

## By Email

28 August 2025

Judge L J Newhook  
Chief Freshwater Commissioner  
[newhook@courts.govt.nz](mailto:newhook@courts.govt.nz)

Tēnā koe Judge,

### **Proposed Plan Change 1 to the Natural Resources Plan - request for extension to timeframes and acceptance of a variation**

#### **Our request on decisions**

Greater Wellington Regional Council (**GWRC**) is writing to seek two decisions from the Chief Freshwater Commissioner in respect of the Freshwater Planning Instrument (**FPI**) component of Proposed Plan Change 1 to the Natural Resources Plan (**PC1**). They are a decision to:

- 1) grant a 12-month extension to the timeframe for the Freshwater Hearings Panel's recommendation to GWRC on the FPI component of PC1;<sup>1</sup> and
- 2) accept a variation to the FPI component of PC1.<sup>2</sup>

Given PC1 is in part a FPI and in part a standard First Schedule plan change (ie, following the process set out in Part 1 of Schedule 1 to the Resource Management Act 1991 (**RMA**)) additional, but related, decisions are being sought concurrently from the Minister for the Environment (the **Minister**) to enable the freshwater variation to be notified<sup>3</sup> and an extension to PC1 decision making timeframes of the non-FPI component of PC1<sup>4</sup>.

The background to PC1, the necessity for the above decisions, and the basis on which they are sought are outlined below.

GWRC is happy to discuss the decisions sought and the content of this request with the Chief Freshwater Commissioner. Contact is best directed to Fathima Iftikar and Will Syben.

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<sup>1</sup> Clauses 47, 51 and 52 of Schedule 1 to the RMA.

<sup>2</sup> Clause 53 of Schedule 1 to the RMA.

<sup>3</sup> Section 80A(4A), (4B) and clause 42 of Schedule 12 to the RMA.

<sup>4</sup> Clause 10A of Schedule 1 to the RMA.

## Overview of Proposed Plan Change 1 to the Natural Resources Plan (PC1)

PC 1 was notified on 30 October 2023.<sup>5</sup> From the date of notification, all rules within PC1 had immediate legal effect under section 86B of the RMA.

PC1 was developed to give effect to the National Policy Statement for Freshwater Management 2020 (**NPS-FM**). It implements the National Objectives Framework (**NOF**), including by setting numeric, measurable and timebound targets for the health of waterways in Te Awarua-o-Porirua Whaitua and Whaitua Te Whanganui-a-Tara (this is two (Porirua and Wellington) of the five whaitua areas within the Wellington Region). These targets were informed by the Whaitua Implementation Programmes (**WIPs**) and mana whenua statements recommended to GWRC by Te Rūnanga o Toa Rangatira and Taranaki Whānui ki Te Upoko o Te Ika and the Whaitua Committees for these catchments. Those targets are then implemented through a suite of provisions and rules that provide limits on resource use through land-use controls, input controls and output controls.

Both the WIPs and PC1 processes give effect to the NPS-FM in a way that is evidence-based and shaped by community voices. The intent of the Whaitua programme in the Wellington Region was to develop “community-led visions for our wai (water) and how we can get there”, by delivering recommendations to GWRC through WIPs.

Following notification and receipt of submissions, hearings for PC1 commenced on 4 November 2024. The hearings were split into five topics. Each topic was to be heard sequentially, with recommendations issued by the Freshwater Hearings Panel and Independent Hearing Panel<sup>6</sup> to GWRC at the completion of the hearing process for all topics. To date, three of the scheduled topics have completed the hearing process. Hearing topic 4, which was to address stormwater, wastewater, allocation and discharges to water provisions, was scheduled to commence in August 2025.

Following announcements made on 29 May 2025 by the Government as to its National Direction Package (which included a consultation document on the options to amend the NPS-FM) Hearing Stream 4 was vacated by the Panels on 13 June 2025. It was vacated at GWRC's request, while GWRC considered the implications of the government consultation document. GWRC subsequently decided, at a meeting on 26 June 2025, to pause PC1 until GWRC has enough confidence in government direction to proceed with PC1<sup>7</sup>. It is anticipated that PC1 can recommence either when the new/amended NPS-FM is gazetted or when GWRC has sufficient certainty to otherwise proceed if the NPS-FM is delayed.

Given PC1 was publicly notified on 30 October 2023, under Schedule 1, clause 51, the Freshwater Hearings Panel's recommendations must be provided to GWRC on or before 2

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<sup>5</sup> Before announcements by the Government to replace the National Policy Statement for Freshwater Management (**NPS-FM**) 2020.

<sup>6</sup> Two separate Panels, with common membership.

<sup>7</sup> [Unconfirmed-Public-minutes-of-the-Council-meeting-on-26-June-2025.pdf](#)

September 2025, being no later than 40 working days prior to the date 2 years after notification of the change. There is no fixed statutory timeframe for GWRC's decisions on those recommendations that needs to be extended, as it moves with the date the Freshwater Hearings Panel's recommendations are received.<sup>8</sup> Given the above pause, and additional matters set out below, the PC1 hearings will not be completed in time for the Freshwater Hearings Panel to meet this deadline. A 12-month extension is accordingly being sought from the Chief Freshwater Commissioner under clause 47 of Schedule 1 to the RMA.

In addition, under clause 10(4)(a) of Schedule 1 to the RMA, GWRC is required to give its decision on non-FPI component of PC1, no later than 30 October 2025. GWRC is also unable to meet that date and has, concurrently to this request, sought an extension from the Minister to that timeframe under clause 10A of Schedule 1 to the RMA.

GWRC's legal advice is that nothing in the Resource Management (Consenting and Other System Changes) Amendment Bill (which was passed into law on 14 August 2025) impacts on the two decisions sought in this letter.

## **DECISION 1: EXTENSION TO DECISION MAKING TIMEFRAME FOR PC1**

### **Process for seeking an extension**

For the FPI component of PC1, under clause 47 of Schedule 1 to the RMA, GWRC (or the Chairperson of the Freshwater Hearings Panel) may request an extension of the timeframe for the recommendation report being provided to GWRC. In applying for the extension, GWRC must state why the extension is sought, the proposed timeframe, and how GWRC intends to meet the proposed timeframe.

The Chief Freshwater Commissioner may decline, fully accept (including the proposed timeframe), or partially accept the request and determine a different timeframe.<sup>9</sup> While an extension may be granted more than once (including in respect of the same provision),<sup>10</sup> the total period of any extension must not exceed 12 months.<sup>11</sup>

GWRC has considered the impact of the extension and determined that proceeding with the extension is both required, and will result in the best outcomes for PC1, those who may be directly affected by an extension (being submitters, others involved in the process and plan users) and the community. The timeframe sought is not considered to amount to an unreasonable delay in the circumstances (given the significant implications of PC1 on resource users, the potentially significant changes proposed by the Government and the life of PC1 to date).

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<sup>8</sup> That is, GWRC's decision on the freshwater provisions of PC1 decisions must be publicly notified no later than 40 working days after receiving the Panel's recommendations under clause 52(5) of Schedule 1 to the RMA.

<sup>9</sup> Schedule 1, clause 47(3).

<sup>10</sup> Schedule 1, clause 47(4).

<sup>11</sup> Schedule 1, clause 47(5).

However, as expanded on below, as a consequence of seeking the extension, and the provisions of PC1 as they were at notification remaining in effect beyond the anticipated date of 30 October 2025, a variation to PC1 is being proposed by GWRC.

### **Reasons for the extension**

GWRC is seeking this extension because it is not possible for the Freshwater Hearings Panel to meet the 2 September 2025 recommendation report requirement.

It is acknowledged that GWRC (and the Freshwater Hearings Panel) knew prior to the government's 29 May 2025 announcements that the Panel would not be able to meet the recommendations timeframe and it has been in discussions with Ministry officials regarding an extension for some time. This was because of the technical complexity (meaning numerous technical experts were required) and high level of integration of PC1 and the fact that presenting and responding to technical argument through the hearings process was more time-consuming than originally anticipated. GWRC required additional time, both to ensure submitters had complete information, but also to ensure its officers had the best information to present to the Panels. Further time also enabled submitters additional time to process and respond to evidence presented through the process. A 30 October 2025 decision timeframe for GWRC itself, which would follow the recommendations, was also hindered by the upcoming local government elections (mid-October 2025).

Following the government's 29 May 2025 announcements, it became evident that there are potentially significant changes to the NPS-FM occurring within the previous decision-making timeframes for PC1 (ie, while the new NPS-FM may not be gazetted before a decision is made on PC1, it will be relevant to any subsequent appeals process and an exposure draft may well be available before decisions are made). Given the statutory framework that requires PC1 to give effect to the NPS-FM, and the purpose of PC1 to implement the NPS-FM and the interrelated nature of the provisions (ie, with target attribute states being set based on current NPS-FM requirements, then being implemented by the rules and other provisions), there is a high likelihood that changes to PC1 will be required due to the new/amended national direction (ie, if target attributes change in nature, or national bottom lines change, or the associated timeframes, the provisions to implement them will also need to change). However, there is currently little certainty about the extent of changes proposed until the new NPS-FM is gazetted (which is anticipated in March 2026).

Instead of attempting to future-proof its process for those unknown changes, GWRC needs to take time to digest any changes, once they are in a more final form. Once the changes to the NPS-FM are known, GWRC needs to consider how this will affect PC1, how to best respond and what process/processes will be required. It needs time to do this.

Accordingly, while the government's announcements on 29 May 2025 are not the cause of the need for an extension, they are the reason GWRC decided to pause the PC1 hearing process. Consequently, while previously a shorter extension had been discussed with officials, a 12-month extension is now sought.



GWRC acknowledges that certainty as to the future of PC1 is required and it intends to provide that certainty as soon as possible following confirmation of the changes to the NPS-FM (it anticipates this will be early 2026). GWRC will make a decision as soon as possible following that as to the future of PC1 and seek any further extension from the Chief Freshwater Commissioner to timeframes as required.

### **The proposed timeframe for extension**

GWRC is seeking a 12-month extension from the Chief Freshwater Commissioner to the date on which the Freshwater Hearings Panel is required to provide its recommendations to GWRC (ie, from 2 September 2025 until 2 September 2026).

GWRC acknowledges that this compares to a 2-year extension it is seeking from the Minister for decision making on the non-FPI components of PC1.

### **Our approach to meet the proposed timeframes**

It is acknowledged that 12 months may not be enough additional time for PC1 (depending on the content and extent of any changes to the NPS-FM), but it is the maximum period that can be granted by the Chief Freshwater Commissioner at this stage. However, GWRC considers it is essential that certainty is provided as soon as possible to plan users and the community following notification of any changes to the NPS-FM. As such, it is likely that GWRC will need to seek further guidance, and potentially another extension to this timeframe in early to mid-2026, when the future of PC1 is clear.

It is for this reason that GWRC is seeking a 2-year extension from the Minister for decision making on the non-FPI components of PC1 (as the Minister does not have the same 12-month limitation).

### **Decision sought on timeframe extension**

Accordingly, GWRC respectfully requests that the Chief Freshwater Commissioner grant a 12-month extension under clause 47 of Schedule 1 to the RMA, enabling the Freshwater Hearings Panel to give its recommendations on the FPI component of PC1 to GWRC no later than 2 September 2026.

## **DECISION 2: ACCEPTANCE OF VARIATION TO PC1**

### **The issues that need to be addressed**

As a consequence of the above timeframe extension (should it be granted), the rules of PC1 (both those that are FPI provisions and those that are not) as notified will continue to have legal effect for a period quite a bit longer than anticipated under the RMA statutory framework.

As the rules of PC1 had immediate legal effect (ie, from the date of public notification of PC1), GWRC has had nearly two years of implementing them through consenting and enforcement processes. Implementation issues have been highlighted in two key areas – hydrological controls for stormwater and financial contribution requirements. Keeping the notified provisions in effect for longer prolongs these issues.

To illustrate these implementation issues, GWRC currently has objections underway in relation to issued resource consents under the PC1 rules. Developers are struggling with how to apply the stormwater rules, and GWRC's regulation team is spending significant time addressing issues in relation to some of the stormwater provisions.

It is acknowledged that some of these issues can be dealt with by creating guidance documents to provide clarity on how GWRC will be applying the provisions and thereby, ensuring clarity and consistency for consent applicants and officers.

However, there are some issues that cannot be resolved by guidance documents alone. Specifically:

- The financial contributions provisions seek to maintain water quality, while still providing for greenfield development. PC1 requires consent holders creating new impervious surfaces to pay financial contributions to offset the residual adverse effects of discharging stormwater contaminants. Since notification of PC1, the GWRC regulation team has faced difficulty implementing the financial contributions provisions as intended - particularly due to issues within Schedule 30 of PC1. Schedule 30 provides detailed information in relation to calculating the level of financial contribution required to offset adverse effects from residual contaminant loads. However, this calculation criteria does not account for all greenfield development scenarios subject to resource consent, and is therefore difficult to apply, leaving Plan users navigating significant uncertainty regarding consenting cost.
- Under PC1, stormwater from new and redeveloped impervious surfaces less than 1000m<sup>2</sup> is a permitted activity provided certain conditions are met. The conditions that are difficult to implement are those requiring developments less than 1000m<sup>2</sup> to provide for “hydrological control” as defined in PC1. There have been a number of circumstances where providing hydrological control from small areas (less than 1000m<sup>2</sup>) of redevelopment has been unattainable and even unnecessary to mitigate potential adverse effects, meaning a consent is required and the level of effects being assessed is not significant.

If the timeframe extension is granted, and the provisions of PC1 as notified remain in effect for at least a further year, implementation issues will continue to arise for a period of time.

Accordingly, GWRC considers it reasonable to notify a variation to PC1 to address those issues in the interim period.

The draft text of the variation is included as Appendix 1 to this letter. It seeks to address the two key issues set out above by:

- Pushing out the date by which financial contributions are to be paid until 31 December 2027. This will ensure that any consent holder is not required to pay financial contributions until that topic has been worked through during Hearing Stream 4 and a decisions version of the plan is notified.
- Removing the requirement for sites smaller than 1000m<sup>2</sup> to provide “hydrological control” measures as defined in PC1.

As these issues have arisen with provisions within PC1 that are part of the FPI component of PC1, GWRC needs both the Minister and the Chief Freshwater Commissioner to make decisions on the variation before GWRC is able to notify it.

### **Restrictions on notification of the variation**

As the two rules and Schedule it proposes to vary are part of the FPI component of PC1, GWRC needs the Chief Freshwater Commissioner to accept the variation under clause 53(3) of Schedule 1 to the RMA.

Further, given the need being addressed by the variation is pressing, GWRC wishes to notify the variation as soon as possible. That would, subject to acceptance from the Chief Freshwater Commissioner, occur prior to 31 December 2025 (and ideally within the next month or so). Under section 80A(4A) of the RMA, if the purpose of the variation is to give effect to the NPS-FM, GWRC must not publicly notify the FPI earlier than:

- the date on which a new national policy statement for freshwater management (replacing the National Policy Statement for Freshwater Management 2020) is published under section 54; or
- 31 December 2025<sup>12</sup>.

GWRC considers that the purpose of the rules to be varied by the variation is to give effect to the NPS-FM. That is, they are rules that seek to impose limits on resource use that would enable achievement of the target attribute states set under the NOF. As such, varying those provisions, while to address an immediate implementation issue, also must be said to give effect to the NPS-FM on a conservative assessment.

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<sup>12</sup> Note: Under the Resource Management (Consenting and Other System Changes) Amendment Bill (which was passed into law on 14 August 2025) this date will become 31 December 2027 when the Bill comes into effect.

As a consequence, prior to notifying the variation, an exemption from the Minister to section 80A(4A) of the RMA is required. That exemption can, in accordance with section 80A(4B) of the RMA, be granted by the Minister following a written application by GWRC under clause 42 of Schedule 12 to the RMA. GWRC has sought that exemption from the Minister concurrently to seeking acceptance of the variation from the Chief Freshwater Commissioner.

### **Acceptance of the exemption application for PC1**

As required by clause 53 of Schedule 1 to the RMA, given GWRC considers a variation to part of the FPI component of PC1 is needed, it must notify the Chief Freshwater Commissioner in writing of that need, and provide any further information as requested by the Chief Freshwater Commissioner in determining whether to accept or reject the variation.<sup>13</sup> This letter provides both that notice and the information GWRC considers is required to determine the request.

Before making your decision, clause 53 requires consultation with the Freshwater Hearings Panel<sup>14</sup> and in making a determination you must consider:

- whether the variation is needed to correct a significant defect in the FPI; and
- whether the variation is needed for the effective functioning of the FPI; and
- the impact that accepting the variation would have on the decision date of the FPI.

Regarding each of those points in turn, while GWRC does not consider there is a significant defect in PC1, a variation to it is required to address implementation issues (addressed above) that will continue to arise from an extended timeframe between notification of PC1 and GWRC's decision being made on PC1.

As such, GWRC considers it is necessary to notify the variation to enable the effective functioning of the FPI component of PC1, prior to those provisions being tested by the Freshwater Hearings Panel. Given it is the extension to recommendation report date that is driving the need for the variation, it is considered that the variation itself will not further impact on the decision-making timeframes for PC1. Provided the Minister grants the exemption to the section 80A(4A) of the RMA restriction on notifying a FPI prior to 31 December 2025<sup>15</sup> (being sought concurrently), notification and progression of the variation will not impact on the timeframe for decision-making on PC1. In fact, should the variation be notified shortly, it may have 'caught up' to PC1 prior to hearings on PC1 recommencing in 2026.

A copy of the draft variation is included as Appendix 1.

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<sup>13</sup> Clause 53(1) of Schedule 1 to the RMA.

<sup>14</sup> Clause 53(3) of Schedule 1 to the RMA.

<sup>15</sup> As noted above, under the Resource Management (Consenting and Other System Changes) Amendment Bill (which was passed into law on 14 August 2025) this date will become 31 December 2027 when the Bill comes into effect.

## Decision sought

Accordingly, GWRC respectfully requests that the Chief Freshwater Commissioner accepts the variation, under clause 53(3) of Schedule 1 to the RMA.

## Conclusion

GWRC is respectfully seeking two decisions from the Chief Freshwater Commissioner in respect of the FPI component of PC1. They are a decision to:

- 1) grant a 12-month extension to the timeframe for the Freshwater Hearings Panel's recommendation to GWRC on the FPI component of PC1; and
- 2) accept a variation to the FPI component of PC1.

GWRC is happy to discuss the decisions sought and the content of this request with the Chief Freshwater Commissioner. Contact is best directed to Fathima Iftikar and Will Syben.

