golden Mile entirely [around 240 or 25% of comments]
 - Increased bus priority [around 130 or 13% of comments]
 - More cycle lanes [around 120 or 12% of comments]
 - Closure of streets adjacent to the Golden Mile and slip roads [around 90 or 9% of comments]
 - Remove bikes and e-scooters from Golden Mile footpaths [around 80 or 8% of comments]
 - Reduce footpath overcrowding and footpath clutter [around 70 or 7% of comments]
 - Remove private vehicles some of the time (e.g., peak only) [around 50 or 5% of comments]
65. This feedback supported many of the design elements proposed by the programme, including footpath widening, removal of private vehicle access, closure of adjacent streets and slip roads, and bus priority.
66. In 2022, The 30% design was shared for engagement and consultation. This was a comprehensive and visible engagement campaign and feedback on specific elements were sought.
67. At a high level, general feedback included: A desire for dedicated, continuous, and safe cycling facilities that connect people to other parts of the city. A city that prioritises pedestrians, using safer crossings, well timed traffic lights, convenient connections, and an accessible, non-slippery footpath surface.
68. In 2023, there was extensive consultation for the proposed Golden Mile traffic resolutions. Most engaged responded positively to agreeing that the proposed changes will improve bus travel times and make the area more attractive.
69. Negative feedback has been received and considered throughout, with concerns about the impact of disruption on businesses, accessibility with the removal of PMVs and access for services and loading zones.
70. All feedback, since project inception in 2019, has been used to inform project development and design decisions.
71. Given the extensive consultation and engagement undertaken to date on the Golden Mile project Council may reasonably determine that it has sufficient understanding of the views and preferences of other people without further consultation.

⁴ [Golden Mile Engagement Report – March 2020](#).

Māori Impact Statement

72. There has been significant Mana Whenua design input into the Golden Mile project and it will be a substantial achievement for Pōneke to have Mana Whenua narratives told through our streetscape design to this extent. LGWM was guided by Mana Whenua representatives on the LGWM Governance Reference Group and supported by 'Te Piringa' Iwi Partnerships Group, comprising of local iwi expert representatives who met regularly to provide advisory support. With the shift of the project in house to WCC, a new but continuing partnership is being established with our Takai Here partners.

Financial implications

73. If the Notice of Motion passes, Council will be highly unlikely to be able to strike its amended rate and collect the sludge levy. Although Council is legally entitled to (one time) strike the same rate for the current financial year, however this is not sufficient to cover the expenses and costs incurred by Council as set out in the LTP budgets.
74. As at end of March \$16.0 million had been spent on the Golden Mile project of which \$7.0 million was attributable to WCC. WCC have further contributed to the project financially through the LGWM programme more generally. The total project released funding is \$129.9M.
75. Waka Kotahi funding on actual spend for total project as at March 2024 is \$8.4M. GWRC have also contributed towards the Golden Mile SSBC.
76. Should the Golden Mile project be deferred until an integrated transport plan is complete (12-18 months) there would be commercial implications to Council. In standard escalation estimates there is an anticipated \$4-6 loss in price increases. Additionally, there would be design costs to reassess the works, a potential loss of momentum with the Early Contractor Involvement (ECI) contractor, potential for standards to change and further spend to alter the project to suit.
77. Officers anticipate that such a deferral would mean loss of the previously agreed Waka Kotahi FAR Funding for the Golden Mile, which equates to at least \$66.49m (P50).

Legal considerations

78. The capital budgets and program for the LTP (which include the Golden Mile) were set at the 30 May meeting of the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee. This committee has delegation to resolve all matters relating to the LTP (excluding adoption which, by law, can only be undertaken by Council). As resolved by that committee, the LTP is now being referred to audit. Given this process, it is highly unlikely that significant changes (as would be required if this Notice of Motion passed) are able to be made and for the LTP to be adopted in accordance with the statutory time frame of 1 July.
79. If the LTP was not adopted by 1 July the Council would therefore be breaching its statutory obligation to have an LTP in place at all times and would not be able to strike the updated rates and sludge levy.
80. As a medium significance decision under Council's Significance and Engagement Policy, Council is required to ensure its decision-making processes promotes compliance with the requirements for decision-making under section 76(1) of the LGA and has a qualified discretion to make judgements on this in proportionality with the significance of the decision to be made.

