

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

Ordinary Meeting of Te Kaunihera o Pōneke | Council

Ngā Meneti | Minutes

9:30am Rāpare Thursday, 29 Pīpiri June 2023

Ngake (16.09), Level 16, Tahiwī,

113 The Terrace

Pōneke | Wellington



PRESENT

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 Paul
Councillor Randle
Councillor Wi Neera
Councillor Young

IN ATTENDANCE

Pouiwi Hohaia

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1 Meeting Conduct

1.1 Karakia

1.2 Apologies

There were no apologies received.

1.3 Announcements by the Mayor

Mayor Whanau delivered the following announcements:

I know people will have very strong views on a couple of the topics today. This is the place to be able to debate those issues. We are all entitled to those opinions and to speak on behalf of our constituents. I ask that everyone, councillors and members of the public, conduct these debates in a way that is respectful. I was given a term by our pouiwi earlier that we can expect this to be respectfully robust. Let's keep it as such. I will be quite strict in calling to account speakers who are disrespectful, offensive and malicious. I expect councillors and those in the gallery to listen to all speakers in a respectful manner and not to talk over anyone. You will be given a warning and if you do not keep to that, you will be asked to leave the gallery. There's a lot to get through today and although this is a really challenging Council meeting for today, and our decisions are challenging, at the end of the day we're here for our community, not here here to have a massive fight with everyone. So again, respectfully robust debate.

1.4 Conflict of Interest Declarations

No conflicts of interest were declared.

1.5 Confirmation of Minutes

Moved Mayor Whanau, seconded Councillor Paul

Resolved

That Te Kaunihera o Pōneke | Council:

1. Approves the minutes of the Ordinary Te Kaunihera o Pōneke | Council Meeting held on 14 June 2023, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

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

Against:

Majority Vote: 16:0

Carried

1. 6 Items not on the Agenda

There were no items not on the agenda.

Secretarial note: In accordance with Standing Order 19.1 the Chair re-ordered the agenda giving precedence to the following items:

Item 2.7 Actions Tracking

Item 2.8 Forward Programme

Item 4.1 Proposed Land Acquisition (Gifting) - Ngaio

Item 1.7 Public Participation

Item 2.1 Notice of Motion Regarding State of Palestine

Item 2.2 Notice of Motion regarding Let's Get Wellington Moving

Item 2.5 2023/24 Annual Plan Adoption

Item 2.6 2023/24 Rates setting

Item 2.3 Let's Get Wellington Moving: Golden Mile and Thorndon Quay/Hutt Road Funding

Item 2.4 Golden Mile Traffic Resolution and Detailed Design

2.7 Actions Tracking

Moved Mayor Whanau, seconded Councillor Matthews

Resolved

That Te Kaunihera o Pōneke | Council:

1. Receive the information.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

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

Against:

Majority Vote: 16:0

Carried

2.8 Forward Programme

Moved Mayor Whanau, seconded Councillor Matthews

Resolved

That Te Kaunihera o Pōneke | Council:

1. Receive the information.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

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

Against:

Majority Vote: 16:0

Carried

4. Public Excluded

Moved Mayor Whanau, seconded Councillor Young

Resolved

That the Te Kaunihera o Pōneke | Council:

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
4.1 Proposed Land Acquisition (Gifting) - Ngaio	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.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

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

Against:

Majority Vote: 16:0

Carried

Secretarial note: The Council hui entered public excluded session at 10.35am and returned at 10.47am before adjourning for morning tea.

Secretarial note: The Council hui reconvened at 11.30am with all members present.

1.7 Public Participation

The following members of the public addressed the Council on topics relating to items on the agenda.

Name	Organisation	Topic
Sean Rush		Item 2.2
Barry Wilson	SOS Courtenay Place	Item 2.2
Jonathan Coppard		Item 2.2
Patrick Morgan and Alex Dyer	Cycle Wellington	Item 2.2
Nicola Cranfield	Cranfields	Item 2.2
Luke Somervell	Generations Zero	Item 2.2
Chris Calvi-Freeman		Item 2.2
Richard Tait		Item 2.2
Wajd El-Matary		Item 2.1
David Zwartz	Wellington Jewish Community	Item 2.1
Marilyn Garson	Co-founder of Alternative Jewish Voices of Aotearoa-New Zealand	Item 2.1
Shayma'a Arif	House of Peace	Item 2.1
Ian Dunwoodie		Item 2.1
Neville Waisbrod		Item 2.1
Joanna Moss and Pastor Hamish Thomson	Christian Community and Abundant Life Centre	Item 2.1
Pastor Nigel Woodley	Chief Advocate for The Protection of Zion Trust	Item 2.1
Samira Archer and Neil Ballantyne	Justice for Palestine	Item 2.1
Attachments		
1 Nicola Cranfield		
2 Joanna Moss		
3 Neil Ballantyne		

(Councillors Paul left the hui at 12.37pm and returned at 12.40pm)

(Councillor Matthews left the hui at 12.40pm and returned at 12.42pm)

2. General Business

(Councillor McNulty left the hui at and returned at 1.08pm)

2.1 Notice of Motion Regarding State of Palestine

Motion

That Te Kaunihera o Pōneke | Council:

1. Hereby recognise the State of Palestine.
2. Direct officers begin an accord between Pōneke, Wellington and رام الله, the City of Ramallah with the ultimate goal of establishing a Sister Cities Partnership and/or a Memorandum of Understanding.
3. Hereby request illumination of the Michael Fowler Centre with the colours of the State of Palestine's flag on the evening on 15 May 2024, from 18:00 until 22:00.

Secretarial note: In accordance with Standing Order 23.5, the mover altered the motion with simple majority of Council members;

Moved Councillor Wi Neera

Resolved

to alter the Notice of Motion to the following:

That Te Kaunihera o Pōneke | Council:

1. Direct officers to initiate a Friendly City relationship with Ramallah, with the longer-term intent of building a Sister City relationship in line with criteria set by the International Relations Policy once it has been updated in 2024.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera, Councillor Young

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle

Majority Vote: 11:5

Carried

(Councillor McNulty left the hui at 1.05pm and returned at 1.08pm)
(Councillor Apanowicz left the hui at 1.13pm and returned at 1.15pm)

Moved Councillor Wi Neera, seconded Councillor Paul

Resolved

Motion:

That Te Kaunihera o Pōneke | Council:

1. Direct officers to initiate a Friendly City relationship with Ramallah, with the longer-term intent of building a Sister City relationship in line with criteria set by the International Relations Policy once it has been updated in 2024.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Randle, Councillor Young

Majority Vote: 9:7

Carried

Secretarial note: The Council hui adjourned at 1.30pm and reconvened at 2.30pm with all members present.

2.2 Notice of Motion regarding Let's Get Wellington Moving

Moved Councillor Calvert, seconded Councillor Brown

Resolved

Motion

That the Wellington City Council

Agree to declare no confidence in the Let's Get Wellington Moving (LGWM) programme.

Agree to withdraw from the LGWM programme's partnership's Relationship and Funding agreement endorsed by Wellington City Council on 12 December 2019.

Lost

The motion was voted on part for part, the divisions of which were as follows:

Clause 1

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Randle, Councillor Young

Against:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Majority Vote: 7:9

Lost

Clause 2

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Randle, Councillor Young

Against:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Majority Vote: 7:9

Lost

(Councillor Wi Neera left the hui at 2.47pm and returned at 2.49pm)

2.5 2023/24 Annual Plan Adoption

Moved Councillor Matthews, seconded Councillor Apanowicz

Resolved

That the Te Kaunihera o Pōneke | Council:

- 1) **Receive** the information
- 2) **Note** that the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee considered the results of community engagement, including the issues raised in written and oral submissions, at its meeting of 31 May 2023;
- 3) **Note** that the 2023/24 Annual Plan (attached as Attachment 1) has been prepared based on the decisions and recommendations of the Committee meeting of 31 May 2023;
- 4) **Note** that the addition of IFF capital funding in relation to the Sludge Minimisation project of \$126.2m has largely contributed to a net surplus of \$64.8m, compared to a net deficit of \$69.8m included in the Community Engagement.
- 5) **Agree** that it is financially prudent to forecast a surplus of \$64.8m;
- 6) **Note** that the rates limit set in the Long-Term Plan of \$475m is exceeded in 2023/24;