Nāku noa, nā



Daran Ponter  
Heamana | Chair  
Greater Wellington Regional Council

## Attachments:

1. Appendix 1: Variation to Plan Change 1 - Proposed draft changes to provisions
2. Appendix 2: Further information on the proposed variation to Plan Change 1
3. Appendix 3: Council decisions on pausing Plan Change 1 - [Council-26-June-2025-Order-Paper-Public.pdf](#)

## Appendix 1: Variation to Plan Change 1 - Proposed draft changes to provisions (in red)

### Rule WH.R5: Stormwater from new and redeveloped impervious surfaces – permitted activity

**COASTAL** The use of land for the creation of new, or **redevelopment** of existing **impervious surfaces** (including greenfield development and **redevelopment** activities of existing urbanised property) and the associated discharge of **stormwater** into water, or onto or into land where it may enter a **surface water body** or coastal water, including through an existing or new local authority **stormwater network**, that is not a **high risk industrial or trade premise** or **unplanned greenfield development**, is a permitted activity, provided the following conditions are met:

- (a) the proposal involves the creation of new, or **redevelopment** of existing impervious areas of less than 1,000m<sup>2</sup> (baseline property existing impervious area as at 30 October 2023) and
- (b) all new building materials associated with the development shall not include exposed zinc (including galvanised steel) or copper roof, cladding and spouting materials, and
- (c) **from the date the decisions on submissions to Proposed Plan change 1 for the Natural Resources Plan for the Wellington Region (2023) is publicly notified, the** proposal provides **hydrological control** measures (for example rain tanks) onsite or offsite, where discharges will enter a **surface water body** (including via an existing local authority **stormwater network**):
  - (i) for all impervious areas associated with a greenfield development, or
  - (ii) for all redeveloped and new impervious areas involving greater than 30m<sup>2</sup> of impervious area of a **redevelopment** (of an existing urbanised property), and
- (d) the discharge is not from, onto or into **SLUR Category III land**, unless the **stormwater** does not come into contact with **SLUR Category III land**, and
- (e) the discharge does not contain **wastewater**, and
- (f) the concentration of total suspended solids in the discharge shall not exceed:

- (i) 50g/m<sup>3</sup> where the discharge enters a site or habitat identified in Schedule A (outstanding water bodies), Schedule C (mana whenua), Schedule F1 (rivers/lakes), Schedule F3 (identified natural wetlands), Schedule F4 (coastal sites), or Schedule H1 (contact recreation), or
- (ii) 100g/m<sup>3</sup> where the discharge enters any other water, and where the discharge is not via an existing or new local authority **stormwater network**:
- (g) the discharge shall not cause any erosion of the channel or banks of the receiving water body or the coastal marine area, and
- (h) the discharge shall not give rise to the following effects beyond the **zone of reasonable mixing**:
  - (i) the production of any conspicuous oil or grease films, scums or foams, or floatable or suspended materials, or
  - (ii) any conspicuous change in the colour, or
  - (iii) a decrease in water clarity of more than
    - 1. 20% in a River class 1 and in any river identified as having high macroinvertebrate community health in Schedule F1 (rivers/lakes), or
    - 2. 30% in any other river, or
  - (iv) any emission of objectionable odour, or
  - (v) the freshwater is unsuitable for consumption by **farm** animals, or
  - (vi) any significant adverse effects on aquatic life.

Rule P.R5: Stormwater from new and redeveloped impervious surfaces – permitted activity

**COASTAL** The use of land for the creation of new, or **redevelopment** of existing **impervious surfaces** (including greenfield development and **redevelopment** activities of existing urbanised property) and the associated discharge of **stormwater** into water, or onto or into land where it may enter a **surface water body** or coastal water, including through an existing or new local authority **stormwater network**, that is not a **high risk industrial or trade premise** or **unplanned greenfield development**, is a permitted activity, provided the following conditions are met:



- (a) the proposal involves the creation of new, or **redevelopment** of existing impervious areas of less than 1,000m<sup>2</sup> (baseline property existing impervious area as at 30<sup>th</sup> October 2023) and
- (b) all new building materials associated with the development shall not include exposed zinc (including galvanised steel) or copper roof, cladding and spouting materials and
- (c) from the date the decisions on submissions to Proposed Plan change 1 for the Natural Resources Plan for the Wellington Region (2023) is publicly notified, the proposal provides **hydrological control** measures (for example rain tanks) onsite or offsite, where discharges will enter a **surface water body** (including via an existing local authority **stormwater network**):
  - (i) for all impervious areas associated with a greenfield development, or
  - (ii) for all redeveloped and new impervious areas involving greater than 30m<sup>2</sup> of impervious area of a **redevelopment** (of an existing urbanised property), and
- (d) the discharge is not from, onto or into **SLUR Category III land**, unless the **stormwater** does not come into contact with **SLUR Category III land**, and
- (e) the discharge does not contain **wastewater**, and
- (f) the concentration of total suspended solids in the discharge shall not exceed:
  - (i) 50g/m<sup>3</sup> where the discharge enters a site or habitat identified in Schedule A (outstanding water bodies), Schedule C (mana whenua), Schedule F1 (rivers/lakes), Schedule F3 (identified natural wetlands), Schedule F4 (coastal sites), or Schedule H1 (contact recreation), or
  - (ii) 100g/m<sup>3</sup> where the discharge enters any other water, and where the discharge is not via an existing or new local authority **stormwater network**:
- (g) the discharge shall not cause any erosion of the channel or banks of the receiving water body or the coastal marine area, and
- (h) the discharge shall not give rise to the following effects beyond the **zone of reasonable mixing**:

- (i) the production of any conspicuous oil or grease films, scums or foams, or floatable or suspended materials, or
- (ii) any conspicuous change in the colour, or
- (iii) a decrease in water clarity of more than
  - 1. 20% in a River class 1 and in any river identified as having high macroinvertebrate community health in Schedule F1 (rivers/lakes), or
  - 2. 30% in any other river, or
- (iv) any emission of objectionable odour, or
- (v) the freshwater is unsuitable for consumption by farm animals, or
- (vi) any significant adverse effects on aquatic life.

Note

Where a **property** connects to a local authority **stormwater network**, additional connection requirements and authorisations may be required by the **network utility operator**.

For the creation of new or **redevelopment** of existing **impervious surfaces** for **high risk industrial and trade premises** and the associated discharge of stormwater, refer to Rule P.R10.

## Schedule 30: Financial Contributions

This schedule relates to Rules WH.R6, WH.R10, WH.R11, P.R6, P.R9, and P.R10.

### A Context

Under section 108(2)(a) and (10) of the Resource Management Act 1991, a consent authority may impose a condition on a resource consent requiring a financial contribution to be made for the purpose of offsetting an environmental adverse effect.

The creation of **impervious surfaces** through new greenfield development, new roads (not directly associated with a greenfield development) and state highways will result in an increase of **stormwater** contaminants entering freshwater receiving environments. **Stormwater** contaminant treatment will be required of new development proposals, however, treatment of contaminants is only practicable for a portion of the contaminant load received from the site. This results in a residual contaminant load still entering freshwater and coastal water receiving environments.

The National Policy Statement for Freshwater Management 2020 requires freshwater quality to be maintained or improved. A financial contribution is required to offset the adverse environmental effects of the residual **stormwater** contaminants entering freshwater receiving environments where policy WH.P15 and P.P13 anticipates a deterioration of water quality could arise.

### B Purpose

A financial contribution is required for all greenfield development, new roads and state highways requiring a resource consent to offset residual contaminant load from **stormwater** discharges entering freshwater and coastal water receiving environments to ensure the maintenance or improvement of water quality within the affected **whaitua**. Financial contributions collected will be utilised to fund and construct new, or **upgrade** existing, catchment scale **stormwater treatment systems** serving existing urban development, within the same **whaitua** and if practicable, the same **part Freshwater Management Unit**.

### C Definition of an Equivalent Household Unit

An Equivalent Household Unit (EHU) is the basis for assessing the residual environmental impact (measured for copper and zinc

contaminants in this instance) of the development of an average-sized residential unit for the purposes of calculating a financial contribution. Each average-sized new residential unit is deemed to create one unit of impact (one EHU).

Because non-residential developments and new roads/state highways (not in direct support of a greenfield development) also impact contaminant levels, but can vary dramatically in size, every 100m<sup>2</sup> of roofing or roading/hardstand area is deemed to create one unit of impact, rather than using the EHU unit of measure used for residential development.

Financial contributions are calculated based on the number of EHUs expected to be delivered in greenfield areas in the two **whaitua**. Non-residential and new road/state highway financial contributions are calculated based on the amount of roofing and roading/hardstand expected.

#### **D** **Calculation of level of contribution**

Financial contributions shall be calculated per EHU for residential greenfield development (Table D1), or per 100m<sup>2</sup> for non-residential greenfield development and new roads/state highways (not in direct support of a greenfield development) (Table D2).

**Table D1. Financial contribution calculations for residential greenfield development**

| <b><u>Whaitua</u></b>                     | <b><u>Residential Financial Contribution per EHU*</u></b> |
|-------------------------------------------|-----------------------------------------------------------|
| <b><u>Whaitua Te Whanganui-a-Tara</u></b> | <b><u>\$4, 240</u></b>                                    |
| <b><u>Te Awarua-o-Porirua Whaitua</u></b> | <b><u>\$4, 599</u></b>                                    |

\*dwellings with <55m<sup>2</sup> of roof site coverage shall be charged at 0.6 of the financial contribution rate

**Table D2. Financial contribution calculations for non-residential greenfield development and new roads/state highways**

| <b><u>Whaitua</u></b>                     | <b><u>Non-residential (i.e new commercial, industrial, town centre areas) Financial Contributions per 100m<sup>2</sup></u></b> | <b><u>New roads and state highways (not in direct support of a new greenfield development) Financial Contribution per 100m<sup>2</sup></u></b> |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><u>Whaitua Te Whanganui-a-Tara</u></b> | <b><u>\$858</u></b>                                                                                                            | <b><u>\$360</u></b>                                                                                                                            |
| <b><u>Te Awarua-o-Porirua Whaitua</u></b> | <b><u>\$858</u></b>                                                                                                            | <b><u>\$360</u></b>                                                                                                                            |

Financial contributions shall be imposed as a condition of consent.  
Financial contributions imposed via conditions of consent during the  
period of 23 October 2023 and 1 June 2027 shall be paid no earlier than  
1 June 2027, and no later than 31 December 2027. Financial  
Contributions imposed via a condition of consent from 02 June 2027  
must be paid in accordance with the timeframes detailed within the  
consent condition. and will be collected prior to the consent being given  
effect to.

**E**      **Use**

Financial contributions collected by Wellington Regional Council for a  
particular greenfield development shall only be invested in  
catchment scale **stormwater treatment system** projects within the  
same **whaitua** and if practicable, the same **part Freshwater**  
**Management Unit** as that from where the financial contribution was  
collected. Wellington Regional Council will distribute collected funds  
to a relevant **stormwater** network utility operator to undertake  
capital expenditure projects that allow improvements in  
**stormwater** quality towards meeting the relevant target attribute  
states in Objectives WH.O3, WH.O8, P.O3 and P.O5.

## Appendix 2: Further information on the proposed variation to Plan Change 1

Since notification of Plan Change 1, we have identified a number of implementation issues relating to stormwater provisions as currently drafted. Most of these can be resolved or partially resolved through the creation of guidance documents. However, there are two issues that cannot be resolved other than through a variation, namely:

- Permitted activity rules P.R5 and WH.R5 (Stormwater from new and redeveloped impervious surfaces; and
- The collection of financial contributions

The Council decision on 26 June to pause the PC1 hearings process until there is enough confidence to proceed keeps the above notified provisions in effect for longer and prolongs these issues.

The reason for this variation is purely for implementation purposes. We are getting push back regularly from plan users detailing how difficult they are and how they aren't necessarily achieving the intended outcomes.

The below information provides more detail on the proposed variation:

**Stormwater from new and redeveloped impervious surfaces** – In the notified PC1, it is a permitted activity to discharge stormwater from new or redeveloped sites smaller than 1000m<sup>2</sup> provided the proposal has “hydrological control” measures onsite or offsite, where discharges will enter a surface waterbody (including via an existing local authority stormwater network). Hydrological control measures are defined in PC1 –

|                                     |                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><u>Hydrological control*</u></b> | <u>The management of a range of stormwater flows and volumes, and the frequency and timing of those flows and volumes, from a site or sites into rivers, lakes, wetlands, springs, riparian margins, and other receiving environments in a way that replicates natural processes for the purpose of reducing bank erosion, slumping, or scour, to protect freshwater ecosystem health and well-being.</u> |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Hydrological controls required under PC1 aim to achieve water quality and ecological health objectives by using retention to replicate the natural loss of water from evaporation and transpiration.

Since notification of PC1, a number of developments ranging from 30-1000m<sup>2</sup> in impervious area are having difficulty designing to provide for hydrological control and are therefore unable to meet the permitted activity conditions and required to obtain a resource consent. This has significantly increased the number of consents being sought for small areas of redevelopment. The below situations are examples where resource consent has been required purely due to the fact that hydrological control is not possible on such small sites.

- **A retaining wall** required resource consent because the development of 44m<sup>2</sup> of new impervious surface was unable to provide for hydrological control. Note that the intent

of these rules is to minimise contaminant runoff from pervious surfaces into waterbodies, and to prevent scouring and erosion of banks from high stream flows. This site was constrained by steep topography, and general nature of the activity was intended to prevent further erosion and provide hazard mitigation, there was no practicable solution to design for hydrological control.

- **A sleepout** required resource consent as it involved the creation of 47m<sup>2</sup> of impervious surfaces and the associated discharge of stormwater. The sleepout was an addition to an existing property, where the discharge of stormwater to ground or soakage was not an option due to geological constraints. The sleepout was being constructed on a steep site, where it would be impracticable to build any form of raingarden/soakage module to provide for hydrological control, and it would be impractical to require the applicant to provide for hydrological control via reuse as it would require significant replumbing of an existing house system, imposing a financial cost for very little environmental benefit.
- **Carparks:** To meet permitted activity standards, carparks exceeding 30m<sup>2</sup> to support a multiunit townhouse are required to provide hydrological control. There have been instances where infiltration/soakage is not an option due to ground conditions and therefore resource consents have been sought as other options for hydrological control (eg: raingardens and soakage modules) have not been practical given space constraints.
- **Developments with resource/building consents lodged with Territorial Authorities prior to PC1 Notification:** A significant number of consents have been through a lengthy process with territorial authorities or have been designed and lodged with territorial authorities but construction has not yet commenced. During the design phase for these projects, hydrological control for development of this scale was not required by regional council, it was not considered or provided for. These sites now require resource consent from regional council, largely because there would be significant financial cost if the applicant were to redesign and pursue/obtain variations/changes to conditions on the land use/building consents granted by the territorial authorities.
- **Petrol stations:** Petrol stations often contain 100% impervious area. The redevelopment of these surfaces requires hydrological control measures to be implemented for the discharges from the site to remain permitted. In these circumstances, reuse is not an option due to contamination, and due to poor soakage rates/infiltration across Te Whanganui a Tara, the only possible solution to provide for hydrological control at these sites would be to reduce the level of impervious surface, and design raingardens to encourage evapotranspiration. However, to enable full hydrological control, the size of these raingardens would take up significant space, an impracticable request for an existing service station with existing stormwater treatment infrastructure in place.

Quite often in these applications the consenting team have found that the effect is so minimal that it almost cannot be considered and therefore makes it very difficult to impose resource consent conditions on the activities. In many instances, the implementation of this permitted activity rule is requiring plan users to go through expensive consenting processes for little to no gain for the environment.

The variation would be to insert “*from the date the Decisions on Submissions to Proposed Plan Change 1 for the Natural Resources Plan for the Wellington Region (2023) is publicly notified*” into the rule so that this aspect is not applied until the issue has been worked through at a future hearing and when the decisions version of the plan has come into effect. **Noting that all other conditions of these rules would still be required to be met, including stormwater contaminant treatment.**

#### **Financial contributions:**

PC1 requires consent holders creating new impervious surfaces to pay financial contributions to offset the residual adverse effects of stormwater contaminants. A financial contribution (FC) is required for all greenfield development, new roads and state highways requiring a resource consent to offset residual contaminant load from stormwater discharges entering freshwater and coastal water receiving environments to ensure the maintenance or improvement of water quality within the affected whaitua.

FCs collected will be utilised to fund and construct new, or upgrade existing, catchment scale stormwater treatment systems serving existing urban development.

The imposition of FCs has caused significant concern from the industry, and multiple consents have been issued, and will continue to be issued with consent conditions requiring financial contributions to be paid while PC1 is implemented. The Regulation team have faced difficulty implementing FCs as intended due to errors and lack of detail within the PC1 Schedule (30) supporting financial contributions, leaving plan users navigating significant uncertainty regarding consenting cost.

The level of contribution and when it is required to be paid is set out in Schedule 30 (financial contributions). Schedule 30, which states “*Financial contributions shall be imposed as a condition of consent and will be collected prior to the consent being given effect to*”.

More work is still required for GW to manage and administer FCs, including setting up new consenting and compliance measures, establishing solutions to collect and hold FC funds, developing procedures to distribute funds and ensuring there is appropriate guidance in place to support resource users to understand the new obligations.

Therefore, we are proposing that FCs **still be required to be paid for developments of this nature, however the payment would be delayed until the issues have been worked through at a future hearing and when the decisions version of the plan has come into effect.** The variation is intended to provide plan users with certainty regarding the amount payable, but still ensure financial contributions are collected and distributed to a relevant stormwater network utility operator to undertake capital expenditure projects.



The following wording is proposed to be used in the variation to allow time for the financial contributions aspect of stormwater consenting to be worked through at a future hearing.

