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Committee Strategy and Policy Committee
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General Managers' report to the Strategy and Policy Committee 1 April 2014

1. Purpose

To inform the Committee of Greater Wellington Regional Council's (GWRC's) activities relating to the Committee's areas of responsibility.

2. Environment Management

2.1 Roads of National significance (RoNs) Project

A project team is currently being established to work full-time on the RoNs Project. This is a fixed term arrangement (2 years) to undertake consenting and compliance monitoring associated with RoNs implementation work and post Board of Inquiry (BOI) consenting. The team is in addition to the overall work associated with ongoing BOI consenting.

The main driver for the establishment of the project team is implementation work associated with Transmission Gully (TG) under the Public Private Partnership (PPP) driven by the New Zealand Transport Agency (NZTA) and the TG preferred bidder, Wellington Gateway Partnership (WGP). Work will entail management plan assessment and approval work towards full construction starting in early 2015. The programme also includes Mackays to Peka Peka implementation which is currently in its early stages.

Project team costs are largely recovered from direct charges to NZTA/WGP for consenting and compliance work, as well as costs of team establishment, administration and support.

2.2 Parks

NZTA has agreed to fully fund development of the proposed cycleway through Queen Elizabeth Park. GWRC and Kapiti Coast District Council will deliver the project with a target completion date of 30 June 2015. This is an excellent outcome, which will improve the access from Poplar Ave and cross some of the northern farmland which has previously been closed to the public.

The Akatarawa Recreation Access Committee (ARAC) has received a \$20,500 grant from Transpower to upgrade the area around the Orange Hut. The Parks Department fully supported their application, providing a concept design and relevant information about the area and its use.

Recent upgrades to roads, vegetation cutbacks and controlled blasting in the Rock Garden area led to excellent feedback from organisers of the Karapoti Classic, who said it had been the best event since 2008.

At East Harbour, Parks staff escorted representatives of the Eastbourne community and local groups on a walkover of the new track alignment from Muritai Park to the main ridge. Following consideration of all the feedback, we will delay track construction to a later year and focus on answering questions and building community understanding of the issues.

At Belmont Regional Park, the pine forest logging has been completed and accounts finalised. The reinvestment programme will start once totals have been confirmed. Due to the storm events of 2013, the income will not be as high as we had hoped, but we will be able to complete the large projects envisaged and some of the smaller works.

2.3 Whaitua (catchment committee) operation and establishment

2.3.1 Ruamahanga Whaitua Committee

The Council confirmed the membership of the Ruamahanga Whaitua Committee at its meeting on 12 December 2013. The Ruamahanga Whaitua Committee had its inaugural meeting on 3 February 2014, at Te Ore Ore marae. This was attended by GWRC councillors, mayors of the territorial authorities of the whaitua, and kaumatua from Kahungunu ki Wairarapa and Rangitāne. The Committee has since had two fieldtrips, one around Wairarapa Moana and the other traversing a cross-section of the Ruamahanga Whaitua from Mangatarere to Gladstone.

The Ruamahanga Whaitua Committee starts its programme of meetings on 24 March, with ongoing meetings occurring approximately every 6 weeks. The Ruamahanga Whaitua Committee will discuss how it will engage with the wider community at an early stage in its programme.

2.3.2 Wellington Harbour/Hutt Valley Whaitua Committee

Preliminary planning work has been undertaken to prepare for the formation of the Wellington Harbour/Hutt Valley Whaitua Committee. At present, discussions are being held with our partners and key stakeholder organisations regarding the whaitua process and the drafting of a Terms of Reference for the Committee. The anticipated timing is for the Terms of Reference to be

approved and the selection process for community Committee members to be underway by the middle of 2014, with the first meeting being held in September/October 2014.

2.3.3 Porirua Harbour Whaitua Committee

There is an opportunity to capitalise on community momentum of the Porirua Harbour Strategy work and bring the Porirua Whaitua process forward, possibly starting in early 2015, which Porirua City Council is supportive of. However, this timing would require the management of three whaitua processes at the same time and additional resources to undertake this work. Additional resources could be sourced or funded by our partners, namely the city councils, and possibly central government and Crown Research Institutes. A number of mechanisms to manage the additional work are also possible, including secondments of staff and consultancy services. We are undertaking preliminary discussions with a number of agencies to gauge their willingness to partner in this process.

2.3.4 Kapiti Coast and Wairarapa Coast Whaitua Committees

The proposed timing of establishment for these two whaitua committees has not changed. That is; Kapiti Coast Whaitua Committee is scheduled to be established in 2017, and Wairarapa Coast Whaitua Committee is scheduled to be established in 2020.