- 7) **Note** the closing borrowings is forecasted to be \$1.5b in 2023/24 and a debt to revenue ratio of 211 percent including insurance headroom;
- 8) **Note** the Department of Internal Affairs has completed a review of the Draft Annual Plan in relation to affordable waters reform;
- 9) **Adopt** the 2022/23 Annual Plan (Attachment 1) comprising of:
 - a. Part A: Introduction and Summary
 - b. Part B: Our work for the year
 - c. Part C: Financial Information
 - d. Part D: Our Council
 - e. Part E: Online Appendices
- 10) **Note** that following Council's adoption of the 2023/24 Annual Plan, the rates for the 2023/24 year (1 July 2023 to 30 June 2024) are set by Council as required by section 23 of the Local Government (Rating) Act 2002 and, as outlined in the 2023/24 Rates Setting paper in the 29 June Council agenda.
- 11) **Delegate** to the Chief Executive and the Mayor the authority to make any editorial changes that may arise as part of the publication process.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Councillor Apanowicz, Councillor Brown, Councillor Calvert, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 13:3

Carried

2.6 2023/24 Rates setting

Moved Councillor Matthews, seconded Councillor Apanowicz

Resolved

That Te Kaunihera o Pōneke | Council:

1. Note the rates stated in the following recommendations for the year commencing 1 July 2023 and concluding on 30 June 2024 are set excluding GST. GST will be applied when rates are assessed for 2023/24 for each lot of rateable land.
2. Having adopted the 2023/24 Annual Plan (including the 2023/24 Funding Impact Statements), agree under section 23 of the Local Government (Rating) Act 2002 (LGRA) to set the following rates for the year commencing on 1 July 2023 and concluding on 30 June 2024:
 - a. General Rate

A differential general rate under section 13 of the LGRA as an amount per dollar of capital value on each rating unit as follows:

- A rate of 0.168632 cents per dollar of capital value on every rating unit in the Base differential rating category.
- A rate of 0.623160 cents per dollar of capital value on every rating unit in the Commercial, Industrial and Business differential rating category.

b. Targeted rate for water supply

A targeted rate for water supply under section 16 and section 19 of the LGRA as follows:

- For rating units incorporated in the Base differential rating category, either:
 - i. For rating units connected to the public water supply with a water meter installed, a consumption unit rate of \$4.091 per cubic metre of water used, and a fixed amount per rating unit of \$197.83, or
 - ii. For rating units connected to the public water supply without a water meter installed a fixed amount of \$243.42 per rating unit, and a rate of 0.029382 cents per dollar of capital value.
- For rating units incorporated in the Commercial, Industrial and Business differential rating category, either:
 - i. For rating units connected to the public water supply with a water meter installed, a consumption unit rate of \$4.091 per cubic metre of water used, and a fixed amount per rating unit of \$197.83, or
 - ii. For rating units connected to the public water supply without a water meter installed a rate of 0.365581 cents per dollar of capital value.

c. Targeted rate for sewerage

A targeted rate for sewerage under section 16 of the LGRA on each rating unit connected to the Council sewerage system as follows:

- For rating units incorporated in the Base differential rating category:
 - i. A fixed amount of \$121.15 per rating unit, and a rate of 0.030808 cents per dollar of capital value.
- For rating units incorporated in the Commercial, Industrial and Business differential rating category:
 - ii. A rate of 0.149576 cents per dollar of capital value.

d. Targeted rate for stormwater

A targeted rate for stormwater under section 16 of the LGRA as follows:

- For rating units incorporated in the Base differential rating category but excluding those rating units classified in the rural area under the Council's operative District Plan:
 - i. A rate of 0.021132 cents per dollar of capital value.
- For rating units incorporated in the Commercial, Industrial and Business differential rating category but excluding those rating units classified in the rural area under the Council's operative District Plan:
 - ii. A rate of 0.032246 cents per dollar of capital value.

e. Targeted rate for the Commercial sector

A targeted rate under section 16 of the LGRA as follows for rating units incorporated in the Commercial, Industrial and Business differential rating category:

- i. A rate of 0.026390 cents per dollar of capital value.

f. Targeted rate for the Base sector

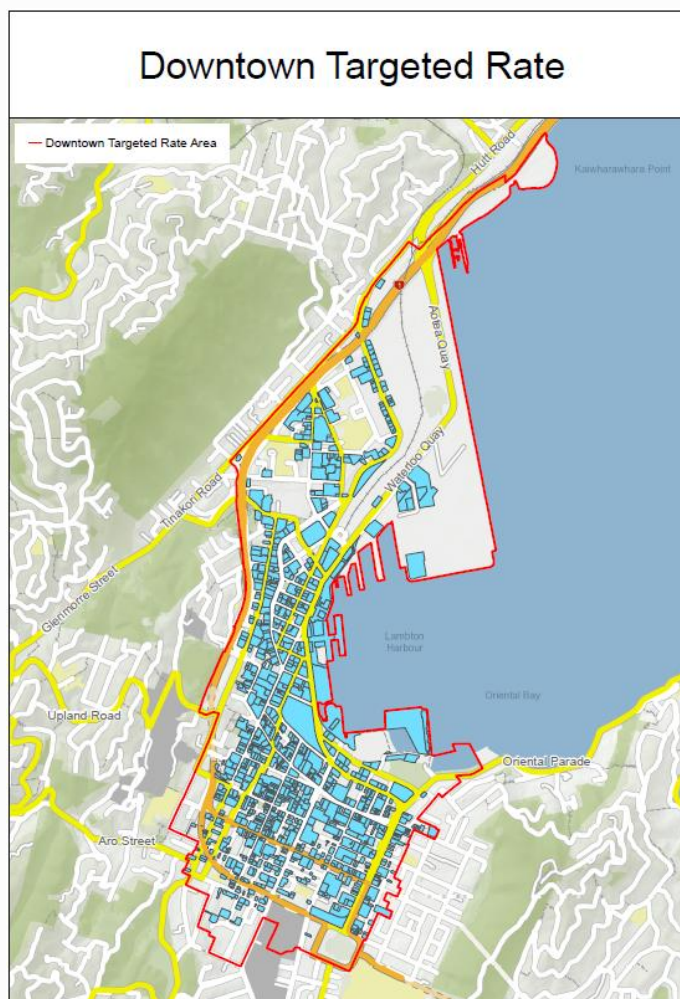
A targeted rate under section 16 of the LGRA as follows for rating units incorporated in the Base differential rating category:

- i. A rate of 0.012954 cents per dollar of capital value.

g. Targeted rate for Downtown Area

A targeted rate for the Downtown Area under section 16 of the LGRA on each rating unit incorporated in the Commercial, Industrial and Business differential rating category and located within the area designated as downtown, as described by the Downtown Targeted Rate Area map.

- i. A rate of 0.131672 cents per dollar of capital value.



h. Targeted rate for Tawa Driveways

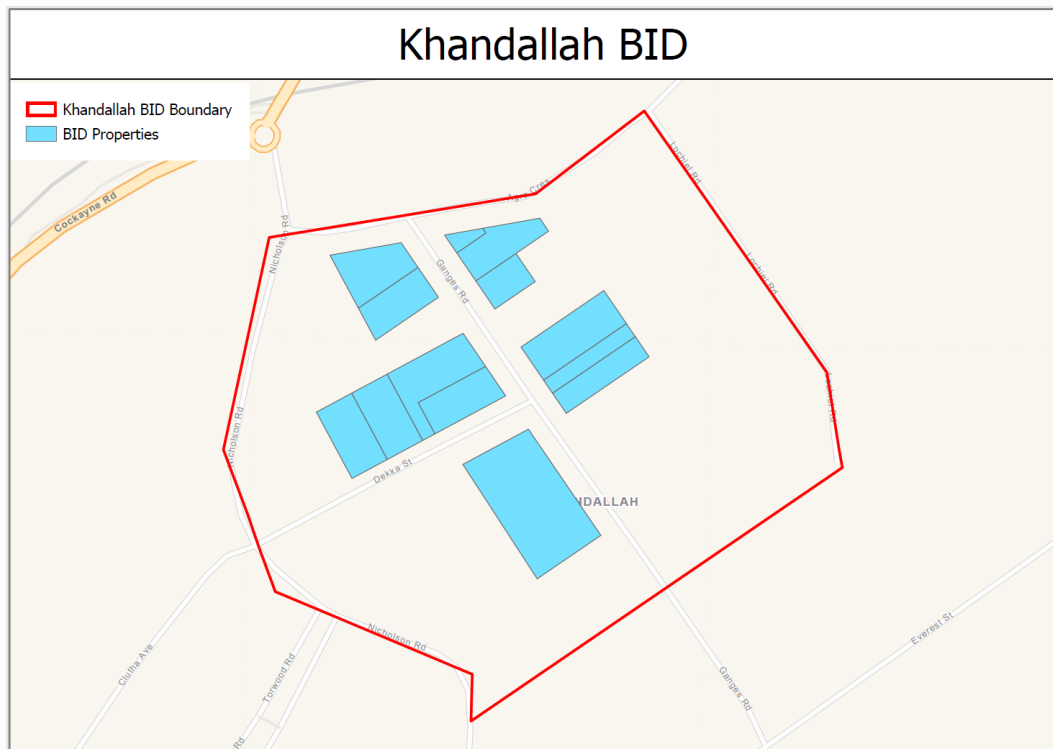
A targeted rate for Tawa Driveways under section 16 of the LGRA on each rating unit identified as being one of a specific group of rating units with shared

residential access driveways in the suburb of Tawa, that are maintained by the Council as follows:

- i. A fixed amount of \$133.33 per rating unit
- i. Targeted rate for Miramar Business Improvement District Area
A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of Enterprise Miramar Peninsula Incorporated on all rating units within the Miramar Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:
 - i. A fixed amount of \$365.00 per rating unit, and
 - ii. A rate of 0.011099 cents per dollar of rateable capital value.