*Financial contributions shall be imposed as a condition of consent. Financial contributions imposed via conditions of consent during the period of 23 October 2023 and 1 June 2027 shall be paid no earlier than 1 June 2027, and no later than 31 December 2027. Financial Contributions imposed via a condition of consent from 02 June 2027 must be paid in accordance with the timeframes detailed within the consent condition. and will be collected prior to the consent being given effect to.*



**If calling, please ask for Democratic Services**

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## **Council**

Thursday 26 June 2025, 9.30am

Taumata Kōrero, Council Chamber, Greater Wellington Regional Council  
100 Cuba St, Te Aro, Wellington

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***Quorum:*** Seven Councillors

### **Members**

#### **Councillors**

Daran Ponter (Chair)

Adrienne Staples (Deputy Chair)

David Bassett

Ros Connelly

Quentin Duthie

Penny Gaylor

Chris Kirk-Burnnand

Ken Laban

David Lee

Thomas Nash

Hikitia Ropata

Yadana Saw

Simon Woolf

**Recommendations in reports are not to be construed as Council policy until adopted by Council**

# Council

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Thursday 26 June 2025, 9.30am

Taumata Kōrero - Council Chamber, Greater Wellington Regional Council  
100 Cuba St, Te Aro, Wellington

## Public Business

| No. | Item                                                                                                                                                 | Report    | Page |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------|
| 1.  | Apologies                                                                                                                                            |           |      |
| 2.  | Conflict of interest declarations                                                                                                                    |           |      |
| 3.  | Public participation                                                                                                                                 |           |      |
| 4.  | <a href="#">Confirmation of the Public minutes of the Council meeting on Thursday 12 June 2025</a>                                                   | 25.283    | 4    |
| 5.  | <a href="#">Confirmation of the Restricted Public Excluded minutes of the Council meeting on Thursday 12 June 2025</a>                               | RPE25.284 | 10   |
| 6.  | <a href="#">Understanding the implications of National Direction for Plan Change 1 to the Natural Resources Plan</a>                                 | 25.307    | 12   |
| 7.  | <a href="#">Adoption of 2025/26 Annual Plan</a>                                                                                                      | 25.294    | 35   |
| 8.  | <a href="#">Setting of Wellington Regional Council Rates for 2025/26</a>                                                                             | 25.254    | 106  |
| 9.  | <a href="#">Wholesale Water Levy 2025/26 and end of year adjustment for Levy 2024/25</a>                                                             | 25.255    | 121  |
| 10. | <a href="#">Local Water Done Well Delivery Model</a>                                                                                                 | 25.250    | 126  |
| 11. | <a href="#">Report on the Regional Public Transport Plan Hearing</a>                                                                                 | 25.296    | 154  |
| 12. | <a href="#">Adoption of Te Mahere Waka Whenua Tūmatanui o te Rohe o te Upoko o te Ika a Maui Wellington Regional Public Transport Plan 2025-2035</a> | 25.295    | 164  |
| 13. | <a href="#">Pinehaven Floodplain Management Plan structural works implementation - Review</a>                                                        | 25.278    | 351  |
| 14. | <a href="#">Finance report update – May 2025</a>                                                                                                     | 25.298    | 358  |

## Resolution to Exclude the Public

- |     |                                                  |        |     |
|-----|--------------------------------------------------|--------|-----|
| 15. | <a href="#">Resolution to Exclude the Public</a> | 25.306 | 365 |
|-----|--------------------------------------------------|--------|-----|

## Public Excluded Business

- |     |                                                                                                             |          |     |
|-----|-------------------------------------------------------------------------------------------------------------|----------|-----|
| 16. | <a href="#">Confirmation of the Public Excluded minutes of the Council meeting on Thursday 12 June 2025</a> | PE25.282 | 368 |
|-----|-------------------------------------------------------------------------------------------------------------|----------|-----|

## Restricted Public Excluded Business

- |     |                                                                                                     |           |         |
|-----|-----------------------------------------------------------------------------------------------------|-----------|---------|
| 17. | Bus procurement: Transition update                                                                  | RPE25.265 | To Come |
| 18. | <a href="#">Lower North Island Rail Integrated Mobility: Funding arrangements for future assets</a> | RPE25.292 | 371     |
| 19. | <a href="#">Lower North Island Rail Integrated Mobility: Contract update</a>                        | RPE25.266 | 412     |
| 20. | <a href="#">Chief Executive performance indicators for 2025/26</a>                                  | RPE25.207 | 622     |



Please note these minutes remain unconfirmed until the Council meeting on 26 June 2025.

Report 25.283

## Public minutes of the Council meeting on Thursday 12 June 2025

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council  
100 Cuba Street, Te Aro, Wellington, at 9.30am.

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### Members Present

Councillor Ponter (Chair)  
Councillor Staples (Deputy Chair)  
Councillor Bassett  
Councillor Connelly  
Councillor Gaylor  
Councillor Kirk-Burnnand  
Councillor Laban  
Councillor Lee  
Councillor Nash  
Councillor Ropata  
Councillor Saw  
Councillor Woolf

### Karakia timatanga

The Council Chair opened the meeting with a karakia timatanga.

### Public Business

#### 1 Apologies

Moved: Cr Nash / Cr Gaylor

That Council accepts the apology for lateness from Councillor Duthie.

The motion was **carried**.

#### 2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

**3 Public participation**

Wesley Gyles-Bedford spoke to agenda item 5 - Wairarapa Line Service Issues.

**4 Confirmation of the Public minutes of the Council meeting on 22 May 2025 – Report 25.230**

Moved: Cr Staples / Cr Gaylor

That Council confirms the Public minutes of the Council meeting on 22 May 2025 – Report 25.230.

The motion was **carried**.

**5 Wairarapa Line Service Issues – Update - Report 25.263**

Samantha Gain, Group Manager Metlink, and Paul Tawharu, Senior Manager Operations, spoke to the report.

Moved: Cr Staples / Cr Nash

That Council:

- 1 Acknowledges and shares the frustration surrounding rail performance to and from the Wairarapa.
- 2 Notes that officers have identified a number of potential short-term measures for Council consideration.
- 3 Notes that the preferred measure recommended by officers (recommendation 5 below):
  - a provides targeted relief to those Wairarapa Line users directly impacted by the rail replacement services caused by Transdev staff shortages
  - b can be accommodated in the overall rail operating budget.
- 4 Agrees to not charge a fare for the following timetabled rail replacement services between Wairarapa and Wellington for the following services:
  - a the weekday 3:38pm departure from Masterton, and the 6:18pm departure from Wellington
  - b the Friday only 8:40pm departure from Masterton, and the 10.25pm departure from Wellingtonwhile these services are bus replaced due to the shortage of available train managers.
- 5 Agrees that while services will be provided at no charge, passengers will still be required to tag on and off services in accordance with normal rail replacement protocols.

- 6 Notes that due to fares complexities, passengers will be charged and then automatically reimbursed in full by Snapper, with 30 day pass holders having their refunds applied to their e-purse (card) balance only.
- 7 Notes that fares reimbursement on the rail replacement services will start from the earliest possible date, and that the date will depend on Snapper requirements.
- 8 Requests that when staffing levels have been resolved on the Wairarapa Line, officers bring a report to Council to consider measures that may promote patronage growth on the Wairarapa Line.

The motion was **carried**.

**6 Finance Update – April 2025 – Report 25.242** [For Information]

Ashwin Pai, Head of Finance, spoke to the report.

## **Resolution to exclude the public**

**7 Resolution to Exclude the Public – Report 25.260**

Moved: Cr Gaylor / Cr Bassett

That Council excludes the public from the following parts of the proceedings of this meeting, namely:

Confirmation of the Public Excluded minutes of the Council meeting on Thursday 22 May 2025 – Report PE25.229

Reappointment of Directors to the Wellington Regional Economic Development Agency – Report PE25.264

Management Services Agreement – Greater Wellington Rail Limited – Report PE25.175

LNIRIM: Funding and Management Agreement – Report PE25.253

Confirmation of the Restricted Public Excluded minutes of the Council meeting on Thursday 22 May 2025 – Report RPE25.232

The general subject of each matter to be considered while the public is excluded, the reasons for passing this resolution in relation to each matter, and the specific ground/s under section 48(1) of the Local Government Official Information and Meetings Act 1987 (the Act) for the passing of this resolution are as follows:

| <b>Confirmation of the Public Excluded minutes of the Council meeting on Thursday 22 May 2025 – Report PE25.229</b> |                                                                                                                |
|---------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| <i>Reason for passing this resolution in relation to each matter</i>                                                | <i>Ground(s) under section 48(1) for the passing of this resolution</i>                                        |
| Information contained in these minutes relates to a lease opportunity in northern Wellington. Release of this       | The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>information would be likely to prejudice or disadvantage the ability of Greater Wellington Regional Council (Greater Wellington) to carry on negotiations (section 7(2)(i)).</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this information in public proceedings of the meeting that would override the need to withhold the information.</p>                                                                                                                                                                                                                                                                           | <p>Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>                                               |
| <p><b>Reappointment of Directors to the Wellington Regional Economic Development Agency – Report PE25.264</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                  |
| <p><i>Reason for passing this resolution in relation to each matter</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p><i>Ground(s) under section 48(1) for the passing of this resolution</i></p>                                                                                                   |
| <p>The information contained in this report includes personal and identifying information about the proposed candidate for appointment. Withholding this information prior to Council's decision is necessary to protect the privacy of that natural person (section 7(2)(a) of the Act) as releasing this information would disclose their consideration as a Director of the Wellington Regional Economic Development Agency (WellingtonNZ).</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p> | <p>The public conduct of this part of the meeting is excluded as per section 7(2)(a) of the Act, to protect the privacy of natural persons.</p>                                  |
| <p><b>Management Services Agreement – Greater Wellington Rail Limited – Report PE25.175</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                  |
| <p><i>Reason for passing this resolution in relation to each matter</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p><i>Ground(s) under section 48(1) for the passing of this resolution</i></p>                                                                                                   |
| <p>Certain information contained in this report relates to future rail service procurement and contracting in the Wellington Region. Excluding the public from the proceedings of the meeting is necessary as considering</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage,</p> |



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>this information in public would be likely to prejudice or disadvantage the ability of Greater Wellington Regional Council (Greater Wellington) to carry out, without prejudice or disadvantage negotiations (section 7(2)(i) of the Act).</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p>                                                                                                                                                                                  | <p>negotiations (including commercial and industrial negotiations).</p>                                                                                                                                                                           |
| <b>LNIRIM: Funding and Management Agreement – Report PE25.253</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                   |
| <i>Reason for passing this resolution in relation to each matter</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <i>Ground(s) under section 48(1) for the passing of this resolution</i>                                                                                                                                                                           |
| <p>Certain information contained in this report relates to future rail service procurement and contracting in the Wellington Region. Excluding the public from the proceedings of the meeting is necessary as considering this information in public would be likely to prejudice or disadvantage the ability of Greater Wellington to carry out, without prejudice or disadvantage negotiations (section 7(2)(i) of the Act).</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p> | <p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p> |
| <b>Confirmation of the Restricted Public Excluded minutes of the Council meeting on Thursday 22 May 2025 – Report RPE25.232</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                   |
| <i>Reason for passing this resolution in relation to each matter</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <i>Ground(s) under section 48(1) for the passing of this resolution</i>                                                                                                                                                                           |
| <p>Certain information contained in these minutes relates to future bus service procurement and contracts in the Wellington Region. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry out negotiations and may affect the probity of the bus</p>                                                                                                                                                                                                                                                                                                                                              | <p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p> |

|                                                                                                                                                                                                                                                                              |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| services procurement process (section 7(2)(i) of the Act).<br><br>Greater Wellington has not been able to identify a public interest favouring disclosure of this information in public proceedings of the meeting that would override the need to withhold the information. |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

This resolution is made in reliance on section 48(1)(a) of the Act and the particular interest or interests protected by section 6 or section 7 of that Act or section 6 or section 7 or section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public.

The motion was **carried**.

The public part of the meeting closed at 10.01am.

Councillor D Ponter

**Chair**

Date:



**Please note these minutes remain unconfirmed until the Council meeting on 26 June 2025.**

**The matters referred to in these minutes were considered by Council in Restricted Public Excluded business. These minutes do not require confidentiality and may be considered in the public part of the meeting.**

Report RPE25.284

## **Restricted Public Excluded minutes of the Council meeting on Thursday 12 June 2025**

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council  
100 Cuba Street, Te Aro, Wellington, at 10.07am

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### **Members Present**

Councillor Ponter (Chair)  
Councillor Staples (Deputy Chair)  
Councillor Bassett  
Councillor Connelly  
Councillor Gaylor  
Councillor Kirk-Burnnand  
Councillor Laban  
Councillor Lee  
Councillor Nash  
Councillor Ropata  
Councillor Saw  
Councillor Woolf

### **Restricted Public Excluded Business**

#### **1 Confirmation of the Restricted Public Excluded minutes of the Council meeting on 22 May 2025 – Report RPE25.232**

Moved: Cr Saw / Cr Ropata

That Council confirms the Restricted Public Excluded minutes of the Council meeting on 22 May 2025 – Report RPE25.232.

The motion was **carried**.

## **Karakia whakamutunga**

The Council Chair closed the meeting with a karakia whakamutunga.

The Restricted Public Excluded part of the meeting closed at 10.08am.

Councillor D Ponter

**Chair**

Date:

Council  
26 June 2025  
Report 25.307



## For Decision

# UNDERSTANDING THE IMPLICATIONS OF NATIONAL DIRECTION FOR PLAN CHANGE 1 TO THE NATURAL RESOURCES PLAN

## Te take mō te pūrongo

### Purpose

1. To provide Council with an analysis of options to continue, pause, or withdraw Plan Change 1 to the Natural Resources Plan for the Wellington Region 2023 in light of the government's consultation on the National Policy Statement for Freshwater Management.

## He tūtohu

### Recommendations

That Council:

2. Either:
  - a. **Approves Option 1** - to briefly pause Plan Change 1 and continue with Hearings in October 2025.  
Or
  - b. **Approves Option 2** - to pause Plan Change 1 until Council has enough confidence to proceed with Plan Change 1.  
Or
  - c. **Approves Option 3** - to withdraw Plan Change 1 and begin a new plan change process once the new NPS-FM is gazetted and there is further certainty on the replacement to the Resource Management Act 1991 (RMA).
3. *[If Option 2 is chosen]* **Delegates** to the Chief Executive its power under clause 16A of Schedule 1 to the Resource Management Act 1991 to initiate a variation to Plan Change 1 to the Natural Resources Plan for the Wellington Region.

## **Te horopaki Context**

### ***Background to the Whaitua programme and Plan Change 1***

4. Plan Change 1 (PC1) was notified on 30 October 2023,<sup>1</sup> before announcements by the Government to replace the National Policy Statement for Freshwater Management (NPS-FM) 2020.
5. PC1 was informed by the Te Whanganui-a-Tara and Te Awarua-o-Porirua Whaitua Implementation Programmes and mana whenua statements (collectively referred to as WIPs).<sup>2</sup> Both the WIPs and PC1 processes give effect to the NPS-FM 2020 in a way that is evidence-based and shaped by community voices.
6. The intent of the Whaitua programme in the Wellington Region was to develop “community-led visions for our wai (water) and how we can get there”,<sup>3</sup> by delivering recommendations to the Council through WIPs. The Whaitua programme was initiated with the establishment of the Ruamāhanga Whaitua Committee in 2013.<sup>4</sup>
7. Core to the Whaitua programme was Council’s commitment to partner with mana whenua and work with our territorial authorities, Wellington Water, and catchment communities to set freshwater objectives and identify regulatory and non-regulatory actions to achieve these objectives. This approach of working in a community-centric way has also been at the centre of the NPS-FM since its conception in 2011.
8. The content of each WIP provides the basis of how the Council should give effect to the NPS-FM in the Natural Resources Plan (NRP) in that Whaitua. In particular, the WIPs provide specific direction on how to set objectives for freshwater in the NRP, manage activities that affect the health of waterways, and setting limits on resource use to meet those objectives.
9. In the decade since the Ruamāhanga Whaitua process began, the NPS-FM has undergone several changes, most notably in 2014, 2017, and 2020. Each new iteration has changed or added to what the Council must do to implement national direction to improve freshwater quality. Over this time, the concept of Te Mana o te

<sup>1</sup> Proposed Plan Change 1 as notified 30 October 2023:

<https://www.gw.govt.nz/assets/Documents/2023/10/Proposed-Plan-Change-1-document-as-notified-on-30-October-2023.pdf>

<sup>2</sup> Te Whanganui-a-Tara Whaitua Implementation Programme:

<https://www.gw.govt.nz/document/16705/te-whaitua-te-whanganui-a-tara-implementation-programme/>

Te Awarua-o-Porirua Implementation Programme:

<https://www.gw.govt.nz/environment/freshwater/protecting-the-waters-of-your-area/te-awarua-o-porirua-whaitua/>

<sup>3</sup> Natural Resources Plan for the Wellington Region: Chair’s foreword

<sup>4</sup> Ruamāhanga Whaitua Implementation Programme:

<https://www.gw.govt.nz/environment/freshwater/protecting-the-waters-of-your-area/ruamahanga-whaitua/>

Wai<sup>5</sup> also has evolved. It sets out the roles of both community and mana whenua in the management of freshwater and through a hierarchy of obligations, prioritises the health and wellbeing of water bodies and freshwater ecosystems.

10. Therefore, PC1 is part of a comprehensive work programme that Greater Wellington has been committed to for the last 15 years. There has been considerable investment from Council into technical work to inform and underpin each Whaitua process and the development of PC1. Seeing the WIPs through to plan changes supports our investment to result in action to improve the health of our waterways, and to ensure we are undertaking our statutory duties. Ultimately, PC1 aims to improve water quality in two of New Zealand's largest urban catchments.
11. With each successive Whaitua process, Greater Wellington's approach to partnership with mana whenua has evolved and strengthened. Greater Wellington is committed to our partnership with our mana whenua. Te Rūnanga o Toa Rangatira and Taranaki Whānui ki Te Upoko o Te Ika have supported Greater Wellington throughout the development of the NRP and invested considerable time and effort into the Whaitua processes since over the last decade. They developed groundbreaking documents as an expression of tino rangatiratanga and to outline their expectations for the waterways and harbours in Te Awarua-o-Porirua Whaitua and Whaitua Te Whanganui-a-Tara. They also provided extensive input into the PC1 plan change development and Hearing processes. In their submissions to the Hearing panel, both iwi emphasised the significance of the waterways and harbours to mana whenua, and raised concern at suggestions to weaken standards and push out timeframes.

***Progress on Plan Change 1 and decisions made to date***

12. The Council has received regular updates on the upcoming changes to the RMA, NPS-FM, national forestry regulations, application of Te Mana o Te Wai in consenting, farm plan regulations, and a range of other national policy direction related to freshwater health. Over this time Council has made decisions, or revisited their decisions, as to the implications of this changing legislative landscape on how to progress PC1.
13. In late 2023 and early 2024 the Government had signalled changes to both the RMA and various national direction documents, including the NPS-FM. In light of this changing landscape, in June 2024, the Council considered options to continue NPS-FM-related plan change work.<sup>6</sup> Council decided to:
  - a. Progress with PC1 through the Hearings phase
  - b. Undertake further work to determine the future work programme for further NPS-FM-related plan changes, and

<sup>5</sup> Ministry for the Environment (29 July 2022) The fundamental concept of Te mana o Tw Wai and its use in the National Objectives Framework: <https://environment.govt.nz/publications/guidance-on-the-national-objectives-framework-of-the-nps-fm/clause-1-3/>

<sup>6</sup> [Report 24.244](#) – Update on plan change work to implement the National Policy Statement for Freshwater Management

- c. Increase funding for this work under the Long Term Plan 2024-2034.
- 14. In October 2024, the Government made changes to prohibit regional councils from publicly notifying a freshwater planning instrument (plan change) to give effect to the NPS-FM before either the replacement of the NPS-FM or December 2025 (whichever is sooner).<sup>7</sup> The Minister for the Environment can grant an exemption from this requirement based on a listed set of grounds (including natural hazards/flood protection) or "for any other reason the Minister considers appropriate". Officers informed Council on this amendment in December 2024, and that the considerations in June 2024 remained relevant to continue progressing with PC1.
- 15. However, through the Annual Plan process for 25/26, the increased LTP investment for any further freshwater plan changes was deferred to after the new NPS-FM is gazetted.
- 16. In November 2024, Hearing Stream 1 (Overarching matters and Region-wide changes) for PC1 was completed.
- 17. In April and May 2025, Hearing Stream 2 (Objectives and Ecosystem health and water quality policies) and Hearing Stream 3 (Earthworks, Rural land use activities, and Forestry and vegetation clearance) were completed respectively. Ahead of these Hearing Streams, Council was briefed on the recommended changes to provisions made by reporting officers.
- 18. Hearing Stream 4 (Stormwater, Wastewater, Water Allocation in Te Awarua-o-Porirua, and Freshwater Action Plans) is planned for August 2025 and the final Hearing Stream 5 (Integration) is planned for October 2025.