81. In making these judgements, Council must have regard to the significance of all relevant matters, as well as to the principles set out in section 14 of the Local Government Act (discussed below), the extent of the local authority's resources, and the extent to which the nature or circumstances of a decision allow the local authority scope and opportunity to consider a range of options or the views and preferences of other persons. In this instance, given the extensive consultation and engagement undertaken to date on the Golden Mile project Council may reasonably determine that it has sufficient understanding of the views and preferences of other people without further consultation.
82. Section 14 of the LGA sets out the principles that Council should consider in making this decision. All are applicable, however, the most relevant here are:
83. When making a decision, a local authority should take account of the interests of future as well as current communities. The Wellington region continues to grow, and the population is forecast to grow by 50 –80,000 residents over the next 30 years. A large proportion of this population and employment growth will be accommodated in the central city. It is expected that the demand for public transport will grow by approximately 50 percent. Increasing the reliability of our public transport system and making more space for pedestrians through the central city is vital in planning for this growth.
84. In taking a sustainable development approach, the Council should take into account the social, economic, and cultural well-being of people and communities, the need to maintain and enhance the quality of the environment, and the reasonably foreseeable needs of future generations.
85. When making a decision, a local authority should take account of the diversity of the community, and the community's interests, the interests of future as well as current communities; and the likely impact of any decision on each aspect of the Well-beings.
86. Council is aware of several concerns related to the Courtenay Place precinct's safety and the economic well-being of the central city area. The Golden Mile project demonstrates a commitment to improving the well-being of both current and future communities. This is achieved by connecting growing numbers of people to and through the central city with reliable and efficient transport while providing safe, accessible, and attractive streets and spaces. This aligns with the Council's obligation to assess the likely impact of its decisions on various aspects of the well-beings, fostering a safer and economically vibrant city for all residents.

Risks and mitigations

87. As noted previously in this report, deciding to delay the Golden Mile project creates risk for WCC, principally in the adoption of our LTP which would put WCC in breach of its statutory obligation to have an LTP in place at all times, and to be able to strike for the amended rate and sludge levy.
88. In addition, we risk the implications of continued problems with bus reliability and travel time delays, loss of social license with respect to the committed delivery of the project and risk to the security of the Waka Kotahi funding for this project and associated relationship risk.

Disability and accessibility impact

89. The Golden Mile project is the first time in decades we have had a major upgrade to the central city and in this time, we have significantly more understanding of how to design accessible cities. The project improves accessibility through pavement improvements, widening of footpaths, accessible street furniture, better lighting, and an increase in accessible carparking.
90. Delaying the project would see a delay in providing the accessibility benefits to Wellingtonians.

Climate Change impact and considerations

91. If this notice of motion were to go ahead, it risks significantly delaying Wellington City meeting the goals set by Te Atakura – First to Zero, particularly decarbonising our city's transport system.

Communications Plan

92. The Golden Mile project team is resetting and rebuilding regular communications and engagement with the community and programme stakeholders. If the notice of motion is passed, the community need to be informed of the impacts of this decision and any intended next steps. A further delay and increased uncertainty about delivery timeframes is expected to be received poorly, particularly by business owners in Courtenay place where works are anticipated to start.

Health and Safety Impact considered.

93. One of the Golden Mile's objectives is ensuring that it is safer and easier for pedestrians to move through and spend time in the Golden Mile. As alternative solutions to Golden Mile are yet to be identified, the city would miss out on the safety benefits of delivering Golden Mile which include crash injury reductions and multi-modal safety improvements.

Ngā mahinga e whai ake nei | Next actions

94. If the notice of motion is passed officers will:
 - Be required to rephase the capital program, amend the budgets, and amend the LTP program as an LTP will not be able to be adopted by 1 July.
 - Liaise with Audit NZ around the implications to the LTP and audit program to understand the length of delay to adopt the LTP.
 - Cease negotiations with the Contractor and pause the project. The parties will then discuss next steps, including any personnel impact or costs payable by WCC. Officers will report to Council on the outcome of this work.
95. If the notice of motion is not passed, Council will continue with the Long-Term Plan process, the Wellington City Transport Plan and the Golden Mile project as planned.