- j. Targeted rate for Khandallah Business Improvement District Area
A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of the Khandallah Village Business Association on all rating units within the Khandallah Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:
 - i. A rate of 0.072751 cents per dollar of rateable capital value.



k. Targeted rate for Kilbirnie Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of Kilbirnie Business Network on all rating units within the Kilbirnie Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

- i. A fixed amount of \$500.00 per rating unit, and
- ii. A rate of 0.007411 cents per dollar of rateable capital value.

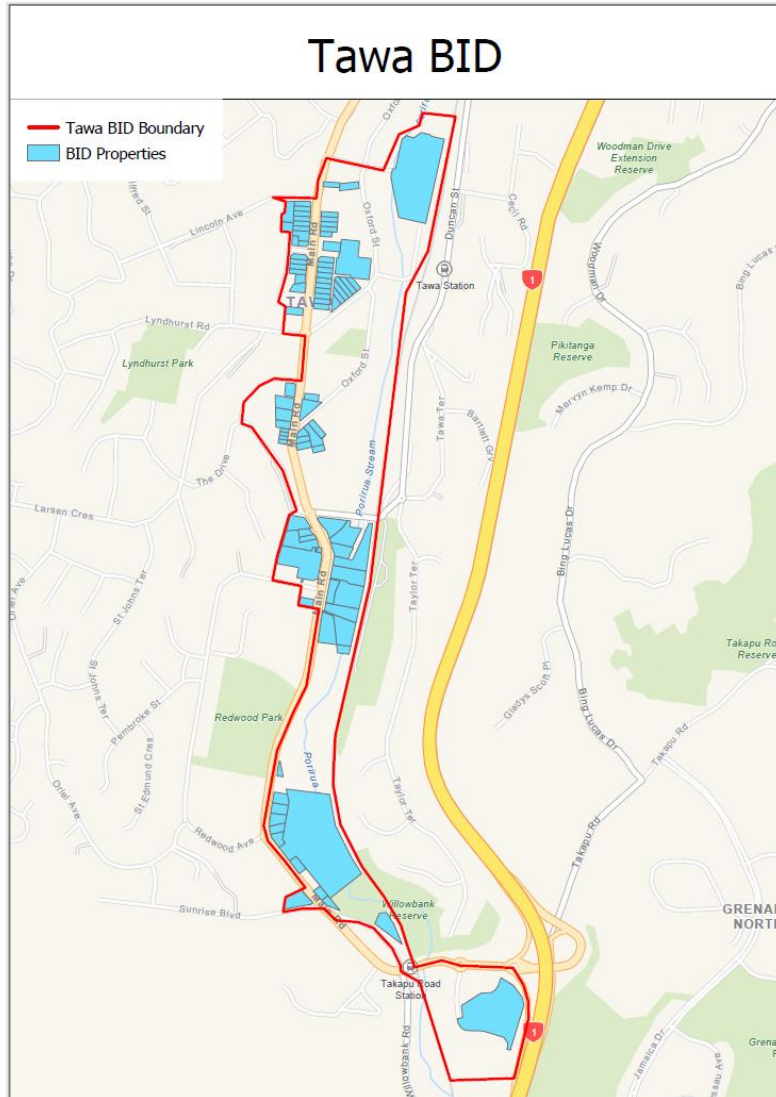
Kilbirnie BID Expansion



- I. Targeted rate for Tawa Business Improvement District Area
A targeted rate under section 16 of the LGRA to fund the Business Improvement

District activities of Tawa Business Group on all rating units within the Tawa Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

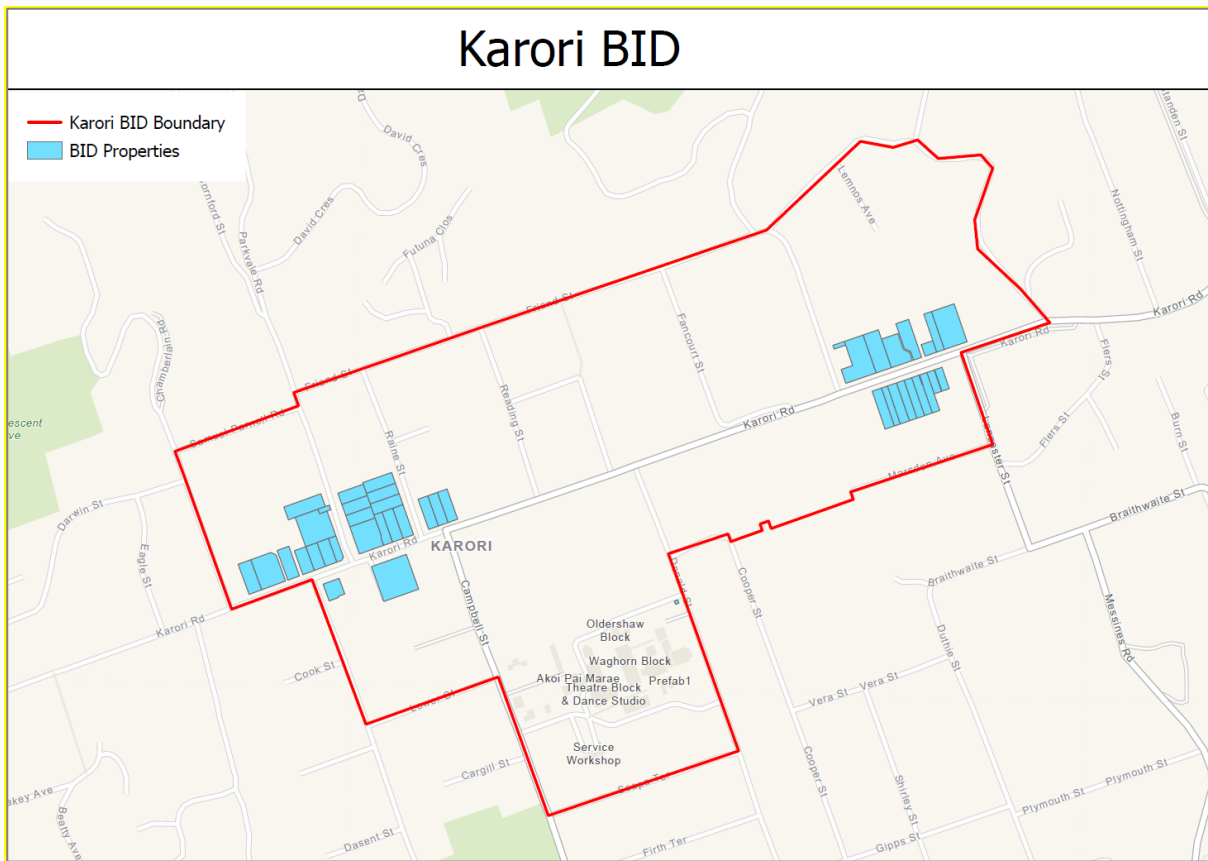
- i. A fixed amount of \$520.00 per rating unit, and
- ii. A rate of 0.029391 cents per dollar of rateable capital value.



m. Targeted rate for Karori Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of the Karori Business Association on all rating units within the Karori Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