***Recent changes in national direction that may impact Plan Change 1***

- 19. The Government released a new national direction package on 29 May 2025. This included a consultation document on freshwater matters, which looks at options to amend the NPS-FM and the National Environmental Standards for Freshwater (NES-F) to 'better reflect the interests of all water users'. Council can submit on the national direction packages until 27 July 2025.
- 20. The key proposals in the consultation document relevant to PC1 include:
  - Rebalancing Te Mana o te Wai by either removing the obligations hierarchy, reinstating the 2017 provisions, or removing Te Mana o te Wai entirely.
  - Replacing the NPS-FM's single Te Mana o te Wai-based objective with multiple new objectives, including:
    - o Recognise and provide for the needs of all water users including the environment, communities, and the primary sector.
    - o Introducing a new objective to consider the pace, feasibility, and cost of change, and who bears those costs.

<sup>7</sup> Resource Management (Freshwater and Other Matters) Amendment Act 2024, in force from 25 October 2024.



- o Better reflect social, cultural, and economic wellbeing alongside environmental outcomes.
    - o Whether to include the existing requirement to maintain or improve freshwater quality as a new objective.
  - Seeking feedback on the National Objectives Framework (NOF) values and national bottom lines:
    - o Whether compulsory NOF values should become optional.
    - o Whether to enable Councils to choose which values to manage locally rather than meeting national standards.
    - o Whether to remove, reduce, or weaken national bottom lines to only those critical nationally (not regionally).
    - o Whether national bottom lines are required or whether limits should be set based on community input.
21. The national direction package also proposes amendments to the Resource Management (National Environmental Standards for Commercial Forestry) Regulations 2017 (NES-CF). The proposed changes would restrict councils' ability to impose more stringent rules than the NES-CF.
22. The proposed changes to freshwater and forestry in this consultation document are likely to have significant effects on PC1 provisions.
23. Proposed future amendments to the RMA are also relevant when considering progressing PC1:
- a. The Select Committee released a report to accompany the second RMA Amendment Bill on 11 June 2025.<sup>8</sup> The purpose of this Bill is to make targeted changes to the RMA that can progress quickly and have effect in the short-to medium-term prior to full RMA reform. Clause 7 of the Bill would insert new section 25A(4) in the RMA, which refers to a situation where a local authority does not comply with a national policy statement. In that situation, the Minister could direct a local authority to prepare a plan change to address the non-compliance. The Minister could also specify the planning process that the authority would need to use to prepare the plan change.
  - b. In his speech<sup>9</sup> to the Wellington Chamber of Commerce on 18 June 2025, the Minister for RMA Reform announced a new provision that will be added to the second RMA Amendment Bill (due for final reading in July). Cabinet has agreed to modify or remove provisions in local council plans if they negatively impact economic growth, development capacity, or employment. Prior to exercising this power, the Minister must carry out an investigation into the provision in

<sup>8</sup> Environment Select Committee (11 June 2025) Report on Resource Management (Consenting and Other System Changes) Amendment Bill: <https://selectcommittees.parliament.nz/v/6/e47bd2f9-f716-4c78-4b22-08dda86dcc71>

<sup>9</sup> Hon Chris Bishop (18 June 2025) Speech to the Wellington Chamber of Commerce: Saying yes to more housing: <https://www.beehive.govt.nz/speech/speech-wellington-chamber-commerce-saying-yes-more-housing>

question, consider its consistency with existing national direction under the RMA, and engage with the local authority.

## **Nga kōwhiringa Options**

24. Given the release of the new national direction consultation packages, Council should again reconsider how to proceed with PC1.
25. There are three options available to the Council:
  - Option 1 is to briefly pause Plan Change 1 and continue with Hearings in October 2025.
  - Option 2 is to pause Plan Change 1 until Council has enough confidence to proceed.
    - Included in this decision is a recommendation for Council to delegate to the Chief Executive its power under clause 16A of Schedule 1 to the Resource Management Act 1991 to initiate a variation to Plan Change 1 to the Natural Resources Plan for the Wellington Region.
  - Option 3 is to withdraw Plan Change 1 and begin a new plan change process once the new NPS-FM is available, or possibly after RM reform.
26. The table appended as [Attachment 1](#) to this report sets out the high-level key considerations for each option. The considerations in Attachment 1 are set out in further detail below.

### ***Option 1: Continue with PC1***

27. This option upholds our mana whenua partnerships and commitments to our communities to progress recommendations from the WIPs and mana whenua statements, at least until a new NPS-FM is gazetted.
28. Logistical requirements include the need to postpone the next Hearing Stream (Hearing Stream 4) to 13 October 2025 (second week of October) at the earliest. This is because the original August timeframe for this Hearing Stream would be challenging to meet, with Hearing preparation being re-initiated after a Council decision on 26 June 2025.
29. This option significantly delays legislative alignment and regulatory certainty. Proceeding with Hearing streams before the NPS-FM is gazetted means that provisions that have already been heard (in both past and future Hearing streams) will have to be revisited to fully implement new national direction as required. There is likely to be significant work to reconsider an unknown number of provisions in light of the new NPS-FM and integrate the new direction into PC1 to produce a decisions version of the plan change.
30. The effects on territorial authorities and stakeholders are mixed. Considerable time and effort have been put into attending the previous three Hearing Streams, and the resources required to prepare and present evidence at future Hearing Streams is substantial. Hearing Stream 4, which is focused on wastewater and stormwater

provisions, is particularly complex and requires a significant amount of preparation for submitters.

31. As the new NPS-FM will need to be implemented before a decision is made by Council on PC1, it is likely the notified version of PC1 and relevant provisions will remain in place longer than intended even if Option 1 is preferred. This will create regulatory uncertainty for stakeholders and territorial authorities, as well as affect Greater Wellington's Regulation business unit due to difficulties in implementing some of the notified provisions. This issue is set out in detail in Option 2 below.
32. However, continuing with the Hearing Streams (in particular Hearing Stream 4) provides the opportunity to work through and resolve some of these problematic provisions in a faster timeframe than Option 2 (noting though that these will likely need to be revisited once the new NPS-FM is gazetted).
33. This option still requires seeking an extension of the decision timeframe from the both the Minister for the Environment (Schedule 1 process) and the Chief Freshwater Commissioner (Freshwater Planning Process (FPP)). These requests are unlikely to be well received given strong direction from the government to implement new national direction. Therefore, Option 1 represents significant risk as PC1 may not be granted an extension and permission to continue.

***Option 2: Pause PC1***

34. For this option, officers propose that PC1 be paused immediately and re-started once the Council has enough confidence to proceed with PC1. This will likely be when a new NPS-FM is gazetted, but allows for flexibility if the gazettal is delayed.
35. This option favours legislative alignment. PC1 notified provisions will remain in place for longer than planned, noting that these are more stringent and protective than NRP provisions for these two Whaitua.
36. Both Option 1 and 2 will have positive environmental effects as the notified version of PC1 will remain in place and has more protective provisions than the NRP.
37. However, in delaying the plan change, this option could be viewed as a lessening of our commitment to restoring the health of waterways committed to through the Whaitua processes.
38. Option 2 allows for consideration of other national direction, including wastewater standards being finalised by Taumata Arowai and the roll-out of Local Water Done Well. PC1 would then address the key freshwater issues with appropriate regard to the regulatory landscape in early 2026.
39. This course of action would also entail seeking extensions for decision timeframes from the Freshwater Commissioner and Minister for the Environment under the FPP and Schedule 1 planning processes. However, an extension is more likely to be granted under this option given that the delay will be aiding implementation of new national direction.

*Implementation of the notified PC1 under Option 1 and 2*

41. For both Option 1 and 2, the notified PC1 provisions are likely to remain in place for longer than originally anticipated (i.e., an extension to the 2-year timeframe for a Council decision will be required). In the meantime, these provisions must be applied in consenting and compliance processes as the PC1 provisions had immediate effect on notification. Only when the Panel issues its recommendations and Council makes a decision on these, will the notified version be replaced by the Decisions Version of PC1.
42. The Regulation business unit has encountered implementation issues with some provisions in PC1 as currently drafted. Keeping the notified provisions in effect for longer prolongs these issues. To illustrate these implementation issues, Greater Wellington currently has objections underway in relation to issued resource consents under the PC1 rules. Developers are struggling with how to apply the stormwater rules, and our Regulation team is spending significant time addressing issues in relation to some of the stormwater provisions.
43. Some of these issues can be dealt with by creating guidance documents to provide clarity on how the Council will be applying the provisions and thereby ensuring clarity and consistency for consent applicants and officers. However, there are some issues that cannot be resolved by guidance documents alone. These relate to financial contributions and the discharge of stormwater from new and redeveloped impervious surfaces.
44. The financial contributions provisions seek to maintain water quality, while still providing for greenfield development. PC1 requires consent holders creating new impervious surfaces to pay financial contributions to offset the residual adverse effects of discharging stormwater contaminants. Since notification of PC1, the Regulation team has faced difficulty implementing the financial contributions provisions as intended - particularly due to issues within the PC1 Schedule 30. Schedule 30 provides detailed information in relation to calculating the level of financial contribution required to offset adverse effects from residual contaminant loads. However, this calculation criteria does not account for all greenfield development scenarios subject to resource consent, and is therefore difficult to apply, leaving Plan users navigating significant uncertainty regarding consenting cost.
45. Under PC1, stormwater from new and redeveloped impervious surfaces less than 1000m<sup>2</sup> is a permitted activity provided certain conditions are met. The conditions that are difficult to implement are those requiring developments less than 1000m<sup>2</sup> to provide for “hydrological control” as defined in PC1. There have been a number of circumstances where providing hydrological control from small areas (less than 1000m<sup>2</sup>) of redevelopment has been unattainable and even unnecessary to mitigate potential adverse effects, meaning a consent is required and the level of effects being assessed is not significant.
46. If Option 2 is preferred, we recommend a variation to PC1 is initiated. Officers propose to insert a clause into the relevant provisions stating, “from the date the Decisions on Submissions to Proposed Plan Change 1 for the Natural Resources Plan for the Wellington Region (2023) is publicly notified” (i.e., for both the financial

contributions rules and the stormwater from new and redeveloped impervious surfaces permitted activity rules). This effectively means these elements of the rules do not apply until the decisions version of the plan is publicly notified.

47. This variation would not have a significant effect on the environment in the short or medium term. There are still strict requirements in both PC1 and the NRP that require stormwater treatment to a high standard. The variation will provide the Regulation team and consent applicants with clarity and certainty until these issues are worked through in a Hearings process and further clarity can be provided with the decisions version of PC1.
48. It is a Council decision to initiate a variation to PC1. However, in addition to any Council decision, Greater Wellington would be required to seek permission from the Minister for the Environment for this variation. The RMA requires an exemption from the Minister where a freshwater planning instrument is being notified before December 2025, and it requires the Chief Freshwater Commissioner to accept a proposed variation.
49. While it would normally be appropriate to give Council the exact details of this variation, there has not been enough time to develop this in full for this report. Under Option 2, this variation would be urgently required to support the Regulation team as well as consent applicants; however, with no Council meeting in July and then local body elections being held later in the year, there is a timing issue.
50. Due to that timing issue, if Option 2 is preferred, we recommend that the Council delegates to the Chief Executive its power under clause 16A of Schedule 1 to the Resource Management Act 1991 to initiate a variation to Plan Change 1 to the Natural Resources Plan for the Wellington Region.
51. This would allow us to finalise the work required for this and seek approval for the variation in July (from the Minister/Chief Freshwater Commissioner) and if provided, notify it. The delegation will be as limited in scope as possible and will only delay the application of the above-mentioned elements of the stormwater provisions in PC1.
52. We are proposing this variation and requesting this delegation only if Option 2 is preferred. However, it is important to note that if we proceed with PC1 (Option 1) and a new NPS-FM is gazetted that requires significant revision of topics already covered and a further delay on a decision, we may need to look into whether a similar variation is required in the future for the same reasons as outlined above.

***Option 3: Withdraw PC1***

53. This option favours legislative alignment and allows for full consideration of the regulatory landscape including the wastewater standards from Taumata Arowai, the gazetted NPS-FM, the rollout of Local Water Done Well, and further RM reform.
54. Withdrawal of PC1 means that protection of water quality in these two Whaitua will be managed by the operative NRP provisions. While this does provide regulatory certainty, it may have adverse environmental effects. Where water quality is degrading for some attributes, this is likely to continue under these less-protective provisions.

55. Allowing continued water quality degradation will negatively affect Greater Wellington's relationships with our mana whenua partners, especially as this will impact taonga species and cultural practices. Withdrawing PC1 may be considered a breach of our commitments and responsibilities to our partners, as well as potentially undermining Iwi Environmental Management Plans, Te Wai Ora o Porirua/Porirua Harbour Accord, and other documents.
56. PC1 includes unique recognition of mana whenua rights and interests in freshwater in these two Whaitua, as well as inclusion of cultural values. Both Te Rūnanga o Toa Rangatira and Taranaki Whānui ki Te Upoko o Te Ika have worked with us on the development of PC1, as well as putting considerable investment into the Whaitua processes and Hearings processes. PC1 is an expression of work in partnership, and withdrawal risks setting us back on this pathway.
57. There has been considerable financial investment from Greater Wellington in the Whaitua and PC1 processes to date. This option necessitates a new plan change process with its associated costs, meaning an even higher level of expenditure. However, that additional investment may prove not to be justified if changes through the new NPS-FM do not require significant revision to PC1 as notified.
58. Our mana whenua partners and territorial authorities have also committed significant time and investment through the Whaitua and plan change processes for over a decade. The costs of a new process would not be well received, and restarting the notification, submission, and Hearings processes would be costly. There is also the risk that withdrawal breaks trust with our communities by eroding faith in collaborative processes, and our commitments to te taiao.
59. With this option, the effects on our territorial authorities and stakeholder relationships is likely to be mixed; certainty would be provided for implementation requirements, and some stakeholders may be relieved of their regulatory burden as national direction is likely to be less stringent than PC1 requirements.
60. If Option 3 is preferred and PC1 withdrawn, officers note that any delay in national direction is likely to prolong the risks outlined above, including environmental effects, relationships with mana whenua partners, territorial authorities, and stakeholders, and financial costs.

***We are still progressing work to address freshwater quality in both Whaitua***

61. Regardless of which option is chosen, we are still and will continue to address freshwater quality in both Whaitua.
62. In Te Awarua o Porirua, the Te Wai Ora o Porirua/Harbour Accord Action Planning is focusing on three key objectives: reducing sedimentation, minimising pollutants/contaminants, and ecological restoration/harbour access. A key part of action planning will include considering WIP recommendations in relation to the above focus areas. Greater Wellington's Catchment and Delivery teams have been working closely with Porirua City Council's (PCC) riparian programme team to see how we better coordinate programmes and engage with rural landowners in the catchment.

63. Te Rūnanga o Toa Rangatira and Environmental Science and Research's Wai Māori Monitoring Programme, led by a mātauranga Māori approach is continuing to address several recommendations in Te Awarua-o-Porirua WIP and the Ngāti Toa Rangatira Statement.
64. Wastewater upgrades and monitoring are ongoing with PCC replacing more than 3km of ageing wastewater pipes in Bothamley Park and a new Wastewater Storage Facility due for completion in 2026.
65. In Te Whanganui-a-Tara, the Waiwhetū Integrated Catchment Project is progressing with staff across organisations working to bring all work in this catchment under one umbrella.
66. Greater Wellington has been supporting the Korokoro Environment Group, who are extending knowledge from freshwater monitoring with a focus on eDNA and night surveys of fish populations.
67. Wellington City Council has completed or progressed a range of recommendations in the Te Whanganui-a-Tara WIP through updates to its District Plan, especially around three waters, subdivision, and natural hazards.

### **Ngā hua ahumoni**

#### **Financial implications**

68. The cost spent on PC1 to date is significant. The cost to notify and proceed to the current state of PC1 is estimated to be around \$6M.
69. Leading up to the development of PC1, it is estimated that the Te Whanganui-a-Tara Whaitua process cost approximately \$1.35M and the Te Awarua-o-Porirua Whaitua process cost approximately \$1.5M. These costs are only estimates and do not include staff time and some technical work that was developed to inform the Whaitua Committees.
70. While these costs would not be entirely lost if the decision was to withdraw, a significant portion would be. To begin any new plan change from the start is estimated to cost towards \$8M. While a lot of the work already completed for PC1 could be reused in a new plan change, it is likely that significant extra cost would be needed in addition to this existing investment in order to complete PC1.
71. The cost to proceed with PC1, holding Hearing Stream 4 and 5, and obtaining a decision from the Panel is estimated to be upwards of \$700,000. This includes Greater Wellington's legal costs, external policy and science consultants, the costs for the panel to prepare for and attend Hearings as well as provide a decision recommendation to Council. This does not include staff time.
72. If the decision is to proceed with PC1, it is likely that some of the content traversed in Hearing Streams 4 and 5 would need to be revisited once a new NPS-FM is gazetted.
73. It is also important to consider the cost to submitters and the amount of work required to prepare for Hearings. If the decision is to proceed and there are significant changes in the new NPS-FM, they will have to spend significantly more to revisit the content covered in Hearing Streams 4 and 5.

## **Ngā Take e hāngai ana te iwi Māori**

### **Implications for Māori**

74. Mātauranga-ā-iwi has shaped Whaitua processes, WIPs and the direction for regional plan changes through the expression of kaitiakitanga and tino rangatiratanga in action, a knowledge that sets out clearly the inherent interdependencies between the natural environment and people. Te Rūnanga o Toa Rangatira and Taranaki Whānui ki Te Upoko o Te Ika, like other mana whenua in the rohe, have dedicated, and continue to dedicate, considerable resources and knowledge to the council's regulatory processes as a pathway for improving the health of freshwater and the wider natural environment.
75. Both Te Rūnanga o Toa Rangatira and Taranaki Whānui ki Te Upoko o Te Ika have attended the PC1 Hearings and prepared evidence in support of the notified version of PC1. Any decision that would de-prioritise the importance of freshwater quality would diminish wider taiao outcomes with compounding impacts on mana whenua.
76. We anticipate that legislative changes and new national direction will result in a shift where decision making frameworks limit recognition of Māori values and interests.
77. While we remain deeply committed to our partnerships, there are significant challenges as different reform packages are being developed in isolation, leading to inconsistencies that could undermine existing Treaty settlements and roles currently held by mana whenua, reducing their ability to exercise rangatiratanga.
78. It is important to acknowledge that our partnership with mana whenua has been built over three decades. We will continue to work with our partners to identify areas of mutual interest and strength, and seek opportunities that can lead to innovative and culturally appropriate solutions. These opportunities are not only about managing risks but also about fostering deeper partnerships that empower Māori communities to take ownership of decision-making in ways that align with their values and aspirations.
79. Steps have been made proactively to engage in open dialogue with both iwi, Te Rūnanga o Toa Rangatira and Taranaki Whānui ki Te Upoko o Te Ika on this matter.

