

13 December 2024

File Ref: OIAPR-1274023063-33261

By email: [REDACTED]@taxpayers.org.nz

Tēnā koe [REDACTED]

Request for information 2024-302

I refer to your request, dated 1 November 2024, to Wellington City Council, which was transferred to Greater Wellington on 20 November 2024. You have requested the following official information:

- “1. A breakdown of all costs incurred for the installation of bus shelters across the Golden Mile, including but not limited to:*
- a. Materials and construction*
 - b. Labour costs*
 - c. Permits and regulatory compliance*
 - d. Any other relevant expenses*
- 2. The total cost and details of any consultancy firms or design contractors engaged for this project, including:*
- a. Names of firms or contractors*
 - b. Total fees paid to each contractor*
 - c. Descriptions of services rendered by these contractors*
- 3. Any available data on the costs related to ongoing maintenance, repairs, or updates of the bus shelters since installation.”*

Greater Wellington’s response follows:

Background

The Let’s Get Wellington Moving (LGWM) Programme was a joint transport initiative between Wellington City Council (WCC), Greater Wellington and the NZ Transport Agency – Waka Kotahi (NZTA). It was announced in May 2019 and sought to make major investments over 20 years in mass rapid transit, walking and cycling, public transport and state highway improvements in Wellington City.

In December 2023, the Government, WCC and Greater Wellington agreed to dissolve the programme. It was also agreed that:

- further work to implement the Golden Mile project and the Thorndon Quay to Hutt Road project will be led by WCC
- further work on the Basin Reserve and Mount Victoria Tunnel options will be led by NZTA
- investment in core North-South, East-West and Harbour Quays' bus corridors was a key priority of LGWM and continues to be a key priority for Wellington.

The LGWM Programme produced roading and landscaping designs for the Golden Mile project that included a consolidation of bus stops along the public transport corridor. The intention was for fewer bus stops that could accommodate more buses and patrons. These roading and landscaping designs meant the standard Metlink bus shelters would not be adequate for larger numbers of patrons and would potentially present safety issues to pedestrians on a busy footpath.

The LGWM Programme Governance determined the design and construction of bus shelters along the Golden Mile was not part of its programme scope. As a result, Greater Wellington (Metlink) engaged the LGWM consultant engineers (Stantec) to produce a modular design for high-capacity bus shelters that would align with LGWM landscape designs, and that would be flexible enough to be adjusted to fit the above ground and below ground spatial restrictions of each location.

Above ground restrictions:

Each shelter needed to be designed to meet specific requirements, depending on the architecture of surrounding buildings and/or the physical environment on which they will be erected. For example, the shelter in Cuba/Manners Street will sit in front of a heritage building and must meet specific resource consent requirements. Other shelters will be in front of buildings that will limit the size of the shelter. In some locations, shelters will require open designs to facilitate the flow of pedestrians and/or for safety reasons.

Below ground restrictions:

The streets that make up the Golden Mile have many underground services (power, data, water, wastewater etc) that restrict the ability to install conventional concrete foundations for bus shelters. A large part of the design costs is from civil and structural engineers designing a modular vertical pile foundation system that can be adapted and implemented at various locations to avoid hitting existing underground services.

Part two

For part two of your request, please refer to the attached excel sheet (**Attachment 1**), which details design and procurement costs for the above-described work.

Parts one and three

For parts one and three of your request, no bus shelters have been fabricated or installed across the Golden Mile. As a result, there are no construction, maintenance or similar cost information held. Therefore, these parts of your request are refused under section 17(g)(i) of the Act, that the information requested is not held by the local authority and the person dealing with the request has no grounds for believing that the information is held by another local authority or a department or Minister of the Crown or organisation.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Please note that it is our policy to proactively release our responses to official information requests where appropriate. Our response to your request will be published shortly on Greater Wellington's website with your personal information removed.

Nāku iti noa, nā



Samantha Gain

Kaiwhakahaere Matua Waka-ā-atea | Group Manager Metlink