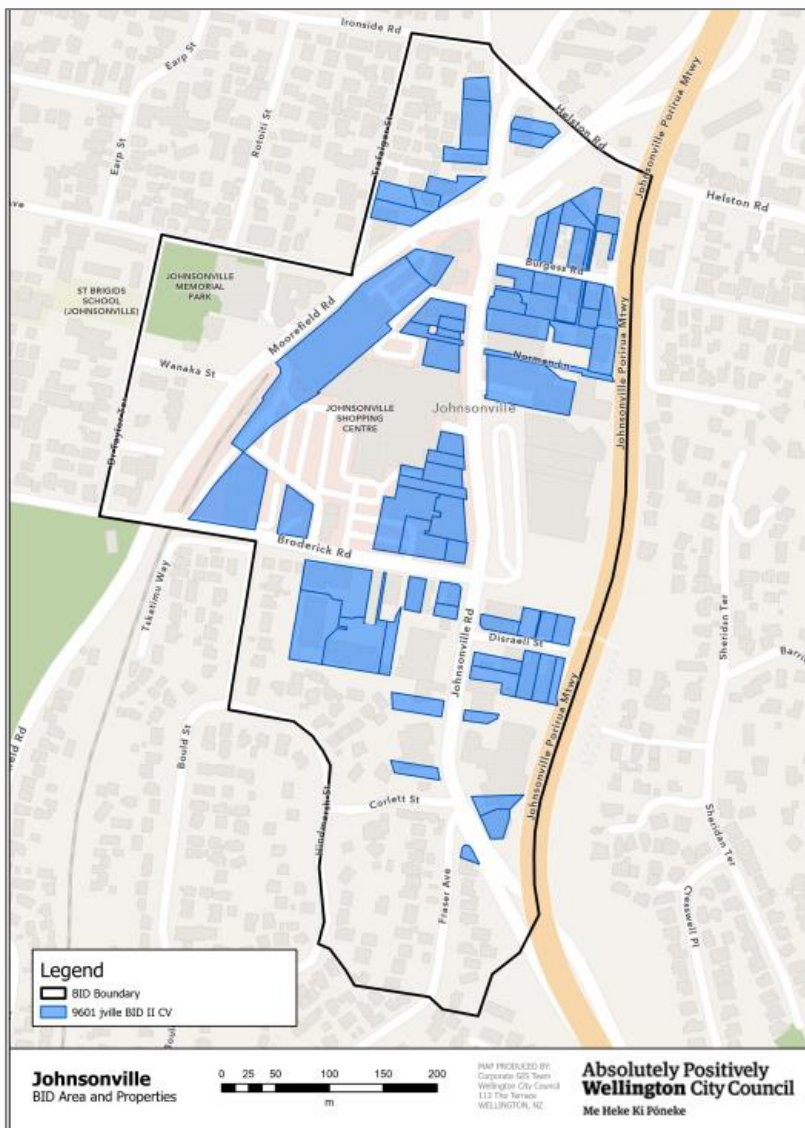
- i. A rate of 0.081604 cents per dollar of rateable capital value.



n. Targeted rate for Johnsonville Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of Johnsonville Business Group on all rating units within the Johnsonville Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

- i. A fixed amount of \$520.00 per rating unit, and
- ii. A rate of 0.017255 cents per dollar of rateable capital value.



3. Agree under section 24 of the Local Government (Rating) Act 2002 to set the following due dates for the payment of rates for the 2023/24 year:

With the exception of targeted water rates which are charged via a water meter, all rates will be payable in four equal instalments, with due dates for payment being:

Instalment Number:	Due Date:
Instalment One	1 September 2023
Instalment Two	1 December 2023
Instalment Three	1 March 2024
Instalment Four	1 June 2024

Targeted water rates that are charged via a water meter on rating units incorporated under the Commercial, Industrial and Business differential will be invoiced on a one or two-month cycle and are due at the date one month after the invoice date, as specified on the invoice.

Targeted water rates that are charged via a water meter on rating units incorporated under the Base differential will be invoiced on a three-month cycle, and are due at the date one month after the invoice date, as specified on the invoice.

Provided that, where the due date falls on a weekend or public holiday, the due date is the next working day.

4. Agree under sections 57 and 58 of the Local Government (Rating) Act 2002 (LGRA) to apply penalties to unpaid rates as follows:
- a. A penalty of 10 percent on the amount of any part of an instalment remaining unpaid after a due date in recommendation (3) above, to be added from the day outlined as the relevant penalty date shown below,
- | Instalment Number: | Due Date: | Penalty Date: |
|--------------------|------------------|------------------|
| Instalment One | 1 September 2023 | 6 September 2023 |
| Instalment Two | 1 December 2023 | 6 December 2023 |
| Instalment Three | 1 March 2024 | 6 March 2024 |
| Instalment Four | 1 June 20234 | 6 June 2024 |
- b. An additional penalty of 10 percent on any amount of rates assessed in previous years and remaining unpaid at 7 July 2023. The penalty will be applied on 7 July 2023.
- c. A further additional penalty of 10 percent on rates to which a penalty has already been added under recommendation 4(b) if the rates remain unpaid on 10 January 2024. The penalty will be applied on 10 January 2024.
- d. A penalty of 10 percent on the amount of any part of water meter charges remaining unpaid after a due date in recommendation (3) above, to be added from the day following the due date.
- e. An additional penalty of 10 percent on any amount of water charges from previous years that remain unpaid at 7 July 2023.
- f. A further additional penalty of 10% on water meter charges to which a penalty has already been added under recommendation 4(e) if the charges remain unpaid on 10 January 2024.
- g. That a penalty is calculated on the GST inclusive portion of any instalments unpaid after the due date. GST is not charged on the actual penalty itself.
5. Note that the Council's policy on remission of rates penalties is included in the Council's Rates Remission Policy and that the authority to remit penalties is delegated to the Chief Executive, Chief Financial Officer, Manager Financial Operations, and the Rates Team Leader.
6. Note that rates shall be payable by:
- Cash or eftpos at the City Service Centre, 12 Manners Street, 8am to 5pm Monday to Friday.
 - Cash or eftpos at selected New Zealand Post outlets using a bar coded rates invoice, 9am to 5pm Monday to Friday.
 - Using our "rates easipay" direct debit system.
 - Internet banking and telephone banking options.
 - Credit card on the Council website.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Councillor Apanowicz, Councillor Brown, Councillor Calvert, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 13:3

Carried

Secretarial note: The Council hui adjourned at 3.13pm and returned at 3.23pm with all members present.

2.3 Let's Get Wellington Moving: Golden Mile and Thorndon Quay/Hutt Road Funding.

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Te Kaunihera o Pōneke | Council:

1. Receive the information.
2. Approve the Golden Mile funding at P95 of \$139.4 million of which the WCC share is \$67.53 million.
3. Approve the Thorndon Quay Hutt Road funding at P95 of \$93.6 million of which the WCC share is \$45.2 million.
4. Note that certain further decisions will be referred to Council (or Committee as appropriate) including land purchase where required.
5. Note that Wellington City Council's share of costs to undertake these works will be met by reprioritising existing funding within the LTP which is currently earmarked for City Streets projects. Future decisions about City Streets will be brought to Council for approval in due course.

Amendment

Moved Councillor Randle, seconded Councillor Young the following amendment:

Resolved

- ~~2. Approve the Golden Mile funding at P95 of \$139.4 million of which the WCC share is \$67.53 million.~~
- 2) Postpone the approval of the Golden Mile funding until the design has been reviewed and approved by Fire and Emergency Service and Wellington Free Ambulance.
- ~~3. Approve the Thorndon Quay Hutt Road funding at P95 of \$93.6 million of which the WCC share is \$45.2 million.~~
- 3) Postpone the approval of the Thorndon Quay Hutt Road Project funding until the design has been reviewed and approved by the Wellington City Council, Fire and Emergency Service and Wellington Free Ambulance.

Lost

The motion was voted on part for part, the divisions of which were as follows:

Clause 2

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Against:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Majority Vote: 6:10

Lost

Clause 3

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Against:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Majority Vote: 6:10

Lost

2.3 Let's Get Wellington Moving: Golden Mile and Thorndon Quay/Hutt Road Funding.

Moved Mayor Whanau, seconded Councillor Paul

Resolved

That the Te Kaunihera o Pōneke | Council:

1. Receive the information.
2. Approve the Golden Mile funding at P95 of \$139.4 million of which the WCC share is \$67.53 million.
3. Approve the Thorndon Quay Hutt Road funding at P95 of \$93.6 million of which the WCC share is \$45.2 million.
4. Note that certain further decisions will be referred to Council (or Committee as appropriate) including land purchase where required.
5. Note that Wellington City Council's share of costs to undertake these works will be met by reprioritising existing funding within the LTP which is currently earmarked for City Streets projects. Future decisions about City Streets will be brought to Council for approval in due course.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Randle, Councillor Young

Majority Vote: 9:7

Carried

(Councillor Paul left the hui at 4.09pm and returned at 4.11pm)

2.4 Golden Mile Traffic Resolution and Detailed Design

Moved Mayor Whanau, seconded Councillor Paul

That Te Kaunihera o Pōneke | Council:

- 1) Receive the information
- 2) Note the submissions received, the summary of submissions and responses to themes and design feedback.
- 3) Approve the Let's Get Wellington Moving – Golden Mile Traffic Resolutions:
 - a. TR 22-23-GM1: Lambton Quay corridor from Bowen Street to Willis Street (including side streets)
 - b. TR 23-23-GM1: Willis Street corridor - from Lambton Quay to Manners Street (including side streets)
 - c. TR25-23-GM1: Courtenay Place corridor from Taranaki Street to Cambridge Terrace (including side streets) with subsequent updates as detailed below.
 - d. TR 28-23 – Golden Mile Revitalisation, implementation of an Authorisation System to manage access to the proposed Special Vehicle Lanes for the Golden Mile.
- 4) Approve operation for special vehicle lanes for Lambton Quay, Willis Street, and reducing the hours of operation to Courtenay Place to 7am to 7pm daily.
 - a. This will enable general traffic access to the corridor earlier in the day at 7pm rather than 9pm, which means food delivery services will have better access to the Golden Mile at key times, and better enable pick-ups and drop-offs on Courtenay Place, including St James Theatre drop offs.
- 5) Approve adjusting the times when motor vehicles may access the Courtenay Place service road loop to correspond with the revised special vehicle lane times of operation (above). This will enable all motor vehicles to access the shared space between 7pm and 7am, which will mean food delivery services have better access to the Golden Mile at key times but has implications for off-road cycling in Courtenay Place.
- 6) Approve the Golden Mile – Transform (Lambton Quay, Willis Street, Courtney Place) developed 60% Detail Design and 80% Streetscape Design.
- 7) Note that approval for funding reprioritisation is being sought separately (refer Let's Get Wellington Moving: Golden Mile and Thorndon Quay/Hutt Road funding).
- 8) Approve the suspension of any changes to Manners Street between Taranaki and Cuba Street until there is more certainty on any planned streetscape enhancement for Lower Cuba Street. This will allow people continue to access Lower Cuba Street on bikes via Manners Street and avoid redundant changes to the street or rework.
- 9) Approve vehicles that are permitted to use loading bays within the corridor to ensure any vehicle authorised to use the special vehicle lanes may use these loading bays regardless of whether they are a commercial vehicle. This is to ensure that any vehicle with special circumstances authorisation (e.g., a private car) can use the bays for loading and unloading. Current wording in draft TRs is "Loading Zone P10, At All Times, Goods Vehicles And Authorised Vehicles Only". Change will remove the words "Goods Vehicles and Authorised Vehicles Only".

- 10) Approve a P10 Loading Zone (with no restriction on vehicle type) on Johnston Street (close to the Golden Mile). This requires the removal of one additional P120 metered car park.
- 11) Approve adding mobility parking permit holders as an additional category of vehicle authorisation and providing that authorisations of 6 or 12 months can be granted for such permit holders, so that people and organisations with such permits can access the Golden Mile on a longer-term basis.
- 12) Approve that wheeled recreational devices be allowed to use all cycle paths relating to
TR22-23-GM1: Lambton Quay corridor from Bowen Street to Willis Street (including side streets)
TR25-23-GM1: Courtenay Place corridor from Taranaki Street to Cambridge Terrace (including side streets) with subsequent updates as detailed below.
- 13) Agree to maintain a high level of service for public transport users on the Golden Mile.
 - a) Agree for the Mayor and interested Elected Members to meet with Greater Wellington Regional Council and Waka Kotahi to review the location and design of bus stops along the Golden Mile in the next two months and to report back to Council on any improvements that can be made to the allocation of bus stops to maintain the existing high level of service.
- 14) Agree for the Mayor, and interested Elected members, to meet with Greater Wellington Regional Council and LGWM officials to review the location and design of bus stops along the Golden Mile and to report back to Council on any improvements that can be made to the allocation of bus stops.
- 15) Establish a Business Advisory Group to engage with members of the Wellington Business Community to inform the design and delivery of LGWM projects.
 - a) Instruct Officers to investigate and report back on the feasibility of developing options for the provision of Free Parking in immediate area of disruption during the Golden Mile construction period and report these options to the Business Advisory Group for their consideration.
- 16) Instruct officers to develop clear criteria and rules for the exemption permitting system and report these back to Council to make a final decision.

Secretarial note: The motion was moved with changes with changes as marked in red.

Amendment

Moved Councillor Randle, seconded Councillor Young

Resolved

16) Retain the Brandon Street Lambton Quay Intersection but with “Bus Only” entrance to Lambton Quay permitted.

17) Amend the other changes to reflect and support item 16)

Lost

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Against:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Majority Vote: 6:10

Lost

2.4 Golden Mile Traffic Resolution and Detailed Design

Moved Mayor Whanau, seconded Councillor Paul

Resolved

Moved Mayor Whanau, seconded Councillor Paul

That Te Kaunihera o Pōneke | Council:

- 1) Receive the information
- 2) Note the submissions received, the summary of submissions and responses to themes and design feedback.
- 3) Approve the Let's Get Wellington Moving – Golden Mile Traffic Resolutions:
 - a. TR 22-23-GM1: Lambton Quay corridor from Bowen Street to Willis Street (including side streets)
 - b. TR 23-23-GM1: Willis Street corridor - from Lambton Quay to Manners Street (including side streets)
 - c. TR25-23-GM1: Courtenay Place corridor from Taranaki Street to Cambridge Terrace (including side streets) with subsequent updates as detailed below.
 - d. TR 28-23 – Golden Mile Revitalisation, implementation of an Authorisation System to manage access to the proposed Special Vehicle Lanes for the Golden Mile.
- 4) Approve operation for special vehicle lanes for Lambton Quay, Willis Street, and

reducing the hours of operation to Courtenay Place to 7am to 7pm daily.

- a. This will enable general traffic access to the corridor earlier in the day at 7pm rather than 9pm, which means food delivery services will have better access to the Golden Mile at key times, and better enable pick-ups and drop-offs on Courtenay Place, including St James Theatre drop offs.
- 5) Approve adjusting the times when motor vehicles may access the Courtenay Place service road loop to correspond with the revised special vehicle lane times of operation (above). This will enable all motor vehicles to access the shared space between 7pm and 7am, which will mean food delivery services have better access to the Golden Mile at key times but has implications for off-road cycling in Courtenay Place.
- 6) Approve the Golden Mile – Transform (Lambton Quay, Willis Street, Courtney Place) developed 60% Detail Design and 80% Streetscape Design.
- 7) Note that approval for funding reprioritisation is being sought separately (refer Let's Get Wellington Moving: Golden Mile and Thorndon Quay/Hutt Road funding).
- 8) Approve the suspension of any changes to Manners Street between Taranaki and Cuba Street until there is more certainty on any planned streetscape enhancement for Lower Cuba Street. This will allow people continue to access Lower Cuba Street on bikes via Manners Street and avoid redundant changes to the street or rework.
- 9) Approve vehicles that are permitted to use loading bays within the corridor to ensure any vehicle authorised to use the special vehicle lanes may use these loading bays regardless of whether they are a commercial vehicle. This is to ensure that any vehicle with special circumstances authorisation (e.g., a private car) can use the bays for loading and unloading. Current wording in draft TRs is "Loading Zone P10, At All Times, Goods Vehicles And Authorised Vehicles Only". Change will remove the words "Goods Vehicles and Authorised Vehicles Only".
- 10) Approve a P10 Loading Zone (with no restriction on vehicle type) on Johnston Street (close to the Golden Mile). This requires the removal of one additional P120 metered car park.
- 11) Approve adding mobility parking permit holders as an additional category of vehicle authorisation and providing that authorisations of 6 or 12 months can be granted for such permit holders, so that people and organisations with such permits can access the Golden Mile on a longer-term basis.
- 12) Agree to maintain a high level of service for public transport users on the Golden Mile.
 - a) Agree for the Mayor and interested Elected Members to meet with Greater Wellington Regional Council and Waka Kotahi to review the location and design of bus stops along the Golden Mile in the next two months and to report back to Council on any improvements that can be made to the allocation of bus stops to maintain the existing high level of service.
- 13) Establish a Business Advisory Group to engage with members of the Wellington Business Community to inform the design and delivery of LGWM projects.
 - a) ~~Instruct Officers to investigate and report back on the feasibility of developing options for the provision of Free Parking in immediate area of disruption during the Golden Mile construction period and report these options to the Business Advisory Group for their consideration.~~

- 14) Instruct officers to develop clear criteria and rules for the exemption permitting system and report these back to Council to make a final decision.
- 15) Note Council's expectation that the iwi working group continued to be engaged with proactively and appropriately.