Attachments

Attachment 1. Notice of Motion 6 June 2024_signed [!\[\]\(47734e4656765d20df4fdbd5b7aff048_img.jpg\)](#) 

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Wellington City Council - Notice of Motion

For consideration at the Council meeting on 6 June 2024.

To

Ms Barbara McKerrow
Chief Executive
Wellington City Council
113 The Terrace, Te Aro
Wellington 6011

Mover:- Councillor Tony Randle

Seconder:- Councillor Tim Brown

This Notice of Motion asks officers to ask to complete an integrated transport plan for the CBD Corridor before contractual commitments are made for construction of the Golden Mile.

Background

On Thursday 2nd May 2024, Officers gave a briefing on transport projects following the cancellation of the Lets Get Wellington Moving Programme by the Minister of Transport. This decision resulted in the Council taking over the in-flight LGWM roading work including the major CBD Golden Mile and City Streets Projects. Three major elements were highlighted in this briefing:

- That transport through Wellington needs to be planned in a integrated way with a Wellington City Transport Plan being the centre of this
- That a Bus Priority Corridor needs to be quickly designed and built to support construction along the Golden Mile and the ongoing increase in the number of peak time bus services
- That the Golden Mile Project is to shortly to proceed into construction on its current design








We are concerned that the Golden Mile Project construction proceeds while bus priority lanes and cycleways on nearby roads are still to be designed. Councillors believe that the CBD Corridor roads, cycleways and pedestrian space must work together in an integrated way and so wish to direct officers to support this approach.

Motion

That Te Kaunihera o Pōneke | Council:

- 1. **Complete** an integrated transport plan (vehicles, buses, bicycles and pedestrians) for the central city before further design and signing of further contracts for construction under the Golden Mile Project.
- 2. **Direct** officers to work with the Greater Wellington Regional Council to report on an option to add more bus capacity including bus stops to the Golden Mile corridor while retaining pedestrian improvements.

Signed

Name	Signature
Cllr Tim Brown	
Cllr Diane Calvert	
Cllr Ray Chung	
Cllr Sarah Free	
Cllr Iona Pannett	
Cllr Tony Randle	
Cllr Nicola Young	

2023/24 CAPITAL PROGRAMME OVERSPEND

Kōrero taunaki | Summary of considerations

Purpose

1. This report outlines where some capital programme projects have, or are expected to have, overspends in the current year and requests Council to approve these overspends.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- ☐ Sustainable, natural eco city
- ☐ People friendly, compact, safe and accessible capital city
- ☐ Innovative, inclusive and creative city
- ☐ Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- ☐ Functioning, resilient and reliable three waters infrastructure
- ☐ Affordable, resilient and safe place to live
- ☐ Safe, resilient and reliable core transport infrastructure network
- ☐ Fit-for-purpose community, creative and cultural spaces
- ☐ Accelerating zero-carbon and waste-free transition
- ☐ Strong partnerships with mana whenua

Relevant Previous decisions

Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

- ☐ Nil ☐ Budgetary provision in Annual Plan / Long-term Plan ☒ Unbudgeted \$X

2. The financial implications are noted throughout the paper.

Risk

- ☒ Low ☐ Medium ☐ High ☐ Extreme

Author	Deirdre Reidy, Manager, Finance Business Partnering
Authoriser	James Roberts, Chief Operating Officer Siobhan Procter, Chief Infrastructure Officer Andrea Reeves, Chief Financial Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That Te Kaunihera o Pōneke | Council:

- 1) Receive the information.
- 2) Agree to increase current year (2023/24) capital budgets by a total of \$1.39m across eleven projects, as detailed in Attachment 1 of this paper.

