

21 September 2017

Mr Angus Barclay

By email to: [fyi-request-6456-dfc8dd94@requests.fyi.org.nz](mailto:fyi-request-6456-dfc8dd94@requests.fyi.org.nz)

Dear Mr Barclay

### Clarification of previous response, dated 8 September 2017

Thank you for your request made under the Local Government Official Information and Meetings Act 1987 (the Act), received on 21 August 2017. You requested the following information:

*...any and all reports about the relative safety of motorcycling that Mr Spence and/or the WCC have used in coming their reported conclusions about motorcycle safety.*

*...which clauses of which Act, Regulation, Order or other legislative instrument Mr Spence and/or the WCC have used in deciding to exclude an identified group of transport users, who are also an affected community, from planning about transport?*

Firstly, I would like to apologise that the initial response to your request on 8 September 2017 did not fully address your questions. The response also stated that the news article you referred to “selectively and inaccurately used the contents of an internal email which was incorrectly sent to them”. This statement was incorrect and we would like to publically amend our response.

In response to the first part of your request, the Council referred to the *Safer Journey Strategy* (Page 37), which is publicly available on the following website.

<http://www.saferjourneys.govt.nz/about-safer-journeys/strategy-2010-2020/>

In response to the second part of your request, the Council has not excluded motorcyclists from its transport planning process and as such I am unable to refer you to a legislative instrument you have requested.

The Council undertook two separate rounds of consultation and engagement for the Wellington Urban Growth Plan (WUGP). These ran from 16 September to 13 October 2014, and from 13 March to 17 April 2015. All groups were treated equally and were given the same opportunity as any other group to make submissions.

As the WUGP is not a bylaw, or part of the Long Term Plan (LTP) requirements, we did not initially need to go through formal engagement processes under the Local Government Act. It followed a standard engagement process, with information published in local newspapers and on the Council website, and was available in the libraries.

However, the second round of consultation aligned with the LTP process in 2015. As such, it was included on the consultation website and was able to be discussed at LTP hearings.

Motorcyclists (along with any other group) were, and are able to make submissions on any consultation documents concerning transport planning in Wellington.

Thank you again for your request. I trust this information is of assistance to you.

Regards,

Yours sincerely

A handwritten signature in black ink, appearing to be 'Chris Brown', written in a cursive style.

Chris Brown  
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