Carried

The motion was voted on part for part, the divisions of which are as follows:

Clause 1

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Randle, Councillor Young

Majority Vote: 9:7

Carried

Clause 2

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 3a

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Randle, Councillor Young

Majority Vote: 9:7

Carried

Clause 3b

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor

Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Randle, Councillor Young

Majority Vote: 9:7

Carried

Clause 3c

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 3d

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 4

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 4a

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor

Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 5

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Randle, Councillor Young

Majority Vote: 9:7

Carried

Clause 6

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 7

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 8

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 9

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 10

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 11

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 12

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 12a

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 13

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Councillor Apanowicz, Councillor Chung, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Brown, Councillor Calvert, Councillor Randle, Councillor Young

Majority Vote: 12:4

Carried

Clause 13a

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor McNulty, Councillor Pannett

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Matthews, Councillor O'Neill, Councillor Paul, Councillor Randle, Councillor Wi Neera, Councillor Young

Majority Vote: 5:11

Lost

Clause 14

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 10:6

Carried

Clause 15

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Whanau, Councillor Abdurahman, Councillor Apanowicz, Councillor Brown, Deputy Mayor Foon (Deputy Chair), Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Wi Neera

Against:

Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Majority Vote: 12:4

Carried

The meeting concluded at 4.58pm with the reading of the following karakia:

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

Authenticated: _____

Chair

Ordinary Meeting of Te Kaunihera o Pōneke | Council

Minute item attachments

9:30am Thursday, 29 June 2023
Ngake (16.09), Level 16, Tahiwī,
113 The Terrace, Wellington

Business

Page No.

Public Participation

- | | | |
|----|------------------|----|
| 1. | Nicola Cranfield | 2 |
| 2. | Joanna Moss | 18 |
| 3. | Neil Ballantyne | 20 |

The Golden Mile Economics Assessment report: A review

August 2022



About Tailrisk economics

Tailrisk economics is a Wellington economics consultancy. It specialises in the economics of low probability, high impact events including financial crises and natural disasters. Tailrisk economics also provides consulting services on:

- The economics of financial regulation
- Advanced capital adequacy modelling
- Stress testing for large and small financial institutions
- Regulatory compliance for financial institutions
- General economics.

Tailrisk is prepared to undertake economics analyses of public policy proposals on a discounted or pro bono basis.

Principal Ian Harrison (B.C.A. Hons. V.U.W., Master of Public Policy SAIS Johns Hopkins) has worked with the Reserve Bank of New Zealand, the World Bank, the International Monetary Fund and the Bank for International Settlements.

Contact: Ian Harrison – Principal Tailrisk Economics

harrisonian52@gmail.com

Ph. 022 175 3669 04 384 857

The Golden Mile Economics

Assessment report: A review

Introduction and conclusions

This paper reviews the cost benefit analysis of Lets Get Wellington Moving's (LGWM) Golden Mile 'revitalisation' proposal. It is presented in the paper 'Economic Assessment of the Preferred Option' that was prepared by MRCagney (NZ) Ltd, an Auckland transportation consultancy.

Their conclusion was that the costs (capital and increased maintenance) were \$86 million and the present value of the benefits was \$399 million. The net benefit is \$313 and the benefit to cost ratio was 4.6.¹

This looks too good to be true, and it is. Our assessment of the benefits is \$75 million.

The LGWM benefits are substantially generated by a 'pedestrian realm' benefit. Pedestrians were assumed to be prepared to pay \$ 247 million just so they did not have to walk alongside cars on the Golden Mile. This was an absurd result. It assumed ,amongst other things, that people sitting outside a bar in Courtney Place would be prepared to pay \$15 an hour if cars where not using the street.

When we reviewed the Waka Kotahi modelling that MRCagney used to generate this number we found that it was not fit for purpose and should not have been used. We attempted to discuss the report with MRCagney. They refused.

On the other hand the street closures were estimated to cause almost no congestion. Each vehicle journey would take an average of only about three seconds longer.

Then there were a string of omissions, errors and optimistic assumptions that all generated positive outcomes for the project.

¹ The benefit cost ratio should have been measured by a gross basis. That is gross costs of \$106 million and gross benefits of \$419 million. This generates a benefit cost ratio of 3.95.

Once these and other issues are addressed a very different picture of the benefit cost ratio emerges. Our estimate is 0.38. The costs will exceed the benefits and the economic loss is \$ 121 million.

This is a significant outcome. The Wellington public has been told that this is a high quality project that will deliver a net benefit of over \$300 million. But that is simply untrue. MRCagney has delivered this result by understating congestion costs and relying on the flimsiest of analyses to pump its benefit numbers. Given our results LGWM should revisit its decision on the Golden Mile project.

Detailed review of the cost and benefit components

The following is a discussion of the components of the MRCagney cost benefit analysis, which are set out in figure one. Where we disagree with the MRCagney assessments we have provided our own estimates. Our full set of costs and benefits are set out in table two on page 15.

Figure one: MRCagney cost benefit analysis components

Cost/Benefit	Present value (\$m)
Costs	
Construction costs	\$80
Maintenance costs	\$6
Total costs	\$86
Benefits	
Car travel time impact	-\$20
Emission reduction benefit	\$17
Health benefit from mode shift	\$48
Public transport travel time impact	\$18
Public transport reliability impact	\$27
Pedestrian travel time impact	\$25
Pedestrian crash reduction benefit	\$37
Pedestrian realm benefit	\$247
Total benefits	\$399
Net benefits	\$313
Benefit-cost ratio	4.6

Capital

We have used the 95th percentile capital cost estimate rather than the mean estimate of \$80 million. Infrastructure builds have a propensity to experience escalating costs, so the 95th percentile estimate may be more realistic.

Cost of private travel time impact - \$20 million

The - \$20 million (a cost not a benefit) is the present value of the \$1.1 million annual private vehicle travel time costs caused by the road closures. The \$1.1 million was generated by multiplying the average number of vehicle journeys, pre and post the intervention, by the change in the average journey time and the cost of time. Working back from the \$1.1 million the average increase in journey times is under three seconds.²

However, when we reviewed the supporting documentation³ we found no mention of the \$20 million cost. The average increase in the journey time was 2 percent which equated to a present value cost of \$38 million when driving demand is adjusted for the impact of increased travel times, and \$78 million if demand is fixed. The reason for this low average increase in journey times is that most travel is unaffected and the increases are concentrated in a few routes. People travelling from and through Kelburn, Highbury and the Aro valley could face travel time increases of up to 50 percent.

The problem with the explanations of how the results were generated in the Economic report is that they do not appear to be internally consistent and consistent with the underlying modelling. Driving demand is expected to fall by about 10 percent. However, the assumed elasticity of travel with respect to journey time is - 0.7 which means that there should be a 14 percent increase in journey times.

The per journey time impact and the reduction in the number of journeys do not seem to jell. Why would 10 percent of car journeys be abandoned when the journey time has gone up by less than three seconds?. If the fall in demand estimate of 10 percent is correct then this would imply a travel time cost of \$500 - 600 million.

² \$1.1 million / \$20 hrly cost = 55,000 hrs. 55,000 x 3600 seconds / 70,000,000 journeys = 2.8 seconds. Note that some journeys in the area will not be affected by the street closures which would pull down the average, but under three seconds a still a very small effect.

³ Traffic Assessment Report October 2021

There is no explanation in the paper of why there is 10 percent reduction in journeys when the underlying model reports a 2 percent reduction. We recently attempted to get an explanation from MRCagney. They did not provide one.

There was a peer review of the economics report by Flow Transportation Specialists⁴ another consultancy. They did not spot the consistency issue we have raised. There was a lot of back and forth between the two consultancies on the traffic circulation modelling that ultimately drives the economics. These exchanges are too complex to recount here but it seems that the travel circulation model is somewhat hair triggered and that a modeller can generate a wide range of results depending on how key parameters are set.

Despite the consultants' discussions on the sensitivity of the results to assumptions there was **no** sensitivity testing of the private travel cost estimate in the economics paper. Sensitivity results were reported for most of the other modelling results. The lack of a sensitivity test means that the reader is not alerted to the possible risk of a blowout in congestion costs.

As it stands the costs benefit analysis reports that the Golden Mile streets can be closed off at almost no cost to private transportation. This does not appear to be robust. But what to replace it with? Starting with the Traffic Assessment report we have selected the mid-point between the reported estimates of \$38 million and \$78 million. There are several technical reasons justifying this more conservative approach, which are too complex to recount here. We have also made an adjustment for logistics and servicing costs. There has been a lot of feedback on these cost issues from the market but they were not mentioned, let alone an attempted made to estimate them.

Our total estimate is \$80 million, but there is a risk that it could be substantially higher.

Emission reduction benefits: \$17million

MRCagney's emission reduction model inputs, which are set out in our figure two (from their table 8), are driven by the 10 percent reduction in journeys noted above. As this reduction appears to be overstated by a factor of five a consistent application of the Traffic Assessment model reduces this to \$3.7 million. Further, in the emission modeling insufficient account appears to have been taken of the

⁴ Flow Transportation Specialist Let's Get Wellington Moving Peer Review of Golden Mile SSBC: Traffic Modelling and Economic Analysis September 2021

increasing share of electric vehicles in the fleet in the latter half of the estimation period. The estimates appear to be based on the 2038 fleet shares, when the electric car share is small, but by 2062 almost the entire electric fleet will be electric. Emission reductions due to electrification would have occurred without the Golden Mile changes so they should not be counted as project benefits.