Whakarāpopoto | Executive Summary

3. The current year revised capital programme is \$619.8m, this budget is the 2023/24 Annual Plan inclusive of Council decisions made throughout the year.
4. As part of the Long-term Plan 2024-34 (LTP) process the organisation has reviewed the expected full year spend of this capital programme and is currently forecasting that spend to be \$482.0m, 78% of revised budget.
5. In reviewing the expected capital spend, \$71.2m of capital carry-forwards from the current year were proposed to be included in the LTP at the *Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee* on 30 Haratua (30 May).
6. Taking the expected full year spend and the proposed carry-forwards into account, there is a net expected underspend of the capital programme of \$66.6m.
7. This review also highlighted some areas where current year budgets have been overspent, or where spend has occurred without any current year budget.
8. These overspends total \$1.39m, 0.2% of the current revised budget.
9. These overspends fall outside the Chief Executive (CE) delegations, as outlined in the Terms of Reference for this Council.

Takenga mai | Background

10. The process for carry-forward of prior year underspends has changed as part of the current LTP process. Previously underspends were reviewed after year-end and, in some years, significant budget changes were requested of Council relatively soon after adopting the budget through the relevant Annual Plan or LTP process.

This process has now changed to ensure expected underspends are included and adopted as part of the finalised budgets. This change has allowed Officers, not only to propose the carry-forwards prior to plans being adopted but also, to effectively review any overspends for the current year.

11. There are eleven projects, across seven activities and six activity groups requiring approval. These overspends total \$1,390k and are detailed in Attachment 1.
12. The largest project overspend being requested is \$286k with the smallest being \$13k. Although these are not significant values in the context of a \$619.8m capital programme, with a proposed overall underspend of \$66.6m, they do strictly fall outside of the CE delegations outlined in the [Terms of Reference](#) (page 34).

This delegation states the following in relation to capital expenditure:

The chief executive delegations authorise the following tolerance levels, in order to ensure effective and efficient delivery of the long-term plan and annual plan:

If an individual capital expenditure project in the annual plan will be exceeded by an amount no greater than 10% for that year, the chief executive has the authority to approve that expenditure, as long as the overall capital expenditure budget for the year is not exceeded and subject to the following criteria:

- i. The overall annual plan capital expenditure dollar amount is not exceeded; and*
- ii. Any overspends must be offset by savings in the current year or a reduction in the dollar amount carried forward to the following years; and*
- iii. The overspends will not result in other projects or sub projects being cancelled; or*
- iv. Any projects or sub projects included in the annual plan that will not be completed as planned in the current or following year will be reported to the appropriate Committee for approval.*

For any projects that straddle more than one financial year then the 10% applies to the total project cost and not the cost in the current financial year.

13. Explanation of specific overspends:

Coastal Renewals

An increase of capital expenditure budget of \$58k is requested for activity 2.1.3 Beaches and Coast Operations for additional expenditure on the PSR Coastal Renewals (CX) project. \$150k of the \$281k coastal renewals budget for 2023/24 was allocated to the restoration of the flying boat jetty in Evans Bay. Due to significant inflationary increases and additional professional advice that was required on the jetty work, the Coastal Renewals project expenditure exceeds the renewals budget.

A donation of \$250k was received in December 2023 from two Wellington residents as a contribution towards the restoration of the flying boat jetty in Evans bay, the Evan's Bay patent slipway and landscaping works in the vicinity of the patent slipway which can be used to fund this additional expenditure (\$150k of the total coastal renewal budget in 2023/24 was allocated to this restoration project).

Wellington Venues property renewals – Michael Fowler Centre

An increase in capital expenditure budget of \$99k is requested for activity 3.1.2 (2035) and relates to urgent additional capex spend at the Michael Fowler Centre. One of three control systems of the fire safety system failed and it was decided to replace all three systems as they have the same lifespan, at an additional cost of \$33k. The building's Warrant of Fitness is subject to a fully functioning fire system and this, along with public safety concerns, resulted in the decision to invest without sufficient budget available. In addition, the main entrance movable door track was damaged and it was critical to Michael Fowler Centre operations for this to be repaired, at a cost of \$66k, this resulted an overspend of \$99k in the 2035 activity. This additional spend will require debt funding.