2.4 Regional Natural Hazard Strategy

As part of the review of the regional plans, GWRC is proposing the development of a regionally coordinated hazards strategy. The strategy will establish a regional framework for integrated and coordinated natural hazard management planning, covering both Long Term Plan and regional and district plan responses. Its development will also be integrated with the Wellington Region Civil Defence Group Plan prepared by WREMO. The strategy is driven by the regional planning managers group and with reporting and oversight to the Coordinating Executive Group (CEG) of WREMO.

Currently, a communications strategy is being finalised in the lead up to the release of a Request for Proposals (RFP). The RFP will seek interested parties to undertake the development of the strategy. A political spokesperson and sponsor is being sought prior to the RFP release. This should be finalised in the following few weeks. The RFP will be advertised on the Government Electronic Tender Website (GETS), on the websites of the participating councils, and the Dominion Post. In addition, letters will be sent to suitable consultancy groups inviting them to submit a proposal.

3. Catchment Management

3.1 Flood Protection

Finalising the purchase of land at Woollen Mills Point and communicating with the other affected landowners has been completed. Flood Protection is now setting up an information evening for residents of the immediate area who are not directly affected.

The inaugural meeting of the Te Kāuru Upper Ruamahanga River Floodplain Management Plan Subcommittee has been scheduled for 15 April 2014. This first meeting will include the provision of background information and setting out the work of the Subcommittee for the coming year.

Work has also progressed on the Pinehaven Flood Management Plan to the point that a preferred combination of options is being recommended to the Hutt Valley Flood Management Subcommittee for approval.

3.2 Biosecurity

3.2.1 Kaitoke/Hutt River Catchment Aerial 1080 Operation

Biosecurity has held initial stakeholder meetings for the proposed Kaitoke/Hutt River Catchment aerial 1080 operation planned for winter of this year. Consultation has begun with adjoining landowners and user groups. A press release has also gone out to local Hutt Valley newspapers. This operation has been undertaken before but continues to attract considerable publicity, principally due to the high recreational use of the Hutt River and the associated risk to dogs. A number of best practice operating procedures are in place for this operation to minimise risk to the public and domestic pets.

3.3 Land Management

3.3.1 Wellington Regional Erosion Control Initiative (WRECI) Hill Country Erosion Control Funding

The funding agreement for 2013/14 has been signed off with the Ministry for Primary Industries (MPI). A new funding application for 2014/15 and beyond is due to MPI by December 2014. The new agreement is likely to impose considerable more costs, focused on measuring environmental outcomes to prove the benefits of the investment.

3.4 Wairarapa Moana

3.4.1 Wairarapa Moana Fresh Start Cleanup Fund Project

Approved applications for on-farm work components of the project have resulted in the total budgeted expenditure (\$1.12M) for 2013/14 being taken up. However, because of timing issues it is unlikely that the total budget will be spent this financial year. For example, the majority of the riparian planting components will not occur until the spring of this year. As a consequence, a reserve will be necessary to carry over the GWRC component of the funding to the 2014/15 financial year.

4. Strategy and Community Engagement

4.1 Regional Transport Planning

The Regional Transport Committee considered the report of the Wellington Public Transport Spine Options Hearing Subcommittee and accepted the recommendations at its meeting on 4 March 2014. Bus Rapid Transit was confirmed as the future option. The implementation of this project is the responsibility of the three project partners (GWRC, Wellington City Council and the NZTA), working under a joint management and governance arrangement. Each organisation will be developing a work programme, this

will be considered as part of the 2014/15 Annual Plan and 2015-2025 Long Term Plan processes.

The development of the Regional Land Transport Plan is well underway, with the aim of developing a draft policy framework by August 2014 for targeted stakeholder consultation and a draft Plan for public consultation by December 2014. The Regional Transport Committee considered a number of elements of the new plan at its last meeting including a draft framework for targets to 2025. As further work advances, regular progress reports will be provided to Council.

The Basin Bridge Board of Inquiry has been progressing over the last few weeks. Council officers have provided evidence to the Inquiry on transport planning matters. Some of the key issues the Board is considering are how the proposal provides for existing public transport and how it enables future Bus Rapid Transit.