Adjusting for the growth in the EV fleet reduces the emission benefit to about \$2.5 million.

Figure Two: MRCagney emission reduction impacts

Table 8 2038 vehicle emissions impacts

Emissions type	Change in vehicle kilometres travelled	Emissions rate (g/km)	Reduced emissions (tonnes)	2020 \$/tonne	Benefit
CO (carbon monoxide)	21,003,910	0.253	5.31	\$4.75	\$25
NOx (nitrogen oxides)		0.132	2.77	\$18,799	\$52,121
PM10 (brake & tyre)		0.023	0.483	\$529,014	\$255,561
CO2 (carbon dioxide)		178.7	3,753	\$178	\$668,105

Health benefit from mode shift: \$48 million

The health benefit is due to an assumed mode shift from cars to public transport. Twenty percent of the reduction in private vehicle trips is diverted to public transport. As per the discussion above this estimate is overstated by a factor of five.

The public transport journeys are assumed to have an associated 400 metre walking leg (to and from the public transport). A health benefit of \$4.58 per kilometre is applied to this 400 metres because it reduces inactivity and so increases life expectancy. The \$4.58 is based on Waka Kotahi advice, which, put bluntly, is wrong. The Kaka Kotahi policy paper⁵ actually explains why.

Over 80% of the total deaths related to diseases associated with physical inactivity in New Zealand occurred in the age group of people aged 65 years and above. Excluding people aged 65 years and above resulted in the total benefits being reduced by almost 90%.

Waka Kotahi did not adjust their analysis for the fact that the commuters who dominate public transport travel group will be 18-65 year-olds. The 'rationale' was that the original, 1991, study of the value of a statistical life in road accidents did not adjust for age. The death of a 90 year old is assumed is just as costly as the death of

⁵ HEALTH AND ACTIVE MODES IMPACTS A technical paper prepared for the Investment DecisionMaking

a 10 year old, which is at odds with all the analysis that uses the QALY (quality adjusted life years) metric. Being wrong historically is not a justification for continuing to be wrong.

Waka Kotahi appears to have been driven by a political imperative to boost the health 'co-benefits' of public transport rather than by sound economics.

Our conclusion is that the health benefits from the walking associated with public transport are overstated by a factor of about 10. When we further adjust for the overstatement of the reduction in the number of trips it is appropriate to set the health benefit at zero.

Public transport travel time benefits: \$18m

The public transport travel time benefit is an estimate of the value of travel time savings to public transport users because of faster journeys along the Golden Mile. We have used the MRCagney estimate. It is notable that the public travel time benefit, which are a major rationale for the Golden Mile project, is quite small and appears to be driven by improved scheduling rather than by the removal of private vehicles from the Golden Mile. These enhancements could presumably be secured without restricting private vehicle travel and removing car parks.

Public transport reliability benefits: \$27 million

The public transport reliability benefit is an estimate of the value of the improved reliability of public transport. The MRCagney estimate assumes that the benefit is a function of the reduced volatility of travel times but there is no justification for the calibration of this model. The \$27 million benefit looks to be excessive relative to the travel time benefit so we have reduced it to \$18 million.

Pedestrian travel time benefits: \$25 million

The travel time benefits for pedestrians come from removing signalised crossings on side streets along the corridor. These walking times savings estimates are probably overstated. Currently many pedestrians do not wait for the signal before crossing the lightly trafficked side streets. We have reduced the MRCagney estimate to \$20 million.

Pedestrian crash reduction benefit: \$37 million

There is no analysis behind the MRGagney crash reduction benefit estimate. They simply assumed that there would be a 70 percent reduction in accidents because cars would be banned from the streets (but not from cross streets). The only reasoning appears to be that this is as much as Waka Kotahi advice would permit.

MRCagney failed to specifically address the risks posed by buses. The bus/pedestrian accident data is readily available but it was systematically ignored in all of the Golden Mile papers.

We looked at Waka Kotahi public⁶ Crash Accident System (CAS) accident data ⁷for the Victoria to Willis St. section of Manners street and the Willis to Mercer Street leg. We found four serious and one fatal accident involving buses and pedestrians. None involved cars. On the whole length of Lambton Quay buses were responsible for three serious pedestrian accidents and cars, one.

The risk from buses could well increase if pedestrians become more inclined to walk in front of buses because there are no cars to remind them that they are on a road. This might have driven the recent spate of Manners Street accidents. And if there are more buses, and they are running faster, then the risks to pedestrians will further increase. Further, if there is a bus accident it is more likely to be severe or fatal. Cars are designed to allow a pedestrian to survive a lower speed collision. Buses are not.

Having regard to the above information we have assumed that accidents reduction benefits are reduced by about 75 percent to \$8 million.

Figure 3: MRCagney accident benefit inputs

Table 14 Summary of crash analysis and crash reduction benefit

Crash severity	Estimated total crashes (2011-2020)	Estimated reduced crashes (10 years)	Cost per crash (2020\$)	Do Minimum, annual cost of crashes	Option, annual cost of crashes	Annual benefit of crash reduction
Fatal	1	0.3	\$4,674,000	\$467,400	\$140,220	\$327,180
Serious	37.5	11.25	\$495,900	\$1,859,625	\$557,888	\$1,301,738
Minor	225	67.5	\$27,360	\$615,600	\$184,680	\$430,920
Non-injury	31.5	9.45	\$1,710	\$5,387	\$1,616	\$3,771
Total	295	88.5		\$2,948,012	\$884,403	\$2,063,608

Pedestrian realm benefits

The big benefit number is the ‘pedestrian realm’ benefit with a present value of \$247million. Explaining how ‘pedestrian realm’ benefits are generated is complicated, but the basic idea is that people value some walking environments more than other. This preference is valued and expressed in terms of: the change

⁶ Note that the public CAS site appears to understate the absolute number of accidents. However we have no reason to believe that the under reporting on this site is biased for/or against the reporting of serious bus/pedestrian accidents.

⁷ We focused on the deaths and serious injuries because together they dominate the loss data

in desirability of the environment; the time walked in that environment; and the value of time. For example, assume that there is an amenity or desirability premium of 20 percent; a 15 minute walk; and the value of time is \$20 per hour. The value to the walker is \$1= (0.20 x .25 x 20). These numbers are aggregated over time and across all walkers, to generate the benefit totals.

While urban amenities such as trees and shrubs are hard to value Waka Kotahi has had an attempt at it and has issued some initial guidance for 16 parameters. MRCagney used three of them. Trees or shrubs were given an amenity value of 0.20; seating .01; and the reduction of adjacent traffic volumes 0.05 per 1000 vehicles per day.

We have reviewed Waka Kotahi's supporting research paper⁸. The parameter estimates were generated from a review of the overseas literature and are a sample size weighted average of the relevant studies.

The MRCagney benefit results were almost entirely driven by the vehicle volume factor noted above. This is apparent in table two, which replicates the MRCagney presentation of the data. For example, walkers on the north side of Courtney Place are supposedly prepared to pay an uplift of 0.86 per hour of their time cost. Of this 0.79 is explained by the reduction in vehicle volumes of 16800. The remainder is presumably due to the odd additional seat and some plants. The 0.86 parameter means that the average walker would be prepared to pay \$3 - 4 a week for a carless walking environment on just that section of road.

On the other side of the street the willingness to pay factor is 0.66. It is hard to see why a positive number, let alone such a high one, can be justified. Pedestrians are 'protected' for most of the length of this stretch of pavement by a wide pedestrian plaza and parked cars.

The smallest uplift is for Manners street walkers at 0.05, which is driven by the traffic volume reduction from 2200 to 1100.

Anyone familiar with the streets of Wellington will know that these numbers do not make sense. We doubt if anyone would differentiate between Courtney place and Manners street in assessing the pleasantness of walking down the street. Indeed

⁸ Waka Kotahi
IMPACT ON URBAN AMENITY IN PEDESTRIAN ENVIRONMENTS A technical paper prepared for the Investment DecisionMaking Framework Review 11 MARCH 2020

Courtney Place is the entertainment centre of Wellington and thousands spend many hours sitting outdoor, mostly obvious to the passing traffic. The only annoyance for most are the buses, which will not be removed in the Golden Mile plan. And the idea that Courtney Place revellers would pay up to \$15 per hour for the car traffic to be removed, as this model implies, is fanciful.

The problem is that Waka Kotahi's per 1000 vehicle factor of 0.05 is not very robust. Of the contributing studies 60 percent had a positive value, and 40 percent a negative value, for the traffic reduction parameter. Waka Kotahi also noted:

some studies find that higher traffic volumes are positively valued, which may be due to confounding with other desirable attributes (such as slower speeds or retail main streets).