Playgrounds – Renewals

An increase of capital expenditure budget of \$130k is requested for activity 5.1.6 – Playgrounds Renewals and Upgrades (2051) for the completion of the Korimako Play Area development. A reserves agreement with the developer is in place as part of their greenfield development. The reserves agreement states that the reserve areas and infrastructure are to be provided by the developer. Councils' Parks, Sports and

Recreations team has more expertise, and access to appropriate contractors, to deliver this type of infrastructure and as such has come to an agreement with the developer that they would manage the build and invoice the developer the associated cost. The developer was invoiced as agreed for the \$130k, and full payment was received on 29 April 2024

Waterfront – Sails renewals

An increase of capital expenditure budget of \$125k is requested for activity 6.1.2 – Waterfront Development (2068) for the final costs related to renewal of the Sails at Waterfront Queen's Wharf. Spend of \$138k was incurred, but not correctly recognised, in 2022/23. The budget for this project in the current year was \$13k and this has not been required so the net overspend is \$125k. The additional spend in the current year will require debt funding.

Waterfront – Shed 5

An increase of capital expenditure budget of \$245k is requested for activity 6.1.2 – Waterfront Development (2068) for additional expenditure on Shed 5. The *Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee* made a decision on 9 November 2023, whilst the divestment of commercially leased waterfront assets was to be investigated, to put investment in Shed 5 on hold (refer to item PO13 on page 231 [here](#)). However, some work was already committed and in progress at the time Committee advised to pause work whilst additional information was being obtained. This additional spend was for the technical reports, design work, project management and external consultants for the in-progress work at the point the project was put on hold. This additional spend will require debt funding.

St James Earthquake Strengthening Project

An increase of capital expenditure budget of \$54k is requested for activity 6.2.3 - Earthquake risk mitigation to cover the remaining cost to complete the St James Earthquake Strengthening Project (2076). This increase follows the recent budget request for the same project that was included in the Quarter Three report to the *Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee* in May. After applying the contracted retention amount to the contractor costs, the final reconciliation showed that an additional expense of \$54k was necessary to conclude the project, resulting in a total budget requirement for this financial year of \$454k. This additional spend will require debt funding.

Parking asset renewals – Parking meter renewals

An increase of capital expenditure budget of \$267k is requested for activity 7.2.1 – Parking Asset Renewals (2108) for parking meter renewals. The budget for technology upgrades was included in the 2021-31 Long-term Plan, prior to the procurement process getting underway and being completed. Final pricing was confirmed after that and was higher than the original estimates. Additionally the technology costs associated with the implementation of the new Residents Permit Scheme was funded through this project, although not part of the original scope, inclusive of applicable contractor costs. This additional spend will require debt funding.

Parking asset renewals – Parking sensor and equipment renewals

An increase of capital expenditure budget of \$286k is requested for activity 7.2.1 – Parking Asset Renewals (2108) for parking sensor and equipment renewals. The

additional costs relate to moving from a pay-by-space model for on-street parking to a pay-by-plate model. The change in model necessitated the removal of kerb side bay plates and associated labour costs. Additional contractor expenses were incurred to prepare and implement the new technology for the introduction of a pay-by-plate operating model, which included the development of training material for use of the new technology. This additional spend will require debt funding.

Parking upgrades - Wadestown Parking Management Plan

An increase of capital expenditure budget of \$107k is requested for activity 7.2.1 – Parking Upgrades (2109) for additional costs related to the design options phase of the Wadestown Parking Management Plan. The project was originally scoped based on surveys conducted during COVID lockdowns, which did not accurately reflect the actual demands. This resulted in an underestimation of the project's complexities and costs, necessitating additional expenditure of \$107k. This spend was to explore design options that effectively address both current parking and traffic requirements while future proofing the project. This additional spend will require debt funding.

Parking upgrades - Tory Street Car Park

An increase of capital expenditure budget of \$18k is requested for activity 7.2.1 – Parking Upgrades (2109) for upgrading of the security system at Tory Street Car Park. An upgraded security system had to be fitted in the car park to ensure the safety of both staff and customers. This additional cost, was unplanned at the time the budgets were originally set and will require additional debt funding.