## **Te huritao ki te huringa o te āhuarangi**

### **Consideration of climate change**

80. The matters requiring decision in this report were considered by officers in accordance with the process set out in Greater Wellington's Climate Change Consideration Guide 2020. PC1 contributes to and is aligned with Council's and Greater Wellington's policies and commitments relating to climate change.
81. PC1 gives effect to the proposed RPS Change 1 for climate change where it relates to freshwater and the requirements of the NPS-FM. Plan Change 1 seeks to improve climate resilience in both Whaitua, through afforestation of highly erosion prone land, which is at particular flood risk from high rainfall events. Provisions for stormwater and earthworks ensure further resilience is introduced into these



sectors to protect the assets from the effects of climate change and reducing the contaminant load entering rivers and receiving environments.

82. The climate change provisions in PC1 will contribute to improving climate resilience in the Region. The decision to continue, pause, or withdraw PC1 1 will affect Greater Wellington's ability to deliver on climate change commitments through a regulatory instrument, particularly on climate change resilience.

### **Te hiranga Significance**

83. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter, considering Council's Significance and Engagement Policy and Greater Wellington's Decision-making Guidelines.
84. Officers recommend that this matter is of medium significance.

### **Te whakatūtakitaki Engagement**

85. We have reflected the feedback and views of our mana whenua partners, territorial authorities and sector stakeholders to date throughout this report.
86. A communications plan is appended as [Attachment 2](#) to this report, which sets out how Greater Wellington will communicate with our mana whenua partners, territorial authorities and sector stakeholders about this decision. To summarise, the two communication phases are:
87. Phase 1: Inform stakeholders of this decision paper and its high-level content (completed / ongoing).
88. Phase 2: Inform stakeholders of Council's decision and how they are affected once a decision is made.
89. Further engagement will be required for Option 2 to support the variation required to address the regulatory implementation (consenting) issues with the notified version of PC1, as set out earlier in this report.
90. Significant further engagement would be required under Option 3 to support developing a new plan change to give effect to the NPS-FM. Engagement on the plan change process would be subject to statutory RMA engagement requirements, and the plan change would need to be publicly notified under the Freshwater Planning Process and Part 1, Schedule 1 of the RMA.

### **Ngā tūāoma e whai ake nei Next steps**

91. If Option 1 is preferred, we will proceed with Hearings as per above and initiate the communications plan.
92. If Option 2 is preferred, we will pause PC1 and initiate a variation to Plan Change 1 as outlined above, as well as initiate the communications plan.

93. If Option 3 is preferred, we will withdraw PC1 as well as initiate the communications plan.

## Ngā āpitihanga

### Attachments

| Number | Title                                                                                        |
|--------|----------------------------------------------------------------------------------------------|
| 1      | <a href="#">Table: Key considerations for Plan Change 1 options</a>                          |
| 2      | <a href="#">Communications plan: Natural Resources Plan (NRP) Plan Change 1 announcement</a> |

## Ngā kaiwaitohu

### Signatories

|           |                                                                                                                                                                                                                                                                  |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Writers   | <p>Will Syben - Kaitaki-a-tima   Team Leader Policy</p> <p>Rachel Pawson - Kaitohutohu Matua   Senior Policy Advisor</p> <p>Erica Wheatley - Kaitohutohu Matua   Senior Policy Advisor</p> <p>Chloe Nannestad - Kaitohutohu Matua   Senior Policy Advisor</p>    |
| Approvers | <p>Nicola Arnesen - Kaiwhakahaere Matua   Manager, Policy</p> <p>Fathima Iftikar – Hautū Rautaki, Kaupapa Here me ngā Waeture   Director, Strategy, Policy and Regulation</p> <p>Lian Butcher – Kaiwhakahaere Matua, Rōpū Taiao   Group Manager, Environment</p> |

| <p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b><br/><b>Summary of considerations</b></p>                                                                                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>The considerations in this report align with Council's roles and responsibilities under the RMA. The Act requires regional councils to prepare a regional plan(s) and policy statement, as necessary, to give effect to national direction, including the NPS-FM</p>             |
| <p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The NPS-FM plan change work programme contributes to the Long Term Plan outcome to support and protect te taiao to help it thrive in relation to the health of land, freshwater and coastal water.</p>                                                          |
| <p><b><i>Internal consultation</i></b></p> <p>This paper has been drafted with contributions from officers across Rōpū Taiao Environment Group and Te Hunga Whiriwhiri, and has been reviewed by Te Hunga Whiriwhiri, Legal and Procurement, and the Strategy, Policy and Regulation, Catchment and Knowledge and Insights functions of Rōpū Taiao Environment Group</p> |
| <p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>This report covers a range of legal, relationship and operational impacts and risks</p>                                                                                                                                                                                                       |

## **Implications of National Direction: Options for Plan Change 1**

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### **Key points: Why we are making further decisions on Plan Change 1?**

1. The Government released a new National Direction package on 29 May 2025. This included a consultation document on freshwater matters, which looks at options to amend the National Policy Statement for Freshwater Management 2020 (NPS-FM) and the National Environmental Standards for Freshwater (NES-F) to “better reflect the interests of all water users”.
2. The key proposals in the consultation document relevant to Plan Change 1 (PC1) to the Natural Resources Plan (NRP) include:
  - Rebalancing Te Mana o te Wai by either removing the obligations hierarchy, reinstating the 2017 provisions, or removing Te Mana o te Wai entirely.
  - Replacing the NPS-FM’s single Te Mana o te Wai-based objective with multiple new objectives, including:
    - Introducing a new objective to consider the pace and cost of change, and who bears the cost.
    - Whether to include the existing requirement to maintain or improve freshwater quality as a new objective.
  - Seeking feedback on the National Objectives Framework (NOF) values and national bottom lines:
    - Which should be compulsory and which should be optional.
    - Whether to enable Councils to deviate from national thresholds and associated monitoring methods.
    - Whether national bottom lines are required or whether limits should be set based on community input.
3. The consultation period for the National Direction package closes 27 July 2025. The Government will then consider feedback and release a further exposure draft for NPS-FM (estimated September 2025) before gazetting the final NPS-FM changes (anticipated early 2026).
4. Giving effect to the NPS-FM 2020 was a primary driver for both the Te Whanganui-a-Tara and Te Awarua-o-Porirua Whitua processes and PC1. As potentially significant changes to the NPS-FM are signalled in the consultation document, Council needs to consider how this will affect PC1 and how to best respond. There is a high likelihood that changes to PC1 will be required due to new national direction. However, there is currently little certainty about the extent of changes required until the new NPS-FM is gazetted.
5. The Freshwater Planning Process requires Council to make decisions on a Freshwater Planning Instrument (i.e. PC1) within two years of notification. As PC1 was notified on 30 October 2023, the Council will need to apply for an extension from the Minister to proceed with either Option 1 or Option 2. In requesting an extension, it will be important to lay out how the Council intends to implement the new NPS-FM.

## **Implications of National Direction: Options for Plan Change 1**

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### **Options for Plan Change 1**

**1. Option 1: Briefly pause Plan Change 1 and continue with Hearings in October**

Hearing Stream 4 can likely recommence in October with Hearing Stream 5 (Integration) being held in early 2026. The timing of Council's decision on Plan Change 1 is unknown as it will be influenced by when the NPS-FM is released and how much additional work is required to implement it.

**2. Option 2: Pause until Council has enough confidence to proceed with Plan Change 1**

Plan Change 1 can recommence either when the NPS-FM is gazetted or when Council has sufficient certainty to otherwise proceed if the NPS-FM is delayed.

**3. Option 3: Withdraw Plan Change 1**

Begin a new plan change process once the new NPS-FM is available or possibly after RM reform.

**Implications of National Direction: Options for Plan Change 1****Key considerations for Plan Change 1 options**

|                                                                              | <b>Option 1: Continue</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>Option 2: Pause</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>Option 3: Withdraw</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Environmental implications</b>                                            | <b>Positive:</b> <ul style="list-style-type: none"> <li>PC1 provisions amended through Hearings are more protective than NRP provisions.</li> </ul>                                                                                                                                                                                                                                                                                                                                                               | <b>Positive:</b> <ul style="list-style-type: none"> <li>PC1 notified provisions will remain in place and are more protective than NRP provisions.</li> </ul>                                                                                                                                                                                                                                                                                                                             | <b>Negative:</b> <ul style="list-style-type: none"> <li>Although the NRP provides some protections, reverting to NRP provisions will likely result in ongoing water quality degradation for some attributes.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Mana whenua partnerships with Taranaki Whānui and Ngāti Toa Rangatira</b> | <b>Positive / uncertain:</b> <ul style="list-style-type: none"> <li>Trust is maintained in GW and the PC1 and whaitua processes.</li> <li>Opportunities remain to strengthen partnerships through the Hearings process.</li> <li>GW will need to implement the new NPS-FM in the future, which may affect relationships if significant changes to PC1 are required.</li> </ul>                                                                                                                                    | <b>Negative / uncertain:</b> <ul style="list-style-type: none"> <li>Mana whenua have made significant investment to engage in the PC1 process.</li> <li>Further delays present additional risk to achieving water quality outcomes.</li> <li>Trust in GW and processes may be eroded, but opportunities to repair may exist via Hearings.</li> <li>Mana whenua may not support the final national direction compared to PC1.</li> </ul>                                                  | <b>Negative:</b> <ul style="list-style-type: none"> <li>Likely the degradation of water quality for some attributes will continue therefore impacting taonga species and cultural practices.</li> <li>Cultural values are not accurately recognised before further work to initiate a plan change is carried out.</li> <li>Potential undermining of Iwi environmental plans and documents.</li> <li>Wider impacts on Mana whenua rights and interest to protect and sustain the health and wellbeing of their unique relationship with freshwater.</li> <li>Breach of GW's commitments and responsibilities to mana whenua which may impact on our wider partnering activities as trust is eroded.</li> </ul> |
| <b>Territorial authority and stakeholder relationships</b>                   | <b>Mixed:</b> <ul style="list-style-type: none"> <li>Hearings process presents an opportunity to resolve conflicts.</li> <li>Increased certainty for timeframes and implementation requirements.</li> <li>Regulatory burden on some stakeholders (operators, TAs) likely to be higher than national direction requires.</li> <li>Some additional time for submitters to prepare evidence will be welcome.</li> <li>Territorial authorities likely to appeal PC1 provisions if they remain as notified.</li> </ul> | <b>Mixed:</b> <ul style="list-style-type: none"> <li>Hearings process presents an opportunity to resolve conflicts, albeit delayed.</li> <li>National direction more favourable to some stakeholders, less for others.</li> <li>Additional time for submitters to prepare evidence will be welcome.</li> <li>Decreased certainty for timeframes and implementation requirements.</li> <li>Territorial authorities likely to appeal PC1 provisions if they remain as notified.</li> </ul> | <b>Mixed:</b> <ul style="list-style-type: none"> <li>Certainty for implementation requirements.</li> <li>Uncertainty for timeframes and future provisions to give effect to new NPS-FM.</li> <li>Sunk costs of stakeholder participation in PC1 process and further costs to participate in new process.</li> <li>Relief from regulatory burden for some stakeholders, as national direction likely to be less stringent than PC1 requirements.</li> <li>Risks to social licence to undertake new community collaborative processes (e.g. Whaitua process).</li> </ul>                                                                                                                                        |
| <b>Regulatory implementation</b>                                             | <b>Uncertain:</b> <ul style="list-style-type: none"> <li>Currently some difficulties in implementing PC1 provisions via consents.</li> <li>Difficulties may be prolonged if the notified version of PC1 remains in place for longer if the new NPS-FM is released and GW needs to implement it.</li> <li>Hearings process is resolving implementation issues with notified provisions.</li> <li>Certainty for timeframes and implementation.</li> </ul>                                                           | <b>Uncertain:</b> <ul style="list-style-type: none"> <li>Pausing PC1 creates uncertainty as there are known implementation issues with PC1 provisions that will remain unaddressed via Hearings. There are some options to deal with these issues that will be addressed in more detail in the coming paper.</li> </ul>                                                                                                                                                                  | <b>Positive:</b> <ul style="list-style-type: none"> <li>Reverting to operative NRP provides implementation certainty.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Legislative alignment</b>                                                 | <b>Negative:</b> <ul style="list-style-type: none"> <li>Allows GW to consider some national direction changes in PC1 before holding hearings (e.g. Taumata Arowai standards, Local Water Done Well) but not the amended NPS-FM until after hearings are held.</li> <li>Requires Ministerial approval of timeframe extension.</li> </ul>                                                                                                                                                                           | <b>Positive:</b> <ul style="list-style-type: none"> <li>Allows GW to consider all relevant existing and anticipated national, regional, and local direction changes.</li> <li>Full alignment with future NPS-FM.</li> <li>Requires Ministerial approval of timeframe extension but likely success given we will be implementing new NPS-FM.</li> </ul>                                                                                                                                   | <b>Positive:</b> <ul style="list-style-type: none"> <li>Allows GW to consider all relevant national, regional, and local direction changes as part of a future plan change.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Costs</b>                                                                 | <b>Moderate to high additional cost:</b> <ul style="list-style-type: none"> <li>Additional costs of rework, future plan change, or variation to bring the</li> </ul>                                                                                                                                                                                                                                                                                                                                              | <b>Some additional cost:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>High additional cost:</b> <ul style="list-style-type: none"> <li>Cost of starting a new plan change process from the beginning.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

**Implications of National Direction: Options for Plan Change 1**

|  |                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                      |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>NRP in line with amended NPS-FM and other national direction when it is released. Issues dealt with in Hearings 4 and 5 may need to be revisited.</p> <ul style="list-style-type: none"><li>• Current Hearing costs remain as forecast with some rescheduling adjustments.</li></ul> | <ul style="list-style-type: none"><li>• Hearing costs remain similar to forecast with some rescheduling adjustments.</li><li>• Efficiencies created by incorporating the additional work required to implement the new NPS-FM through the current PC1 process rather than duplicating processes.</li></ul> | <ul style="list-style-type: none"><li>• Sunk time and cost spent on PC1 – may be unnecessarily wasted if changes through new NPS-FM are not as significant as anticipated.</li></ul> |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Note: The Panel has indicated it is likely available for Option 1 and Option 2. Further timing and details will need to be worked through closer to the time.

# Natural Resource Plan (NRP) Plan Change 1 announcement



## What we're doing

### Background

**INFORM | The decision to either continue, pause or withdraw Plan Change 1 (PC1) to the NRP following council approval (June 26th)**

- PC1 was developed to give effect to the NPS-FM 2020. It implements the National Objectives Framework (NOF), including by setting numeric, measurable and timebound targets for the health of waterways in Te Awarua-o-Porirua Whaitua and Whaitua Te Whanganui-a-Tara. These targets are informed by the Whaitua Implementation Programmes (WIPs) and mana whenua statements recommended to Council by mana whenua and the Whaitua Committees for these catchments.
- The Government released a new National Direction package on 29 May 2025. This included a consultation document on freshwater matters, which looks at options to amend the National Policy Statement for Freshwater Management 2020 (NPS-FM)
- There are potentially significant changes to the NPS-FM signalled in the consultation document. There is a high likelihood that changes to PC1 will be required due to new national direction. However, there is currently little certainty about the extent of changes required until the new NPS-FM is gazetted (anticipated in March 2026).
- Council needs to consider how this will affect PC1 and how to best respond. There are three options for how to proceed –

#### **Option 1: Briefly pause Plan Change 1 and continue with Hearings in October**

Hearing Stream 4 can likely recommence in October with Hearing Stream 5 (Integration) being held in early 2026. The timing of Council's decision on Plan Change 1 is unknown as it will be influenced by when the NPS-FM is released and how much additional work is required to implement it.

#### **Option 2: Pause until Council has enough confidence to proceed with Plan Change 1**

Plan Change 1 can recommence either when the NPS-FM is gazetted or when Council has sufficient certainty to otherwise proceed if the NPS-FM is delayed.

#### **Option 3: Withdraw Plan Change 1**

Begin a new plan change process once the new NPS-FM is available or possibly after RM reform.

### RASCI

| Role               | Who                              |
|--------------------|----------------------------------|
| <b>Responsible</b> | Andrew Stantiall                 |
| <b>Approval</b>    | Will Syben, Carmen Sellwood      |
| <b>Support</b>     | Catchment and THW internal teams |
| <b>Consult</b>     | Plan Change 1 Team               |
| <b>Inform</b>      | Rest of Communications and EG    |



## Comms risks & opportunities

**Reputational risk rating:** High

### Risks:

There are two elements to this decision that require clear communication.

- The first is that a decision is being made on this in the first place. (Phase 1)
- The second is that once a decision is made, we need to deliver clear communication to impacted parties on what this decision means for them. (Phase 2)

These recommendations are significant and may create significant cost or uncertainty for stakeholders.

Those most affected include our mana whenua partners, Whaitua Committee members, catchment groups and communities connected with waterways we support, developers and local councils.

### Mitigations:

- We are best placed to front foot the decision
- Stakeholder engagement plans are in place for those most affected
- Frame the decision clearly and empathetically for each audience, with early, direct engagement for those most affected.

## Communication objectives

- Provide clarity and rationale for the decision for affected parties.
- Understanding from the public (engaged audience only).
- Manage reputational risk through proactive and consistent messaging.

## Mana whenua considerations

- Mana whenua have been a significant partner in the Whaitua process and have been pivotal to shaping the Whaitua Implementation Programmes as well as developing their own documents: Te Mahere Wai and the Ngāti Toa Statement.
- Early engagement with Te Rūnanga o Toa Rangatira (TRoTR) and Taranaki Whānui has commenced as GW continues to build on transparency to navigate reforms and the impacts of the environment.
- Both iwi organisations, TRoTR and Taranaki Whānui have been invited to the Council on June 26<sup>th</sup> meeting to express their position.
- Partnership ways of working is the catalyst for engaging with Mana Whenua early on this kaupapa.