Obviously traffic speed matters. It is one thing to walk next to traffic travelling at 25kmh., and another when the speed is 70kmh. The type of traffic is another factor. Heavy trucks and buses are much more off putting than cars. Indeed, some people may even get a benefit from looking at the cars. It can the walk more interesting.

What this means is that a number of surrounding circumstances matter. An average figure from a host of foreign studies should not be used without an understanding of what is driving those results and a careful examination of the street scene where the local changes are to be applied. Unfortunately we were unable to examine the literature because Waka Kotahi did not provide the relevant references. Which is not an acceptable practice.

A further issue is that the 0.05 parameter estimate may just be an artifact of Waka Kotahi's data manipulations. The pedestrian environments attribute definitions varied between studies so they had to be put into standard units

For instance, values for traffic volumes were all restated in terms of WTP for a 1000 vehicle reduction in average annual daily traffic

And two studies were cited:

For instance, Sheldon et al (2006) report a value for the benefits pedestrians receive from lower traffic volumes, while Kelly et al (2006) report values for the disbenefits they receive from medium or heavy traffic, relative to low traffic volumes.

How you can get from a result expressed in terms of the difference between higher and lower traffic volumes to a parameter expressed per 1000 vehicles is not at all clear. It seems likely that Waka Kotahi just made the numbers up.

Our conclusion is that Waka Kotahi’s advice on the traffic volumes reduction benefit is not fit for purpose and should be withdrawn. We understand that MRCagney felt obliged to use Waka Kotahi ratio because this is a project that Waka Kotahi has a direct involvement in. This means that the economic analysis is not genuinely independent because the consultants have not exercised their own judgement. This has implications for the robustness of transport cost benefit analysis more generally. Waka Kotahi can manipulate outcomes, for essentially political purposes, by imposing its ‘advice’.

We have assigned a zero value to the pedestrian realm benefit. This is consistent with our informal survey of pedestrian preferences. We asked eight Wellingtonians what they would pay to have cars removed from the Northern section of Courtney Place. The answers were all zero. This may not be a statistically robust estimate but it is better than Waka Kotahi’s effort.

However, we have assumed that the \$8 million spent on streetscaping will provide an equivalent environmental value.

Table One: MRCagney Realm benefits and results

Segment	Lambton Q	Lambton Quay S. of Grey	Willis st	Manners	Courtny Plce.N of Tory	Courtny S.of Tory
Current state Tress	Lots of trees but most in the median 80%	Scattered 25%	Free coverge on half the sector 80% 3ast50% west	Street trees though the whole section 100%	Mostly in median 50 %	100%
Option	100%	0	25	25	60	70
Current state Plantings	10%	0	0	25	10	25
Option	60	0	25	25	60	70
Traffic volume	7500	3900	6400	2200	16800	8900
Buses	1100	1100	1100	1100	1100	1100
Willingness to pay for improvements	0.39 E 0.39 W	0.14 E 0.14 W	0.32 E 0.29 W	0.05 E 0.05 W	0.86 E 0.66 W	0.43 E 0.43 W
Traffic Volume impact on	0.37	0.14	0.27	.05	0.79 0.79	0.39

WTP						
Foot traffic	E 6300 W 9600	E 5600 W 17600	E 11800 W14400	E 3600 W2000	E 5100 W5000	E 6100 W5900

Description of the cost benefit analysis in the Business Case

The sources of the pedestrian realm benefits were misrepresented in the November 2021 Business Case document. They were presented as follows:

- *People walking to the Golden Mile due to more seating being available*
- *People walking further because they enjoy walking along routes with trees / plantings on or adjacent to the footpath*
- *People walking further because there will be significantly fewer PMVs (Private motor vehicles to avoid on the route, and*
- *People are willing to walk further for improved footpath capacity*

This gives the impression that there were a range of benefits, when, as we have seen, they are almost all driven by the fall in vehicle numbers. There were no calculated benefits from increased footpath capacity at all, and the seating and trees/planting benefits were very small.

Lost car parks

We understand that about 150 car parks will be lost. These have an opportunity cost which MRCagny simply ignores. We have assigned a value of \$100,000 per park for a total cost of \$15 million

Non-monetised benefits

The non-monetised benefits were identified as:

- Benefits to cyclists
- Footpath widening benefit
- Public realm benefits

Benefits to cyclists were assumed to be small.

The discussion on footpath widening benefits(to reduce excessive crowding) admits that based on Waka Kotahi advice, the quantitative evidence is that Golden Mile footpaths are nowhere near being crowded.

However, MRCagney tried to salvage something for footpath widening (which accounts for a major part of the capital cost of the project), even if it didn't make it into the formal cost benefit analysis.

Although the quantitative evidence is unclear (not true the evidence was clear) as to the extent and scale of footpath crowding, there is clear anecdotal evidence of this along the corridor, particularly when there are huge crowds waiting at bus stops or where there is lots of street furniture reducing the effective width of the footpath. The preferred option for the Golden Mile increases the footpath widths along most of the Golden Mile which will have associated benefits although these are not quantified here. Previous work (in the Economic Assessment of Short List Options for MCA, January 2021) estimated that annual benefits from pedestrian widening could be as great as \$600,000- \$750,000 with present value benefits potentially reaching \$17m.

We have not been able to find the earlier economic assessment but it appears that the crowding is limited to a few areas of Lambton Quay and Willis Street. There can be some congestion in late night Courtney place but this is probably a plus. It brings more energy to the area.

Public realm benefits

The 'public realm' benefit described in the Business Case document is a 75 percent increase in 'the public realm' space. It is not clear how this 75 percent increase was calculated. This increase generates:

- *Increased composition (e.g. character): side street closures will encourage people to spend more time on Courtenay Place and Lambton Quay*
- *Improved comfort (e.g. habitable areas): there will be opportunities to make greater use of available sun light in public spaces on Courtenay Place and Lambton Quay. Safety perceptions will improve as there will be greater separation from vehicles*
- *Improved connectedness (e.g. ease of access across): access will improve through removal of PMVs and reduced traffic lanes on Lambton Quay, Courtenay Place and Willis Street, and increased activation space for retailers / hospitality: this space can be utilised for trade on Lambton Quay and Courtenay Place.*

Most of this is just unsupported assertion. Courtney Place already has plenty of outdoor spaces that are not intensively used. There is no evidence from the relevant businesses that they will be attracted to invest into these new spaces or any evidence that businesses were even approached. The sole benefit appears to be that a few bar and restaurant owners will be able to extend further into the Courtney Place payment. The value of this could have been assessed by calculating

the rents for what would become private space. And stopping private vehicle access to the Golden Mile streets will obviously not improve access for many people.

We are aware that the Council has been approaching businesses in Dixon street to give them free access to former parking spaces to extend their outside restaurant space. There is a significant cost in terms of forgone parking revenue.

Summary of costs and benefits

A summary of our cost and benefit estimates is set out in table two. The benefit/cost ratio is 0.38, and the net economic loss is \$121 million.

This a significant outcome. The Wellington public has been told that this is a high quality project that will deliver a net benefit of over \$300 million. But that is simply untrue. MRCagney has delivered this result by basically ignoring possible congestion costs and often relying on the flimsiest of analyses to pump its benefit numbers.

Given our results LGWM should revisit its analysis of the Golden Mile project

Table two: Tailrisk Cost benefit assessments

Costs	Present value \$'m
Construction costs	95
Maintenance costs	6
Car travel time	80
Loss of car parks	15
Total	196
Benefits	
Emission reduction benefit	3
Health Benefit from model shift	0
Public transport travel time	18
Public transport reliability	18
Pedestrian travel time	20
Pedestrian crash reduction benefit	8
Pedestrian realm	8
Total	75
Cost benefit ratio	0.38
NPV	-121

Cranfields

2.1 Ramallah Friendly City Motion

Joanna Moss

WCC Meeting: 29 June 2023

Why the Council Must say NO

- Not established the case: Which entity? Or Why?
- Q&A Session showed NO experience in International Relations – harming existing ones
- Going against WCC & MFAT advice
- Policy must demonstrate stability & longevity
- Favouritism: Pitting communities & Ire to WCC
- *From the River to the Sea* annihilation fears
- Anti-ANZAC



Getting to know Ramallah City.



City Hall & the Municipal Fountain



Ramallah Festival of Contemporary Dance





Mahmoud Darwish Museum





The SnowBar Beergarden



Mayor Issa
Kassis



Ramallah Partnership Agreement



Keeping Ramallah clean & finding homes for stray dogs





Meeting of Ramallah City Council

2025 Resilience Strategy

"We are optimistic,
sustainable, inclusive,
proud of our culture and
in control of our own
destiny".