Kōwhiringa | Options

14. Council can decide to approve these changes as requested.
15. Council can decide not to approve the changes as requested, noting that;
 - a. Some spend has already occurred due to committed works,
 - b. Spend that has not been incurred could be stopped but may result in incomplete projects.
16. Council can choose to approve some of the outlined increases.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

17. The projects referenced in Attachment 1 were included in previous Long-term Plans and Annual Plans where alignment with relevant strategies and policies were considered.

Engagement and Consultation

18. The projects referenced in Attachment 1 were included in previous Long-term Plans and Annual Plans which involved public engagement and consultation.

Māori Impact Statement

19. The budget increases requested in this paper do not carry specific impacts for Māori and the impacts for Māori of carrying out the projects referenced in Attachment 1 were considered through the relevant Long-term Plan and Annual Plan processes.

Financial implications

20. The financial implications of the requested budget increases are discussed throughout the paper, primarily that the overspend has, or will, result in an increase in debt up to the value of \$1.39m, higher future asset values and a resulting minor increase in planned depreciation upon capitalisation of these assets.

Legal considerations

21. There are no specific legal considerations related to the requested increase in budgets.

Risks and mitigations

22. There are risks relating to these projects not being completed to the desired standard where increased budgets are not agreed. There are also risks of Officers breaching Council-set delegations if budget increases are not agreed for projects that had existing commitments and limited or no budget.

Disability and accessibility impact

23. The disability and accessibility impacts of the projects referenced in Attachment 1 were considered through the relevant Long-term Plan and Annual Plan processes.

Climate Change impact and considerations

24. The climate change impacts of the projects referenced in Attachment 1 were considered through the relevant Long-term Plan and Annual Plan processes and subsequent procurement.

Communications Plan

25. Planned capital spend is communicated through Long-term and Annual Plans while actual capital spend is communicated through the relevant Annual Report.

Health and Safety Impact considered

26. The health and safety impacts of the projects referenced in Attachment 1 were considered through the relevant Long-term Plan and Annual Plan processes and subsequent procurement.

Ngā mahinga e whai ake nei | Next actions

27. If the included recommendations are agreed, the current year revised budget will need to be increased to reflect the decision and provide the correct officer delegations.

Attachments

Attachment 1. Overspends Table [↓](#) 

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#	Activity Group	Activity Group Description	Activity	Activity Description	Project Code	Project Description	YTD Actual (P10)	Current Revised Budget	Expected Spend	Overspend	Overspend %
1	2.1.3	Beaches and Coast Operations	2008 Coastal		2000102008	PSR Coastal - Renewals (CX)	279,437	281,476	339,500	58,024	21%
2	3.1.2	Wellington Convention Centre	2035 Wellington Venues renewals		2000712035	Venues property renewals - General capex	838,578	784,978	870,401	85,423	11%
3	3.1.2	Wellington Convention Centre	2035 Wellington Venues renewals		2000812035	Venues property renewals - Internal labour allocations	54,971	45,757	59,204	13,448	29%
4	5.1.6	Playgrounds	2051 Playgrounds renewals & upgrades		2000972051	PSR Playgrounds - Renewals (CX)	2,068,839	2,580,703	2,710,703	130,000	5%
5	6.1.2	Waterfront development	2068 Waterfront Renewals		2010492068	Sails	138,871	13,500	138,871	125,371	929%
6	6.1.2	Waterfront development	2068 Waterfront Renewals		2010522068	Shed 5	280,694	35,415	280,694	245,279	693%
7	6.2.3	Earthquake risk mitigation – built environment	2076 Earthquake Risk Mitigation		2001642076	EQS - St James	420,389	400,000	454,035	54,035	14%
8	7.2.1	Parking	2108 Parking Asset renewals		2002342108	Parking Meter Renewals	4,068,545	4,215,115	4,482,132	267,018	6%
9	7.2.1	Parking	2108 Parking Asset renewals		2008572108	Parking Sensor and Equipment Renewals	285,899	-	285,899	285,899	100%
10	7.2.1	Parking	2109 Parking Upgrades		2002362109	2109 Parking Upgrades	243,198	194,349	302,088	107,739	55%
11	7.2.1	Parking	2109 Parking Upgrades		2011282109	Tory Street Carpark	18,360	-	18,360	18,360	100%
							Total additional budget request			1,390,594	

DECISION REGISTER UPDATES AND UPCOMING REPORTS

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides an update on which previous decisions have been implemented and which are still outstanding. It also provides a list of items scheduled to be considered at the next two meetings (hui).