## Key stakeholders & audiences

### INTERNAL

- ELT, EGLT and EG
- GW Councillors
- Whaitua Committees

### EXTERNAL

- **Territorial Authorities** - (Porirua, Upper Hutt, Hutt City, Wellington)
- **Affected landowners** - (public, private, mana whenua, developers, forestry owners, consent holders, DoC)
- **Farmers | Advocacy Groups** – Federated Farmers, FRG, Fish and Game **Catchment Groups and Friends Groups**
- **Central Government** – MPI, DoC, MfE, Kainga Ora, Waka Kotahi, Taumata Arowai, Ministry for Urban
- **Anyone that submitted on PC1**

## How we'll do it

### Strategic approach

- Utilising internal staff who have existing relationships to contact the most important stakeholders. Suggested approach to this in the below table.
- Wider Greater Wellington staff will be informed through our standard internal communication channels.

**Phase 1:** To inform stakeholders of the decision paper and the high-level content within it

| Stakeholder                                                                         | GW lead for communication                          | Done       |
|-------------------------------------------------------------------------------------|----------------------------------------------------|------------|
| Mana whenua partners                                                                | Tania Parata, Kara Kearney, Tim Sharp, Jimmy Young | ✓          |
| Active Whaitua Committee members, Harbour Accord Partners and Porirua Harbour Trust | Jimmy Young, Tim Sharp                             | In process |
| Territorial Authorities & WWL                                                       | Fathima Iftikar, Nicola Arnesen                    | ✓          |
| Developers                                                                          | Will Syben, Alisha Vivian                          | In process |
| Other (Submitters)                                                                  | Will Syben (as required)                           | In process |

**Phase 2:** To inform stakeholders of the decision made by the council and the impact it may have on them

| Stakeholder                                                                         | GW lead for communication                                                                      | Done |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|------|
| Mana whenua partners                                                                | Nigel Corry, Daran Ponter with support from Tania Parata, Kara Kearney, Tim Sharp, Jimmy Young |      |
| Active Whaitua Committee members, Harbour Accord partners and Porirua Harbour Trust | Jimmy Young, Tim Sharp                                                                         |      |
| Territorial Authorities & WWL                                                       | Fathima Iftikar, Nicola Arnesen                                                                |      |
| Developers                                                                          | Will Syben, Alisha Vivian                                                                      |      |
| PC 1 Team (including Panel)                                                         | Will Syben, Fathima Iftikar, Nicola Arnesen                                                    |      |
| Rest of GW                                                                          | Lian Butcher, Fathima Iftikar                                                                  |      |
| Other external stakeholders/Submitters                                              | Will Syben (as required)                                                                       |      |

- A minute released by the panel for PC1 to inform the public of the decision

### Tactics we'll use

| Tactic                       | Audience/Segment Reached | Who             |
|------------------------------|--------------------------|-----------------|
| Mana ki te mana hui with iwi | Mana whenua partners     | Chair and CE's. |
| Stakeholder Engagement       | As above tables          | As above tables |
| Kia ora from Lian            | GW & EG                  | M&C/BID/EG      |

|                                   |                                                    |                 |
|-----------------------------------|----------------------------------------------------|-----------------|
| Kainga (GW Intranet) + newsletter | All GW                                             | M&C             |
| Panel minute                      | All other submitters and interested parties on PC1 | PC1 Panel Chair |
| Update on PC1 page - GW website   | General public                                     | Josh            |

## Key messages

### Phase 1: informing stakeholders a decision is coming

- Council is considering how we proceed with Plan Change 1 (PC1) in light of proposed national changes to freshwater policy.
- A decision will be made on 26 June, options include continuing, pausing, or withdrawing PC1.
- We're sharing this so you know what's being considered and how it might affect your interests.

### Phase 2: informing stakeholders of the decision and what it means

- Council has decided to {continue / pause / withdraw} PC1, based on new national direction and what's best for our region.
- We recognise this decision affects you, this is what it means and what to expect next.
- We remain committed to working in partnership with you and keeping you informed as things involved.

Further detailed key messages will be provided to councillors and staff once a decision has been made.

## Timing

- Work is currently underway to present this comprehensive list of recommendations to Council
- A decision will be made on 26 June, and there is an Engagement plan underway for affected parties.

| Week Commencing      | 9/6 | 16/6 | 23/6 | 30/6 | 07/7 |
|----------------------|-----|------|------|------|------|
| Planning             | X   | X    |      |      |      |
| Approvals            |     |      | X    |      |      |
| Council Presentation | X   |      | X    |      |      |
| Stakeholder hui      | X   | X    | X    | X    | X    |
| Website Update       | X   |      | X    | X    | X    |
| Panel Minute         | X   |      | X    | X    |      |
| Internal Comms       | X   |      |      | X    |      |

## Budget & Resources

- No budget is required
- Communications can be carried out with existing resources

## Other details

### Measures of success

- That stakeholders are informed of the decision paper itself and can be involved as and how they would like to be
- That stakeholders and the rest of GW are made aware of the decision and the implication this has for them

**Council  
26 June 2025  
Report 25.294**



**For Decision**

## **ADOPTION OF THE 2025/26 ANNUAL PLAN**

### **Te take mō te pūrongo Purpose**

1. To present Council with the 2025/26 Annual Plan for adoption.

### **He tūtohu Recommendations**

That Council:

- 1 **Notes** that in accordance with section 95(2A) of the Local Government Act 2002, formal public consultation was not undertaken in the preparation of the 2025/26 Annual Plan as no significant or material changes have been proposed from year two of Greater Wellington's 2024-34 Long Term Plan.
- 2 **Adopts** the 2025/26 Annual Plan ([Attachment 1](#)).
- 3 **Authorises** the Chief Executive the ability to make minor editorial changes to the 2025/26 Annual Plan prior to publication to correct errors and improve public understanding.
- 4 **Authorises** the Group Manager Finance & Risk to enter into any debt facilities or borrowing that are required to implement the 2025/26 Annual Plan that are in accordance with the Council's Treasury Management Policy.
- 5 **Notes** that separate reports are being considered at this Council meeting to set the:
  - a Wellington Regional Council Rates 2025/26 (Report 25.254)
  - b Wholesale Water Levy 2025/26 (Report 25.255).

### **Te tāhū kōrero Background**

#### **Process**

2. Section 95(1) of the Local Government Act 2002 (LGA) requires a local authority to prepare and adopt an annual plan for each financial year.

3. Section 95(5) of the LGA indicates that the local authority shall present a full account of any changes from the Long Term Plan for the year in which the annual plan is being developed and to include all relevant financial and funding impact statements for the year in which the annual plan is being prepared. Section 95(6)(b) of the LGA also states that appropriate reference needs to be made to the relevant parts of the long-term plan.
4. This report presents the final 2025/26 Annual Plan ([Attachment 1](#)) for adoption. Section 95(3) of the LGA requires that an annual plan is adopted before the commencement of the year to which it relates. For 2025/26 this means Council must adopt the Annual Plan by 30 June 2025.

***Development of the 2025/26 Annual Plan***

5. The 2024-34 Long Term Plan (LTP) had forecast an average regional rates increase<sup>1</sup> of 14.5% for year two (the 2025/26 financial year). At a workshop on 17 September 2024, Council acknowledged the cost challenges facing our communities at this time and asked officers to review the work programme to identify efficiencies and potential budget savings.
6. Significant work was undertaken across the organisation to review work programmes and budgets for 2025/26, as well as 2026/27 and 2027/28, to consider where efficiencies could be achieved. As a result, the delivery of a number of work programmes will be deferred or delayed reducing the cost burden to our communities, resulting in a reduction in the 2025/26 average rates figure, down to 9.72%.
7. Throughout the process, Councillors consistently sought assurance that officers had thoroughly tested the deliverability of proposed work programmes and budgets for 2025/26. In addition to the areas included in the public engagement material, further options for efficiencies were explored. These included the potential deferral of flood asset maintenance and a slow down or deferral of some pest management activities.
8. However, given the commitments made to our communities and mana whenua partners, alongside the impact on our ability to deliver the flood resilience programme and the increased risks (including flooding, reputational, and legal liabilities) associated with asset degradation, these options were not progressed.
9. At its meeting on 27 February 2025, Council agreed to an 'Inform and Engage' approach for the proposed 2025/26 Annual Plan as no significant or material changes have been proposed from Greater Wellington's 2024-34 LTP (Report 25.52).
10. The public engagement period ran from 03 – 28 March 2025. Council received a report summarising the feedback received at a meeting on 22 May 2025 (Report 25.217) and agreed to proceed with finalising the 2025/26 Annual Plan with a 9.72% average regional rates increase, as described in the public engagement material.

<sup>1</sup> The average regional rates increase is the average increase across all rating categories (i.e. general and all targeted rates).

***Related decisions at this Council meeting***

11. The setting of Greater Wellington Regional Council rates for 2025/26 is being considered by Council following the adoption of the 2025/26 Annual Plan (Report 25.254).
12. Under section 23 of the Local Government (Rating) Act 2002, Council must set its rates for the 2025/26 financial year by resolution. Rates must be set in accordance with the relevant provisions of Council's Long Term Plan and the funding impact statement in the related Annual Plan for the Council. The Annual Plan must be adopted before the rates can be set.
13. The wholesale water levy for 2025/26 is being considered by Council following the adoption of the 2025/26 Annual Plan (Report 25.255).
14. The Annual Plan outlines that the wholesale water levy for the 2025/26 financial year will increase by 15.91% from the levy set for the 2024/25 financial year. The increase reflects administrative costs, including Wellington Water Limited's (WWL) corporate ICT system critical upgrades.
15. Once the Annual Plan is adopted the water levy for 2025/26 can be set.

**Ngā hua ahumoni**

**Financial implications**

16. Greater Wellington will deliver a work programme with the overall average regional rate increase for 2025/26 of 9.72%. This equates to approximately an average region-wide increase of \$1.27 (incl. GST), \$10.94 (excl. GST), and \$1.54 (excl. GST) per week, for residential, business, and rural ratepayers respectively.

***Metlink Public Transport***

17. On 27 February 2025, Council considered the Public Transport Annual Fares Review (Report 25.33) and agreed to a general fares increase in line with inflation (2.2%), along with a change to the off-peak fare discount, from 50% to 30% effective 01 July 2025. These decisions are reflected in the 2025/26 Annual Plan.
18. Throughout the planning period, Metlink has faced significant budget pressures driven in part by lower rail patronage (causing a fares shortfall) and increased operator costs. These challenges, along with proposed mitigations, were discussed by Council at their workshop on 08 May 2025. The mitigations implemented have enabled Council to maintain the proposed rates figure without further adjustment.

***Balanced budget*** requirement

19. Section 100 of the LGA provides that a local authority, unless it resolves that it is prudent to do otherwise, must ensure that each year's projected operating revenues are set at a level sufficient to meet that year's projected operating expenses. Officers are of the view that the 2025/26 budget meets the LGA balanced budget requirement.

### **Ngā Take e hāngai ana te iwi Māori**

#### **Implications for Māori**

20. Greater Wellington's commitment to Te Tiriti o Waitangi and partnership through Te Whāriki; Greater Wellington's Māori Outcomes Framework provides the foundation for our approach for each iwi.
21. All six iwi partners had representatives on Greater Wellington's 2024-34 LTP Committee, that contributed to the development of the 2024-34 LTP, as full members of the Committee, and represented their priorities through submissions received during the LTP public consultation process. The proposed 2025/26 Annual Plan retains the core direction of the 2024-34 LTP.

### **Te huritao ki te huringa o te āhuarangi**

#### **Consideration of climate change**

22. Climate change has been considered across the breadth of development of the proposed 2025/26 Annual Plan package.
23. The matter for decision in this report does not change Greater Wellington's commitment to climate change as outlined in the 2024-34 LTP and Greater Wellington's Organisational and Regional 10-point climate emergency response action plans. However, a slower rate of electrification of the bus fleet compared to the LTP, part of the Metlink budget savings mitigations, has had an impact on Greater Wellington's projected emissions. This has already been considered as part of the revision of organisational emissions targets (Council Report 25.185).

### **Ngā tikanga whakatau**

#### **Decision-making process**

24. The matter requiring decision in this report was considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

### **Te hiranga**

#### **Significance**

25. Under section 95(2) and (2A) of the LGA, Council must consult the community before adopting an annual plan, unless "the proposed annual plan does not include significant or material differences from the content of the long-term plan for the financial year to which the proposed annual plan relates."
26. Officers undertook an evaluation in line with Greater Wellington's *Significance and Engagement Policy* and determined that there were no activities within the proposed package which triggered a legislative requirement to consult with our communities. However, we were required to inform the community on the proposed 2025/26 Annual Plan (including what we were planning to deliver and the draft average regional rates) and provide the community an opportunity to comment on it. Council agreed to this approach on 27 February 2025 (Report 25.52).

27. The matters for decision in this report reflect previous decisions taken by the Council to confirm the draft 2025/26 Annual Plan at their meeting on 22 May 2025 (Report 25.217) and no further changes have been made, therefore the matters for decision are considered low significance.

### **Te whakatūtakitaki Engagement**

28. As outlined under ‘Significance’ section above, Council agreed to an ‘Inform and Engage’ approach for the proposed Annual Plan 2025/26 (Report 25.52). Information regarding the inform and engage approach and an analysis of the feedback received was provided to Council on 22 May 2025 (Report 25.217).

### **Ngā tūāoma e whai ake nei Next steps**

29. Officers will prepare the final 2025/26 Annual Plan for publication, both in print and on Greater Wellington’s website. Hard copies will be distributed to public libraries and key stakeholders by the end of July 2025.
30. A brief media campaign will follow to help raise awareness of the final 2025/26 Annual Plan. This will include promotion through Greater Wellington’s website, social media channels, and internal communications, supported by an external media release encouraging our communities to access the digital version online.

### **Ngā āpitihanga Attachment**

| Number | Title                                                                   |
|--------|-------------------------------------------------------------------------|
| 1      | <a href="#">Greater Wellington Regional Council 2025/26 Annual Plan</a> |

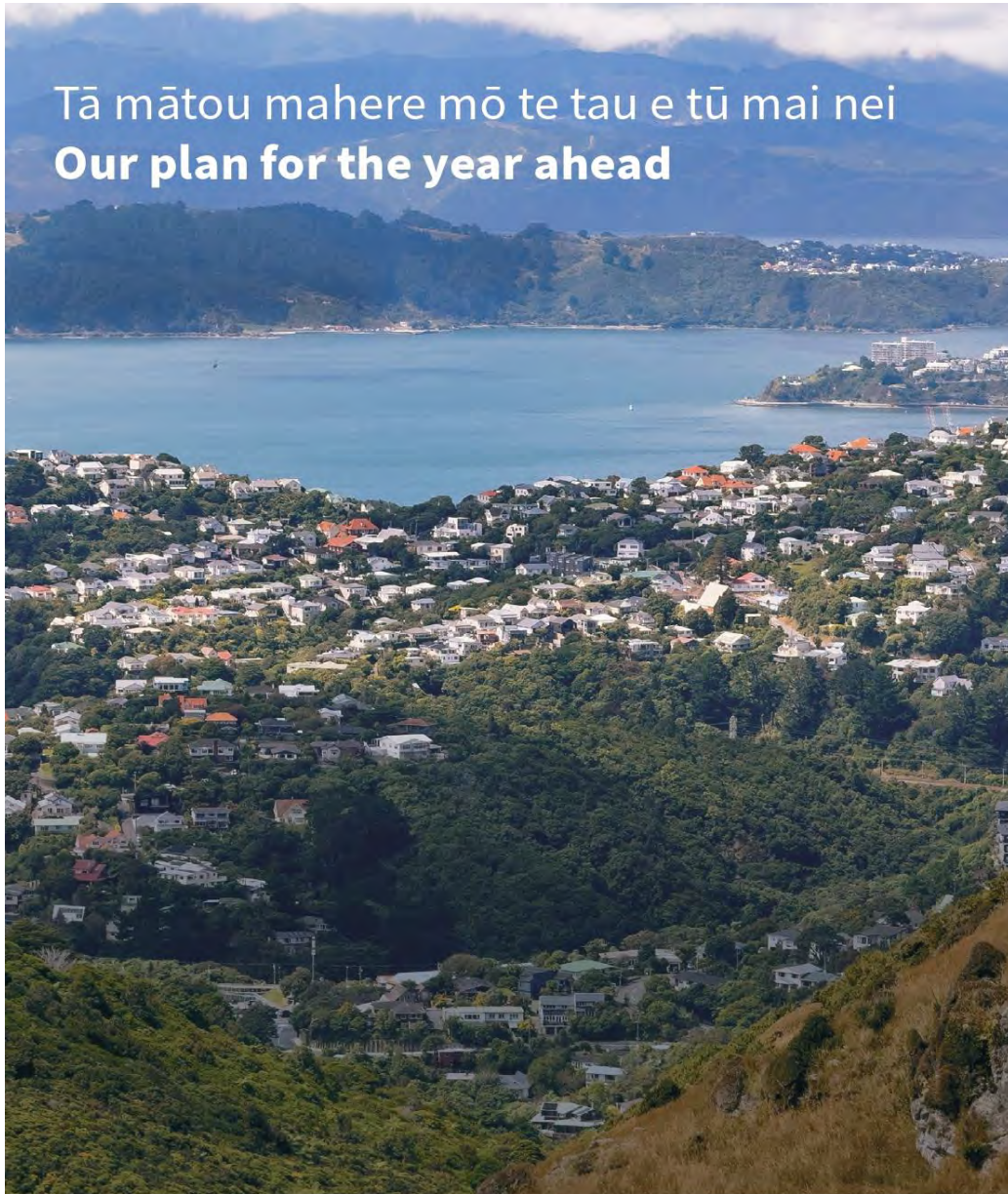
### **Ngā kaiwaitohu Signatories**

|           |                                                                                                                                                                                                                                                                                                                       |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Writers   | <p>Tyler Dunkel – Kaiwhakahaere Matua   Manager Corporate Planning &amp; Reporting</p> <p>Darry Joyce - Kaiwhakahaere Matua   Manager Accounting Services</p> <p>Brett Cockeram – Hautū Hua Māori   Director Māori Outcomes Te Hunga Whiriwhiri</p>                                                                   |
| Approvers | <p>Zofia Miliszewska – Kaiwhakahaere Matua   Head of Strategy &amp; Performance</p> <p>Ashwin Pai - Kaiwhakahaere Matua   Head of Finance</p> <p>Luke Troy – Kaiwhakahaere Matua Rautaki   Group Manager, Strategy</p> <p>Alison Trustrum-Rainey – Kaiwhakahaere Matua Rautaki   Group Manager Finance &amp; Risk</p> |



| <p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b><br/><b>Summary of considerations</b></p>                                                                                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>Council is responsible, under section 95 of the LGA, for preparing and adopting an Annual Plan for each financial year.</p>                                                          |
| <p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The purpose of this report is to adopt the 2025/26 Annual Plan, which provides an updated work programme and budget for year two of the 2024-34 Long Term Plan.</p> |
| <p><b><i>Internal consultation</i></b></p> <p>This report was prepared in consultation with Finance, Metlink, Te Hunga Whiriwhiri, and Strategy tīma.</p>                                                                                                                    |
| <p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no identified risks relating to the content or recommendations of this report.</p>                                                                                                      |