4.2 Sustainable Transport

The Active a2b programme, which supports people to take up walking or cycling to work, attracted 1132 participants in 2014. This is slightly down on the previous year. The number of workplaces that participated was 75. The programme was developed with support from our health partners Regional Public Health, Compass Health and the Cancer Society. A full evaluation of this year's programme will be completed in May and a comprehensive evaluation of the behaviour change benefits of the programme is underway with the assistance of the Research Trust of Victoria University.

As part of Active a2b this year, a new active transport challenge was developed entitled a2bGO! Previously this was known as Streets Alive. This was a four week commuting challenge where teams of four logged any walks or bike rides that were for commuting purposes. The winning team was from the Inland Revenue Department. Nearly 320 people took part.

4.3 Spatial Planning

GWRC is leading a shared service project on spatial planning. Following a workshop with officers from all of the territorial authorities in the region a report was prepared for the Chief Executives Forum exploring the role, benefits and challenges of regional spatial planning and presenting the broad options for a regional spatial planning process in the Wellington region.

The paper will now be presented to the Mayoral forum. In the meantime, the Chief Executives have asked that officers develop further detail on the likely process and costs associated with developing a fully integrated spatial plan.

4.4 Greenhouse Gas Inventory

A draft Wellington Region Greenhouse Gas Inventory has been received from URS Consultants. The Inventory was commissioned by a consortium of councils in the region, and includes results for the Wellington region and each of the cities and districts.

The next step is for the report to be finalised and publicly released.

5. Public Transport

5.1 Hutt Valley Public Transport Review

The Hutt Valley Public Transport Review (the Review) commenced in March 2014 and recommendations from the study will be put forward to the Committee by the end of 2014.

The Review will be focused on fine-tuning current services at an operational level. It is cost neutral and based on current and future budgets. This means that any additional investment in new services will be funded by reduction or termination of poorly used services.

Consultation with key stakeholders and the local community will be a cornerstone of the review. This communication will include briefings to Hutt City Council, Upper Hutt City Council and their various applicable committees.

High level dates for key tasks are:

Key Task	Key Date
Media release introducing the review	March 2014
GWRC Councillor update via General Managers' Report to Strategy and Policy Committee	April 2014
GWRC Councillor Introduction of the Review at Community Committee meetings	April 2014
User surveys on bus/rail	March/April 2014
GWRC Councillor update via Report to Strategy and Policy Committee	May 2014
Hutt City/Upper Hutt City briefing to Community Committees and Council Committees	July/August 2014
Targeted community consultation	July/August 2014
Hutt City/Upper Hutt City briefing to Community Committees and Council Committees	September/October 2014
GWRC Councillor update via General Managers' Report to Strategy and Policy Committee	October 2014
Final report and recommendations	November 2014
Report to Strategy and Policy Committee	December 2014

Whilst minor timetable reliability and operational improvements recommendations may be introduced during the year following the review, any more significant changes or recommendations will be implemented in

conjunction with the new Public Transport Operating Model Unit contracts. The Hutt Valley Unit contracts are expected to commence from mid-2017.

5.2 Real Time Information (RTI)

A significant deterioration in an important measure of RTI system performance; the proportion of services registered or 'tracked' by the system, became evident in late 2013 on bus services provided by two operators. Other bus operators and rail services were unaffected. The impact of this was for scheduled times, rather than real time information, to be displayed on RTI signs and the Metlink website.

In-depth investigation by the system supplier eventually identified the cause as the failure of memory cards installed in bus equipment, as a result of their design life being utilised sooner than anticipated. An intensive replacement programme at the supplier's cost has progressively restored performance to acceptable levels with, on average, 95% of services being tracked by the system. The preventive maintenance programme has been adapted to avoid future recurrence. To be clear, the problem was caused by a failure of the RTI system itself and was not related to the bus operators affected.

The first phase of the delayed display sign installation programme in Wellington CBD (between the railway station and Courtenay Place), was commissioned in January 2014. Construction of the second phase began in early March and will be completed before the end of the financial year. The 14 display signs serving the busiest bus stops in the region are custom-designed and much larger than the standard display, and have so far been well received.

6. Water Supply

A GNS report on the resilience of the Waterloo wellfield has prompted more investigation into the local geology in order to better understand the possible failure mechanisms, and resulting damage to wells and pipework, in the event of a Wellington fault movement.

Work is continuing to determine the feasibility of two emergency Water Supply projects; a cross harbour pipeline and storage lake north of Wellington city. The results of this work will feed into a resilience strategy targeted for completion in June.

7. The decision-making process and significance

No decision is being sought in this report.

8. Recommendations

That the Committee:

- 1. Receives the report.*
- 2. Notes the content of the report.*

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