Why this report is being considered

2. This report is considered at every ordinary meeting and assists in monitoring progress on previous decisions and planning for future meetings.

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That Te Kaunihera o Pōneke | Council:

1. Receive the information.

Author	Alisi Folaumoetu'i, Senior Democracy Advisor
Authoriser	Stephen McArthur, Chief Strategy & Governance Officer

Whakarāpopoto | Executive Summary

Decision register updates

3. A full list of decisions, with a status and staff comments, is available at all times on the Council website. Decisions where work is still in progress, or was completed since the last version of this report can be viewed at this link:

<https://meetings.wellington.govt.nz/your-council/decision-register?CalendarYear=last12Months&CommitteeName=Te+Kaunihera+o+P%C5%8Dneke+%7C+Council&UpdatedSinceLastMeeting=true>

4. If members have questions about specific resolutions, the best place to ask is through the written Q&A process.
5. This body passed 48 resolutions at the last meeting:
 - 20 are complete and 28 are still in progress.
6. 199 in progress resolutions were carried forward from previous reports:
 - 129 are now complete and 70 are still in progress.

Upcoming reports

7. The following items are scheduled to go to the next two hui:
8. Rāpare, 27 Pīpiri 2024 (Thursday, 27 June 2024):

- Adoption of the Long-term Plan (Chief Strategy and Governance)
- 2024/25 Rates Setting (Chief Financial Officer)

9. Rāpare, 5 Māhuru 2024 (Thursday, 5 September 2024)

- Adoption of Alcohol Fees Bylaw 2024 (Chief Planning Officer)
- Proposed Land Acquisition – Hutt Road (Chief Infrastructure Officer)

Takenga mai | Background

10. The purpose of the decisions register is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. A resolution could be made to receive a full update report on an item, if desired.
11. Resolutions from relevant decision-making bodies in previous trienniums are also included.
12. Elected members are able to view public excluded clauses on the Council website: <https://meetings.wellington.govt.nz/your-council/decision-register?CalendarYear=last12Months>.
13. The upcoming reports list is subject to change on a regular basis.

Attachments

Nil

3. Committee Reports

REPORT OF THE KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE MEETING OF 18 APRIL 2024

Members: Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free (Chair), Pouwi Kelly, Councillor McNulty (Deputy Chair), Councillor Georgie Rogers.

Newtown and Berhampore Parking Scheme TR157-23

The Committee recommends:

That Te Kaunihera o Pōneke | Council

1. Agree to support the Palmerston North City Councils Remit to LGNZ to work with Central Government to enable local Government to use evidence of a Community Services card for eligibility for discounted Council services.

The agenda of the Koata Hātepe | Regulatory Processes Committee meeting of 18 April 2024 can be accessed here: [Agenda of Koata Hātepe | Regulatory Processes Committee - Thursday, 18 April 2024 \(wellington.govt.nz\)](#)

The minutes of the Koata Hātepe | Regulatory Processes Committee meeting of 18 April 2024 can be accessed here: [Minutes of Koata Hātepe | Regulatory Processes Committee - Thursday, 18 April 2024 \(wellington.govt.nz\)](#)

Attachments

Nil

REPORT OF THE KŌRAU TŌTŌPŪ | LONG-TERM PLAN, FINANCE, AND PERFORMANCE COMMITTEE MEETING OF 15 MAY 2024

Members: Mayor Whanau, Deputy Mayor Foon, Councillor Abdurahman, Councillor Apanowicz (Deputy Chair), Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Free, Pouwi Hohaia, Pouwi Kelly (not present), Councillor Matthews (Chair), Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Randle, Councillor Wi Neera, Councillor Young.