1



TE PANE MATUA TAI AO  
GREATER WELLINGTON REGIONAL COUNCIL

# **Pūrongo ā Tau 2025/26 Annual Plan 2025/26**



## Annual Plan 25/26

## Contents

|                                                                                                                                                                         |                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| <a href="#"><u>He karere nā te Heamana me Te Tumu Whakarae   Message from the Chair and Chief Executive .....</u></a>                                                   | <a href="#"><u>3</u></a>  |
| <a href="#"><u>Nau mai, haere mai   Welcome .....</u></a>                                                                                                               | <a href="#"><u>5</u></a>  |
| <a href="#"><u>Part 1 .....</u></a>                                                                                                                                     | <a href="#"><u>6</u></a>  |
| <a href="#"><u>He Whakarāpopototanga   Overview.....</u></a>                                                                                                            | <a href="#"><u>6</u></a>  |
| <a href="#"><u>E aha ana a Te Pane Matua Taiao?   What does Greater Wellington do? .....</u></a>                                                                        | <a href="#"><u>7</u></a>  |
| <a href="#"><u>Te mahi tahi ki ngā mana whenua   Partnership with mana whenua .....</u></a>                                                                             | <a href="#"><u>8</u></a>  |
| <a href="#"><u>Part 2 .....</u></a>                                                                                                                                     | <a href="#"><u>9</u></a>  |
| <a href="#"><u>Ngā panonitanga nō te wā o tā tātou Mahere Pae Tawhiti 2024-34   Changes since our 2024-34 Long Term Plan .....</u></a>                                  | <a href="#"><u>9</u></a>  |
| <a href="#"><u>Part 3 .....</u></a>                                                                                                                                     | <a href="#"><u>12</u></a> |
| <a href="#"><u>He whakarāpopototanga Reti me ngā Panonitanga mō te Pūrongo ā-tau 2025/26   Summary of Rates and their changes for the Annual Plan 2025/26 .....</u></a> | <a href="#"><u>12</u></a> |
| <a href="#"><u>Ka pēhea ngā reiti hei te 2025/26?   What are the rates for 2025/26? .....</u></a>                                                                       | <a href="#"><u>13</u></a> |
| <a href="#"><u>Part 4 .....</u></a>                                                                                                                                     | <a href="#"><u>14</u></a> |
| <a href="#"><u>Ngā mea e whakatutukitia ana e mātou i te tau 2025/26   What we are delivering in 2025/26.....</u></a>                                                   | <a href="#"><u>14</u></a> |
| <a href="#"><u>Te Taiao   Environment.....</u></a>                                                                                                                      | <a href="#"><u>15</u></a> |
| <a href="#"><u>Ngā waka tūmatanui   Metlink Public Transport.....</u></a>                                                                                               | <a href="#"><u>20</u></a> |
| <a href="#"><u>Ko te mahere ā-rohe me ngā rangapū   Regional Strategy and Partnerships .....</u></a>                                                                    | <a href="#"><u>24</u></a> |
| <a href="#"><u>Ngā puna wai   Water Supply .....</u></a>                                                                                                                | <a href="#"><u>28</u></a> |
| <a href="#"><u>Part 5 .....</u></a>                                                                                                                                     | <a href="#"><u>32</u></a> |
| <a href="#"><u>Ngā tau   The numbers.....</u></a>                                                                                                                       | <a href="#"><u>32</u></a> |
| <a href="#"><u>He Pūrongo Pūtea   Finances at a glance .....</u></a>                                                                                                    | <a href="#"><u>33</u></a> |
| <a href="#"><u>He whakapae matua me ngā tūraru   Significant forecasting assumptions and risks .....</u></a>                                                            | <a href="#"><u>35</u></a> |
| <a href="#"><u>He putunga tauākī pūtea   Total Council financial statements.....</u></a>                                                                                | <a href="#"><u>35</u></a> |
| <a href="#"><u>Ko ngā pūtea penapena   Financial reserves .....</u></a>                                                                                                 | <a href="#"><u>40</u></a> |
| <a href="#"><u>Ko te whakapuakanga ā-tau ki te tau mutunga 30 o Pipiri 2026   Annual Plan Disclosure Statement for year ending 30 June 2026 .....</u></a>               | <a href="#"><u>41</u></a> |
| <a href="#"><u>Ko ngā mōhiotio Reti   Rating base information .....</u></a>                                                                                             | <a href="#"><u>41</u></a> |
| <a href="#"><u>Assistance in paying your rates .....</u></a>                                                                                                            | <a href="#"><u>47</u></a> |

## Annual Plan 25/26

|                                                                                                                 |                           |
|-----------------------------------------------------------------------------------------------------------------|---------------------------|
| <a href="#"><u>He Tauāki Pūtea mō ngā Hua   Funding impact statement .....</u></a>                              | <a href="#"><u>48</u></a> |
| <a href="#"><u>Rating mechanism .....</u></a>                                                                   | <a href="#"><u>48</u></a> |
| <a href="#"><u>Differentials.....</u></a>                                                                       | <a href="#"><u>50</u></a> |
| <a href="#"><u>Ko ngā momo Reti   Rates categories .....</u></a>                                                | <a href="#"><u>51</u></a> |
| <a href="#"><u>He tauāki pūtea mō ngā Reti   Rates funding impact statements .....</u></a>                      | <a href="#"><u>56</u></a> |
| <a href="#"><u>General Rates: .....</u></a>                                                                     | <a href="#"><u>57</u></a> |
| <a href="#"><u>River Management Targeted Rate: .....</u></a>                                                    | <a href="#"><u>57</u></a> |
| <a href="#"><u>Stadium and Warm Greater Wellington Targeted Rates: .....</u></a>                                | <a href="#"><u>58</u></a> |
| <a href="#"><u>Public Transport Rate: .....</u></a>                                                             | <a href="#"><u>59</u></a> |
| <a href="#"><u>River Management Scheme Rates: .....</u></a>                                                     | <a href="#"><u>60</u></a> |
| <a href="#"><u>Catchment Schemes 1 Targeted Rate: .....</u></a>                                                 | <a href="#"><u>61</u></a> |
| <a href="#"><u>Catchment Schemes 2 through 4 Targeted Rates:.....</u></a>                                       | <a href="#"><u>62</u></a> |
| <a href="#"><u>Pump Drainage Schemes Targeted Rate:.....</u></a>                                                | <a href="#"><u>63</u></a> |
| <a href="#"><u>Ko te mapi o ngā utu o te Pokapū o Pōneke   Wellington City Downtown Levy Area Map .....</u></a> | <a href="#"><u>64</u></a> |

## He karere nā te Heamana me Te Tumu Whakarae | Message from the Chair and Chief Executive

Tēnā tātou katoa

**E rere ana ngā mihi ki ngā mana whenua o te rohe nei, ki tō tātou taiao, otirā ki ngā whānau me ngā hāpori maha e noho ana ki tēnei whenua o Te Ūpoko o Te Ika a Māui.**

We want to thank you for taking the time to read this document. It outlines how we're working towards our vision of An Extraordinary Region – Thriving environment, connected communities, resilient future.

Like councils across Aotearoa New Zealand, we faced tough challenges throughout 2023 and 2024. Rising costs, increasing inflation, and higher insurance and borrowing rates put a lot of pressure on our budget. We know our communities felt these challenges too.

As we move into 2025/26, inflation and the cost of borrowing have begun to ease. However, we are now navigating a new set of challenges, including reduced central government funding and persistent cost-of-living pressures across our communities.

In response, we've undertaken a rigorous review of our work programme and made a series of tough but bold decisions to realign priorities while remaining committed to delivering public value. This has included deferring some projects and recruitment, managing vacancies more tightly, and recalibrating our investment in key areas. For example, we've chosen to moderate the pace of bus electrification, reassessed the deployment of additional busses, and adopted a balanced fare approach that reflects inflation while remaining mindful of affordability pressures.

At the same time, we've protected and sustained investment in core areas such as flood protection, pest control, and asset management, recognising the long-term value these services provide to the region.

These decisions reflect a complex and deliberate process of trade-offs. Together, they've enabled us to significantly reduce the planned average regional rates increase for 2025/26 from 14.5% to 9.72%.

The changes we have made for the 2025/26 Annual Plan from what was planned for year two of the 2024-34 Long Term Plan strikes a balance – helping us manage financial challenges while still investing in the services and projects you told us were important in the Long Term Plan. We remain committed to delivering the services and infrastructure that matters most to you. We continue our work to address climate change, control pests that harm our environment, provide public transport, and protect communities from flooding.

Strengthening our Treaty partnerships with mana whenua o Te Upoko o te Ika is also a key priority. We are working to mature our partnership approach and deepen our

Annual Plan 25/26

relationships across the region. Together we can achieve mutually beneficial outcomes for the Greater Wellington region.

We are grateful to the public for your feedback as we drafted this Annual Plan. We appreciate the continuing involvement of community groups, and the support of our mana whenua partners who all make a real difference to our work. We look forward to delivering this mahi over the coming year.

Ngā mihi

Nigel Corry, Tumu Whakarea | Chief Executive

Daran Ponter, Heamana | Chair

## Annual Plan 25/26

## Nau mai, haere mai | Welcome

This 2025/26 Annual Plan confirms our plan and budget for year two of our 2024-34 Long Term Plan: 01 July 2025 through to 30 June 2026. Essentially, it's what we will do, when we will do it, and how we will pay for it.

We develop a Long Term Plan every three years and consult with you about it. This coming year (2025/26) is year two of our 2024-34 Long Term Plan. Things often change, so we produce an Annual Plan to update you about anything that's different from what we said we would do in the Long Term Plan. For example, this could be changes to our budget, different ways of doing some activities, or new things that we couldn't have known about when we developed the Long Term Plan. We also take the opportunity to talk about some of the work we do.

There are five sections in this Annual Plan. We encourage you to read this document alongside the 2024-34 Long Term Plan, which provides lots more detail about what we have planned for this year, and up until 2027.

### Part 1: He Whakarāpopototanga | Overview

About Greater Wellington, our partnerships with mana whenua, our strategic focus areas, and the community outcomes we are striving for.

### Part 2: Ngā panonitanga nō te wā o tā tātou Mahere Pae Tawhiti 2024-34 | Changes since our 2024-34 Long Term Plan

Changes to our work programmes, revised average regional rates figures for 2025/26, and our engagement with the community about these.

### Part 3: He whakarāpopototanga Reti me ngā Panonitanga mō te Pūrongo ā-tau 2025/26 | Summary of Rates and their changes for the Annual Plan 2025/26

Our upcoming rates summary.

### Part 4: Ngā mea e whakatutukitia ana e mātou i te tau 2025/26 | What we are delivering in 2025/26

Some of the mahi we will focus on during 2025/26.

### Part 5: Ngā tau | The numbers

Financial statements and accompanying notes.

Annual Plan 25/26

## Part 1

### He Whakarāpopototanga | Overview



## E aha ana a Te Pane Matua Taiao? | What does Greater Wellington do?

Greater Wellington's vision is what drives us in everything we do.

---

*He rohe taurikura - Nui te ora o te taiao, He hapori kotahi, He manawaroa to āpōpō*

*An extraordinary region: a thriving environment, connected community and resilient future.*

---

We take care of the environment, protecting forests and wildlife. We deliver public transport, making sure it's sustainable and works well. We manage the region's supply of clean and healthy drinking water. Our team takes action to reduce the risk of flooding from our rivers, lakes and streams. We ensure everyone is prepared for emergencies such as earthquakes and flooding. Greater Wellington puts all our energy into these things and more – to protect and grow our region.

Our relationships with communities and mana whenua are important to us. We work together to deal with the challenges of today and planning for the future. We're all proud of where we live. It's a beautiful place and we're here to protect it for our communities today and those yet to come.

The direction is refreshed every three years as a part of our Long Term Plan. We know the long term outcomes we want to achieve, and we have four strategic focus areas to guide our decisions and support our delivery, they are:

- Active mana whenua partnerships and participation for improved outcomes for Māori
- Holistic approaches to deliver improved outcomes for te taiao
- Leading action for climate resilience and emissions reduction
- Improving access to services and equity of outcomes through participation with communities

Here you can read more about our focus areas and how we group our activities on page [37 of the 2024-34 Long Term Plan](#).

## Te mahi tahi ki ngā mana whenua | Partnership with mana whenua

Our partnerships with mana whenua have stood for over 30 years. Built on a foundation of listening, kōrero and working at place with them. They have shared their aspirations and priorities for their respective communities and te taiao with us through avenues such as the Long Term Plan.

Our iwi partners:

- Ngā Hapū ō Ōtaki
- Te Ātiawa ki Whakarongotai Charitable Trust
- Te Rūnanga o Toa Rangatira
- Taranaki Whānui (represented by Port Nicholson Block Settlement Trust)
- Rangitāne o Wairarapa Inc.
- Ngāti Kahungunu ki Wairarapa

We invest in our partnerships through Kaupapa and Tūāpapa funding agreements. We involve our partners in both designing solutions and delivering work programmes.

During 2025/26, we are focused on making the changes needed to improve the way we partner together, better understand the role and inherent obligations of mana whenua within their rohe, and the extent of the work they do for our wider communities.

This includes playing our part in supporting the success of existing and future Treaty settlements, and the work of emerging Post Settlement Governance Entities.

We are working to embed te ao Māori and mātauranga Māori approaches in the way we work. This will enable us to enhance the work of mana whenua to achieve our shared goals. By building a good understanding of the local environment and working together, we can plan, carry out, monitor, and evaluate Whaitua processes.

A Te Tiriti o Waitangi Komiti was established for the 2022-25 triennium; it is a committee of the full Council which aims to strengthen our commitment to our partners. This Komiti helps make sure our internal processes consider the rights and interests of Māori by bringing te ao Māori, tikanga Māori (customs), and mātauranga Māori into our strategies, plans, and decisions from the start. It also ensures that the voices of those caring for their rohe are heard when we discuss issues and solutions. The Komiti supports our goals under Te Whāriki, our Māori outcomes framework.

More detail around our approach to partnering with mana whenua can be found on pages [16-20 of the 2024-34 Long Term Plan](#).

Annual Plan 25/26

## Part 2

Ngā panonitanga nō te wā o tā tātou Mahere Pae  
Tawhiti 2024-34 | Changes since our 2024-34 Long  
Term Plan

## Annual Plan 25/26

There have been no significant or material changes to what we planned for in year two of our 2024-34 Long Term Plan (LTP), so in line with the requirements of the Local Government Act 2002 (Section 95 (2A)) we did not run a formal consultation process on our 2025/26 Annual Plan. However, we wanted to communicate some of the changes from year two (2025/26) of the 2024-34 LTP that may be of interest to the public.

In March 2025 we published an information document outlining the key changes we were proposing for our 2025/26 Annual Plan and invited general feedback from the community on our plans. We also held an in-person 'Coffee-and-Chat' discussion session for members of the community with Councillors, where feedback from participants was also captured. We had direct conversations with our mana whenua partners.

Council confirmed the following changes for the 2025/26 Annual Plan be included in the final version of the Annual Plan:

*Ngā Waka Tūmatanui – Metlink Public Transport*

- Reduce the number of buses we order to meet expected patronage demand across the region
- Increase general fares to reflect inflation levels and reduce the off-peak fare discount from 50% to 30%
- Defer a project to develop the bus interchange and driver facilities in Porirua.

*Te Taiao - Environment*

- Rephrasing funding for plan changes to our Natural Resources Plan due to changes in Central Government direction. We are doing this until either the new National Policy Statement for Freshwater Management is operative or 31 December 2025 (whichever is sooner). We know the health of our wai is important to our mana whenua, tangata whenua, our communities and future generations. We will focus on working together on the non-regulatory activities in the meantime to continue momentum in this space.
- Pushing back the timeframes for non-critical erosion protection projects in Pinehaven and Waiohine by 12 months.

*Staffing*

- Delay recruitment of vacant or new positions.

For 2025/26 we have added three new projects to our work programme. These are either new or weren't included in our 2024-34 Long Term Plan because we didn't have enough information at the time.

Māori Constituency Referendum: During 2024, Council affirmed its resolution to establish a Māori Constituency for the 2025 and 2028 local government elections. New

## Annual Plan 25/26

central government legislation<sup>1</sup> means we must now hold a public vote on this during the 2025 local elections. The results of this referendum will determine whether the Māori Constituency is in place for the 2028 and 2031 elections.

Local Water Done Well: New central government water legislation requires us to submit a plan on the future of bulk water services by 03 September 2025. We will work hard to meet this deadline. Consultation during March and April 2025 gave the community a chance to have their say on the future of water services in our region.

Gollan's Valley Station Purchase: For the first time in over 60 years the Gollan's Valley Station went on the open market in early 2025. The station is a 1366-hectare block of land in the hills above Eastbourne, that borders two separate sections of East Harbour Regional Park. We were able to secure the purchase of Gollan's Valley Station in part due to a \$1m gift from the estate of John Marsden Nankervis.

Future management of the land will be co-governed by Greater Wellington and Taranaki Whānui (represented by Port Nicholson Block Settlement Trust). The land's long-term future will be planned through public consultation, including future Annual or Long Term plans or Reserve Act processes. The settlement date for the land purchase is 25 July 2025.

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<sup>1</sup> the Local Government (Electoral Legislation and Māori Wards and Māori Constituencies) Amendment Act 2024

Annual Plan 25/26

## Part 3

He whakarāpopototanga Reti me ngā Panonitanga  
mō te Pūrongo ā-tau 2025/26 | Summary of Rates  
and their changes for the Annual Plan 2025/26

## Annual Plan 25/26

*We're committed to providing the services and infrastructure that matter most to our communities. We're continuing our work to tackle climate change, control pests that harm our environment, improve public transport, and protect communities from flooding.*

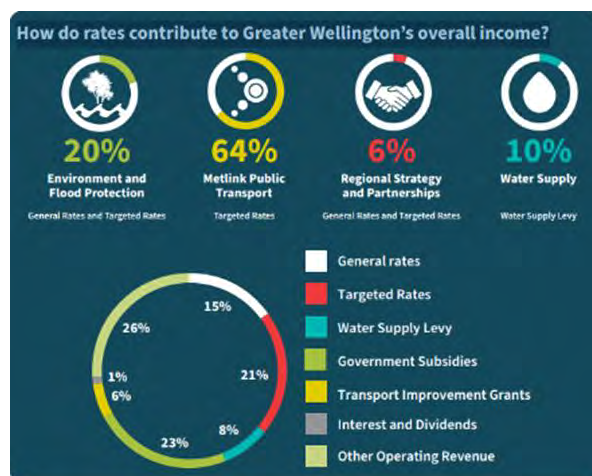
*Our rates increase is a careful balance – helping us manage financial pressures while still investing in the services and projects you told us were important in the Long Term Plan.*

## Ka pēhea ngā reiti hei te 2025/26? | What are the rates for 2025/26?

We have lowered the average regional rates increase for 2025/26 from the 14.5% that was planned for year two of the 2024-34 Long Term Plan, to 9.72%. The table below shows what this means in dollar amounts for residential, business and rural properties.

