



27 November 2023

██████████
████████████████████

REF: OIA-14011

Dear ██████████

Request made under the Official Information Act 1982

Thank you for your email of 4 November 2023 requesting information under the Official Information Act 1982 (the Act). I have numbered your requests for ease of reference and will address them in turn below.

1. Current buildings occupied

The Let's Get Wellington Moving (LGWM) programme has occupied office space on Level 7 of the Majestic Centre at 100 Willis Street since May 2023.

2. Rents paid

Annual rental costs of LGWM office space from the 2019/20 to 2021/22 financial years are publicly available on page 39 of the following document: https://www.parliament.nz/resource/en-NZ/53SCTI_EVI_116640_TI2301/8086071905b0413a0c7a58c7a61ecde9c2abe829.

In addition to this, the rental costs for 2022/23 and 2023/34 are as follows:

- 2022/23: \$296,909
- 2023/34: \$168,023

3. Number of employees with salaries and wages paid

LGWM is a large and complex infrastructure, travel behaviour change and urban development programme. The programme requires extensive skills and experience in a number of technical disciplines including transport planning, design and delivery, programme management, governance, risk and assurance, consenting, finance, urban development, communications and engagement.

As at 31 October 2023 (the latest monthly figure available), LGWM has 40 permanent and fixed term FTEs, with a total annual cost of \$6.7 million.



4. Amounts paid to consultants in the period since your inception

The total spend on consultants from 2015/16 to 31 August 2023 is publicly available at:
<https://www.nzta.govt.nz/assets/About-us/docs/oia2-2023/oia-13671-response-letter.pdf>.

In addition to this, LGWM has spent \$393,488 on consultants in September 2023 (the latest monthly figure available).

5. Costs apportioned to the Wellington City Council, Greater Wellington Regional Council and the Government

From 1 July 2015 to 31 October 2023 (the latest monthly figure available), LGWM has spent \$159.1 million in total. This is broken down by organisation as follows:

- Waka Kotahi NZ Transport Agency: \$97.3 million
- Wellington City Council (WCC): \$38.7 million
- Greater Wellington Regional Council (GWRC): \$23.1 million

Costs for LGWM are shared by Waka Kotahi, WCC and GWRC. From July 2019, the split of costs is based on the interim funding share in schedule 5 of the 2020 Relationship and Funding agreement, available at: <https://lgwm-prod-public.s3.ap-southeast-2.amazonaws.com/public/Documents/Lets-Get-Wellington-Moving-Relationship-and-Funding-Agreement.pdf>.

6. What was actually delivered for the money

LGWM was designed to deliver a series of projects in two large programmes of work (Transitional and Transformational Programmes), which combine transport infrastructure with urban development objectives. Progress of each programme to date is set out below:

- Transitional Programme
 - Implemented safer speeds in the central city and on State Highway 1 (SH1) east of Mt Victoria to make our streets safer for everyone.
 - Completed construction of a new safe crossing on SH1 Cobham Drive.
 - Completed intersection upgrades on Stout Street, Vivian Street and the Waterfront Quays to make the central city safer and easier to get around for pedestrians.
 - Started construction on a new roundabout on Aotea Quay to improve access to the port and ferry terminal from the motorway.
 - Completed planning, design and engineering on the Golden Mile transformation and Thorndon Quay and Hutt Road (TQHR) improvements to improve bus reliability, walking and cycling. Underground investigation works to inform and finalise construction plans have been completed and we have received partner approval and funding to start construction.
 - Changed on-street parking on Thorndon Quay from angled to parallel to improve safety for all users.
 - Developing bus priority, cycling, walking and amenity improvements on key corridors connecting suburban centres with the central city under our People-friendly City Streets programme.

- Transformational Programme
 - Completed significant engineering, technical transport planning and initial design work, and achieved partner agreement on the LGWM preferred programme. This includes mass rapid transit from the railway station to Island Bay, an extra Mt Victoria Tunnel, an enhanced bus priority to Miramar and the airport, and improvements at the Basin Reserve/Arras Tunnel.
 - Achieved technical consensus on a potential solution to improve access to and around the Basin Reserve by separating north-south and east-west traffic and improving the area for people no matter how they get around.
 - Developing a comprehensive underground utility model to help mitigate future delays, reduce accidental utilities strikes, and inform planning and construction for our major projects.

In line with Waka Kotahi policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with LGWM, please contact the Official Correspondence team by email to info@lgwm.nz.

Yours sincerely



Sarah Gardner
Programme Director