Quarter 3 Performance Report

The Committee recommends:

That Te Kaunihera o Pōneke | Council

1. Approve the following capital expenditure changes to the 2023/24 Annual Plan Budget:
 - a) Increase budget for activity 6.2.3 - Earthquake risk mitigation by \$0.4m for the completion of the St James Earthquake Strengthening Project.
 - b) Increase budget for activity 7.1.2 - Vehicle network in projects Preseal Preparations & Shape and Camber Corrections by \$0.8m.
 - c) Increase budget for activity 2.6.1 - Conservation visitor attractions by \$0.3m for completion of Wellington Zoo renewals, noting that this expenditure is offset with external capital revenue.
 - d) Increase budget for activity 2.1.1 - Local Parks and Open Spaces by \$1.2m to facilitate the purchase of land in the outer green belt.
2. Approve the following capital expenditure changes to the 2023/24 Annual Plan Budget and request Officers to reduce the draft Long-term Plan budget by the corresponding amounts:
 - a) Increase budget for activity 6.1.2 - Waterfront development by \$1.0m for the progression of Waterfront Lighting and Edge Protection.
 - b) Decrease the proposed budget for 2027/28 by the above \$1.0m.
 - c) Increase budget for activity 10.1.1 – Organisational by \$0.1m to facilitate the progression of the new staff accommodation.

-
- d) Decrease the proposed budget for 2024/25 activity 10.1.1 – Organisational by the above \$0.1m.
3. Approve the following operational expenditure changes to the 2023/24 Annual Plan Budget:
- a) Increase budget for activity 10.1.1 - Organisational by \$0.3m to facilitate the progression of the new staff accommodation.
 - b) Decrease the proposed budget for 2024/25 in activity 10.1.1 – Organisational by the above \$0.3m

The agenda of the Kōrau Tōtōpū | Long-term Plan, Finance and Performance Committee meeting of 15 May 2024 can be accessed here: [Agenda of Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee - Wednesday, 15 May 2024 \(wellington.govt.nz\)](https://www.wellington.govt.nz/agenda/korau-totopu-long-term-plan-finance-and-performance-committee-wednesday-15-may-2024)

The minutes of the Kōrau Tōtōpū | Long-term Plan, Finance and Performance Committee meeting of 15 May 2024 can be accessed here: [Minutes of Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee - Wednesday, 15 May 2024 \(wellington.govt.nz\)](https://www.wellington.govt.nz/minutes/korau-totopu-long-term-plan-finance-and-performance-committee-wednesday-15-may-2024)

Attachments

Nil

REPORT OF THE KōRAU TŪĀPAPA | ENVIRONMENT AND INFRASTRUCTURE COMMITTEE MEETING OF 5 JUNE 2024

Members: Mayor Whanau, Deputy Mayor Foon, Councillor Abdurahman, Councillor Apanowicz (Deputy Chair), Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Free, Pouwi Hohaia, Pouwi Kelly, Councillor Matthews (Chair), Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Randle, Councillor Wi Neera, Councillor Young.

Water Services Bylaw – Approval to Adopt

The Committee recommends:

The Kōrau Tūāpapa | Environment and Infrastructure Committee is expected to make recommendations on the Water Services Bylaw at the meeting on 5 June 2024.

As the Kōrau Tūāpapa | Environment and Infrastructure Committee meeting had not taken place when the agenda for the Council meeting was published, the recommendations from the Committee are not yet known. The Committee's recommendations will be tabled at the Council meeting.

The recommendations to the Kōrau Tūāpapa | Environment and Infrastructure Committee may be viewed online at the following address: [Agenda of Kōrau Tūāpapa | Environment and Infrastructure Committee - Wednesday, 5 June 2024 \(wellington.govt.nz\)](https://www.wellington.govt.nz/agenda-of-korau-tupapa-environment-and-infrastructure-committee-wednesday-5-june-2024)

Attachments

Nil

4. Public Excluded

Recommendation

That the Kōrau Mātinitini | Social, Cultural, and Economic Committee:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
2.1 Public Excluded Report of the Kōrau Mātinitini Social, Cultural, and Economic Committee Meeting of 29 May 2024 - Te Toi Mahana - Transferred Properties	7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.
2.	Direct officers to consider the release of this publically excluded information after tenants have been notified of the decision	