Your individual actual rates may vary from the figures in the table, as they are an average across the whole region. Based on local factors, your rates bill is likely to be different from the regional average and/or your neighbours. To get a personalised estimate of your 2025/26 rates, visit our rates calculator: [www.rates.gw.govt.nz/](http://www.rates.gw.govt.nz/)

|                             | Average increase per annum | Average increase per week |
|-----------------------------|----------------------------|---------------------------|
| Residential (Including GST) | \$61.23                    | \$1.18                    |
| Business (excluding GST)    | \$566.77                   | \$10.90                   |
| Rural (excluding GST)       | \$73.15                    | \$1.41                    |



Annual Plan 25/26

## Part 4

Ngā mea e whakatutukitia ana e mātou i te tau  
2025/26 | What we are delivering in 2025/26



## Annual Plan 25/26

## Te Taiao | Environment

We live in a beautiful environment. Our region has 497 kilometres of coastline and 813,500 hectares of land. We work alongside communities to protect it. We provide flood protection, monitor plants, animals and ecosystems, manage pests, tackle climate change and boost conservation.

| Nui te ora o te taiao -<br>Thriving environment                  | He hāpori kotahi -<br>Connected communities.                                            | He manawaroa te āpōpō -<br>Resilient future                                                                                    |
|------------------------------------------------------------------|-----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| We support and protect te taiao in the region to help it thrive. | We work with our communities to connect people with the environment in which they live. | We are looking to nature to help us respond to the causes and effects of climate change so that future generations can thrive. |

### Key projects we are delivering in 2025/26

| Activity/Project            | Description                                                                                                                                                                      | What we will deliver in 2025/26                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Te Awa Kairangi – RiverLink | RiverLink is a transformational project for Te Awa Kairangi ki Tai Lower Hutt which includes flood protection, transport improvements and Hutt City Centre urban revitalisation. | <p>We will continue work along the river corridor, including construction of rock lined river edge protection and planting for bioengineering. We will relocate high voltage power cables and electrical substations which will allow us to complete more flood protection projects, including the second stage of the Mills Street Stopbank.</p> <p>We will continue purchasing properties to make room for the river, in line with our ongoing programme of property purchase agreed in 2015.</p> <p>Learn more at <a href="#">Te Awa Kairangi</a></p> |
| Flood Resilience Tranche 1  | Following Budget 2024, Greater Wellington and MBIE's Regional Economic Development and Investment Unit, Kānoa, have agreed to co-fund 16 flood resilience projects as            | <p>This means continuing existing work and starting new projects in the 15 identified project sites in Wairarapa and the 1 project site in Ōtaki.</p> <p>All these sites are critical in future proofing community, infrastructure, cultural taonga and the economy, in a major flooding event.</p>                                                                                                                                                                                                                                                      |

## Annual Plan 25/26

|                                                     |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                     | part of a nationwide initiative.                                                                                                                                                                                                                                                                                              | Learn more at <a href="#">flood resilience projects</a>                                                                                                                                                                                                                                                                                                               |
| Toitū Te Whenua Parks Network Plan implementation   | <p>Our long-term vision for regional parks is to restore healthy native ecosystems. It's a 10-year programme of work, delivered by many people in a wide variety of collaborations.</p> <p>Recloaking Papatūānuku is a key activity that delivers native planting to restore the formerly grazed areas of regional parks.</p> | <p>We will continue restoration planting in Queen Elizabeth Park, Belmont Regional Park, East Harbour Regional Park and Kaitoke Regional Park, where the grazing license has ended. We are also continuing our pest control and monitoring programmes in the parks to protect the existing plantings.</p> <p>Learn more at <a href="#">Recloaking Papatūānuku</a></p> |
| Harbour channel improvement                         | With our Port and Harbour Marine Safety Code partner, CentrePort Limited, we have had an external review of how ships enter and leave Wellington Harbour, possible interactions, as well as options for improving this now and for future shipping changes.                                                                   | <p>We will continue to implement changes to improve how ships enter and leave Wellington Harbour safely, including routes in and out of the harbour and navigational aids.</p> <p>Learn more at <a href="#">Greater Wellington — Harbours and coasts</a></p>                                                                                                          |
| Enhanced pest animal and plant control              | We are committed to protecting our most important places from the impacts of pests.                                                                                                                                                                                                                                           | <p>In 2025/26, we are focusing on ungulate control (goats, deer, pigs) particularly in the Wainuiomata catchment, Wairarapa Moana, and Pukaha Mt Bruce sanctuary.</p> <p>Learn more at <a href="#">Greater Wellington — Pest management</a></p>                                                                                                                       |
| Keeping our resource management policies up to date | The government has begun a series of amendments to the Resource Management Act, and indicated there will be new or revised national policy statements and environmental standards.                                                                                                                                            | <p>We will begin work to align our planning documents with this new national direction. We will implement it directly through resource consent processing (as required).</p> <p>We will continue to progress through existing plan change processes that are underway. We will complete the</p>                                                                       |

## Annual Plan 25/26

|                                                   |                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                   |                                                                                                                                                                                                                             | hearings for Proposed Change 1 to the Natural Resources Plan and begin the appeals process. Depending on Environment Court timeframes and capacity, we will also complete mediation on Proposed Change 1 to the Regional Policy Statement.                                                                                                                                                                          |
| Using nature-based approaches to build resilience | We will continue to implement a suite of nature-based tools and approaches to reduce flood risk, restore biodiversity, build resilience to climate change, water quality and supply issues, and enhance ecosystem services. | We will be further investigating nature-based solutions around wetland restoration, restoring vegetation cover, soil management, and river naturalisation (giving the river room to move). This work will be in co-development with mana whenua, communities, other regional councils and central government partners.<br><br>Learn more at <a href="#">Greater Wellington — Environmental data and information</a> |
| Marine biosecurity                                | We will continue to implement our marine biosecurity plan with Top of the South Marine Biosecurity Partnership.                                                                                                             | We will focus on increased pest surveillance and raising awareness of threats to our marine environments.                                                                                                                                                                                                                                                                                                           |

There have been no changes to performance measures for 2025/26 from those published in the 2024-34 LTP. Refer to pages [54-58 of the 2024-34 Long Term Plan](#) for a full set of performance measures and targets for the Te taiao | Environment activity group.

## Annual Plan 25/26

**Environment and Flood Resilience Prospective Funding Impact Statement**

For the year ending 30 June

|                                                                | Long Term Plan<br>2025<br>\$000 | Long Term Plan<br>2026<br>\$000 | Annual Plan<br>2026<br>\$000 |
|----------------------------------------------------------------|---------------------------------|---------------------------------|------------------------------|
| <b>Sources of operating funding</b>                            |                                 |                                 |                              |
| General rates, uniform annual general charge, rates penalties  | 92,464                          | 107,086                         | 102,066                      |
| Targeted rates                                                 | 14,825                          | 18,203                          | 16,881                       |
| Subsidies and grants for operating purposes                    | 2,699                           | 1,333                           | 1,469                        |
| Fees and charges                                               | 214                             | 218                             | 218                          |
| Interest and dividends from investments                        | 481                             | 459                             | 356                          |
| Local authorities fines, infringement fees, and other receipts | 18,586                          | 15,726                          | 14,478                       |
| <b>Total operating funding</b>                                 | <b>129,269</b>                  | <b>143,025</b>                  | <b>135,468</b>               |
| <b>Applications of operating funding</b>                       |                                 |                                 |                              |
| Payments to staff and suppliers                                | 90,466                          | 96,521                          | 91,521                       |
| Finance costs                                                  | 13,586                          | 16,964                          | 14,923                       |
| Internal charges and overheads applied                         | 28,275                          | 30,359                          | 28,428                       |
| <b>Total applications of operating funding</b>                 | <b>132,327</b>                  | <b>143,844</b>                  | <b>134,872</b>               |
| <b>Surplus/(deficit) of operating funding</b>                  | <b>(3,058)</b>                  | <b>(819)</b>                    | <b>596</b>                   |
| <b>Sources of capital funding</b>                              |                                 |                                 |                              |
| Subsidies and grants for capital expenditure                   | -                               | -                               | 1,000                        |
| Increase (decrease) in debt                                    | 61,300                          | 110,806                         | 111,280                      |
| Gross proceeds from sale of assets                             | 138                             | 527                             | 790                          |
| <b>Total sources of capital funding</b>                        | <b>61,438</b>                   | <b>111,333</b>                  | <b>113,070</b>               |
| <b>Application of capital funding</b>                          |                                 |                                 |                              |
| Capital expenditure—                                           |                                 |                                 |                              |
| to improve the level of service                                | 53,403                          | 105,028                         | 108,966                      |
| to replace existing assets                                     | 3,986                           | 4,452                           | 4,202                        |
| Increase (decrease) in reserves                                | 310                             | 375                             | (58)                         |
| Increase (decrease) of investments                             | 681                             | 659                             | 556                          |
| <b>Total application of capital funding</b>                    | <b>58,380</b>                   | <b>110,514</b>                  | <b>113,666</b>               |
| <b>Surplus/(deficit) of capital funding</b>                    | <b>3,058</b>                    | <b>819</b>                      | <b>(596)</b>                 |
| <b>Surplus/(deficit) of funding</b>                            | <b>-</b>                        | <b>-</b>                        | <b>-</b>                     |
| Depreciation on council assets                                 | 4,521                           | 4,771                           | 6,558                        |

This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations. For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to Greater Wellington's Revenue and Financing Policy.

All figures on this page exclude GST

## Annual Plan 25/26

**Environment and Flood Resilience Prospective Funding Information**

For the year ending 30 June

|                                                                | Long Term Plan<br>2025<br>\$000 | Long Term Plan<br>2026<br>\$000 | Annual Plan<br>2026<br>\$000 |
|----------------------------------------------------------------|---------------------------------|---------------------------------|------------------------------|
| <b>Sources of operating funding</b>                            |                                 |                                 |                              |
| Environmental restoration, recreation and harbour safety       | 42,173                          | 45,872                          | 44,808                       |
| Environmental strategy, policy and protection                  | 21,070                          | 23,669                          | 20,785                       |
| Planning and prioritising integrated work at a catchment scale | 6,151                           | 5,930                           | 6,207                        |
| Environmental knowledge and insights                           | 19,899                          | 21,603                          | 21,005                       |
| Flood resilience                                               | 39,976                          | 45,951                          | 42,663                       |
| <b>Total operating funding</b>                                 | <b>129,269</b>                  | <b>143,025</b>                  | <b>135,468</b>               |
| <b>Applications of operating funding</b>                       |                                 |                                 |                              |
| Environmental restoration, recreation and harbour safety       | 44,492                          | 45,920                          | 45,205                       |
| Environmental strategy, policy and protection                  | 20,965                          | 23,407                          | 20,523                       |
| Planning and prioritising integrated work at a catchment scale | 6,151                           | 5,930                           | 6,207                        |
| Environmental knowledge and insights                           | 22,213                          | 23,132                          | 22,775                       |
| Flood resilience                                               | 38,506                          | 45,455                          | 40,162                       |
| <b>Total application of operating funding</b>                  | <b>132,327</b>                  | <b>143,844</b>                  | <b>134,872</b>               |
| <b>Capital expenditure</b>                                     |                                 |                                 |                              |
| Capital Projects                                               | 57,164                          | 109,234                         | 113,072                      |
| Plant and Equipment                                            | 225                             | 246                             | 96                           |
| <b>Total Capital Expenditure</b>                               | <b>57,389</b>                   | <b>109,480</b>                  | <b>113,168</b>               |

This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations. For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to Greater Wellington's Revenue and Financing Policy.

All figures on this page exclude GST

## Ngā waka tūmatanui | Metlink Public Transport

Greater Wellington's public transport network, Metlink, supports more than 37 million journeys a year on bus, rail and harbour ferry services. Every day we have thousands of people travelling with Metlink (across rail, bus, harbour ferry and total mobility) and every one of those journeys matters to us. Our role is to plan, develop, promote and deliver a fully connected public transport services that keeps the Wellington region moving.

| Nui te ora o te taiao -<br>Thriving environment                                                    | He hāpori kotahi -<br>Connected communities.                                                                           | He manawaroa te āpōpō -<br>Resilient future                                                                  |
|----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
| We contribute to a low emissions region by lowering the carbon emissions of our transport network. | We make sure our public transport network is accessible and efficient so people can get to the places they want to go. | We are future proofing our public transport network to ensure people can continue to move around the region. |

### Key projects we are delivering in 2025/26

| Activity/Project                                                              | Description                                                                                                                                                                                                                                                                                                      | What we will deliver in 2025/26                                                                                                                                                               |
|-------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Implementation of Council's Strategic Public Transport Asset Control Strategy | As part of Council's Strategic Public Transport Asset Control Strategy –we are delivering a long-term options for bus depots including Miramar and Happy Valley which are expected to replace the ageing depots Kilbirnie and Rongotai.<br><br>We are also looking at other potential depot sites in the Region. | We will be commissioning Stage One – Kauri Street Miramar, which will provide parking and charging for 68 electric buses and permanent maintenance facilities, bus wash, and staff amenities. |
| Lower North Island Rail Integrated Mobility (LNIRIM)                          | The LNIRIM project seeks to increase the frequency of journeys to the Wairarapa North and the Manawatū replacing the aged locomotive-hauled trains of currently in service.                                                                                                                                      | We will sign a variety of contracts required to design, build and deliver the new rolling stock and associated services and infrastructure changes.                                           |
| Network Operations Centre                                                     | A Network Operations Centre gives us the opportunity to provide more reliable, timely and                                                                                                                                                                                                                        | We will establish a Network Operations Centre, which will initially be focused on the bus network                                                                                             |

## Annual Plan 25/26

|                                                                  |                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                   |
|------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                  | accurate information to our customers and respond to major events and disruptions in real time                                                                                                                                                                         |                                                                                                                                                                                                                                                   |
| Bus services procurement (tranche one)                           | Our current bus partnering contracts commenced in 2018. All of these bus contracts expire between 2028 and 2031.                                                                                                                                                       | Procurement for the first tranche of bus service contracts will begin in this year with a variety of market engagement processes.                                                                                                                 |
| New ticketing and real time information solutions                | Delivery of the new customer-centric technology solutions including the continuation of the rollout of the Wellington component of the National Ticketing Solution (NTS) and better data and customer information through the Real Time Information (RTI) 2.0 project. | <p>We will continue to plan for the delivery of the NTS.</p> <p>This year we aim to complete the implementation of RTI 2.0 across the network including new digital screens and richer customer to make journey travel easier.</p>                |
| Wellington Rapid Transit Bus Corridors and capacity improvements | Planning and staged delivery of a second bus route along the Harbour quays Wellington City, as well as capacity improvements across Route 2.                                                                                                                           | We will finalise design and commence construction of infrastructure for Harbour Quays and Implement Route 2 capacity improvements: by mid-2026, including five Electric Articulated Vehicles (EAVs) operating between Karori and Courtenay Place. |

There have been no changes to performance measures for 2025/26 from those published in the 2024-34 LTP. Refer to pages [73-74 of the 2024-34 LTP](#) for a full set of performance measures and targets for the Ngā waka tūmatanui | Metlink Public Transport activity group.

## Annual Plan 25/26

**Metlink Public Transport Prospective Funding Impact Statement**

For the year ending 30 June

|                                                                | Long Term Plan<br>2025<br>\$000 | Long Term Plan<br>2026<br>\$000 | Annual Plan<br>2026<br>\$000 |
|----------------------------------------------------------------|---------------------------------|---------------------------------|------------------------------|
| <b>Sources of operating funding</b>                            |                                 |                                 |                              |
| Targeted rates                                                 | 137,937                         | 154,311                         | 153,984                      |
| Subsidies and grants for operating purposes                    | 163,864                         | 166,644                         | 164,436                      |
| Fees and charges                                               | 96,577                          | 103,617                         | 92,547                       |
| Local authorities fines, infringement fees, and other receipts | 7,793                           | 7,947                           | 8,278                        |
| <b>Total operating funding</b>                                 | <b>406,171</b>                  | <b>432,519</b>                  | <b>419,245</b>               |
| <b>Applications of operating funding</b>                       |                                 |                                 |                              |
| Payments to staff and suppliers                                | 369,669                         | 394,962                         | 383,158                      |
| Finance costs                                                  | 18,937                          | 20,359                          | 17,219                       |
| Internal charges and overheads applied                         | 21,680                          | 22,276                          | 23,130                       |
| <b>Total applications of operating funding</b>                 | <b>410,286</b>                  | <b>437,597</b>                  | <b>423,507</b>               |
| <b>Surplus/(deficit) of operating funding</b>                  | <b>(4,115)</b>                  | <b>(5,078)</b>                  | <b>(4,262)</b>               |
| <b>Sources of capital funding</b>                              |                                 |                                 |                              |
| Subsidies and grants for capital expenditure                   | 90,034                          | 113,520                         | 119,760                      |
| Increase (decrease) in debt                                    | 40,551                          | 67,251                          | 71,121                       |
| <b>Total sources of capital funding</b>                        | <b>130,585</b>                  | <b>180,771</b>                  | <b>190,881</b>               |
| <b>Application of capital funding</b>                          |                                 |                                 |                              |
| Capital expenditure—                                           |                                 |                                 |                              |
| to meet additional demand                                      | 27,020                          | 38,945                          | 19,391                       |
| to improve the level of service                                | 17,745                          | 27,551                          | 17,761                       |
| to replace existing assets                                     | 5,897                           | 6,347                           | 4,014                        |
| Increase (decrease) in reserves                                | (2,507)                         | 918                             | 2,079                        |
| Increase (decrease) of investments                             | 78,315                          | 101,932                         | 143,374                      |
| <b>Total application of capital funding</b>                    | <b>126,470</b>                  | <b>175,693</b>                  | <b>186,619</b>               |
| <b>Surplus/(deficit) of capital funding</b>                    | <b>4,115</b>                    | <b>5,078</b>                    | <b>4,262</b>                 |
| <b>Surplus/(deficit) of funding</b>                            | <b>-</b>                        | <b>-</b>                        | <b>-</b>                     |
| Depreciation on council assets                                 | 5,509                           | 7,549                           | 4,262                        |

1 This includes revenue from Greater Wellington Rail Limited for services provided to manage the rail assets.

2 Greater Wellington fully funds some public transport improvement expenditure at the time the expense is incurred and recovers a share of the debt servicing costs from the Waka Kotahi NZ Transport Agency. Where this expenditure is for rail rolling stock and infrastructure that will be owned by the 100 percent Council subsidiary Greater Wellington Rail Limited it is treated as an investment in this subsidiary. This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations. For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to Greater Wellington's Revenue and Financing Policy. All figures on this page exclude GST.



## Annual Plan 25/26

**Metlink Public Transport Prospective Funding Information**

For the year ending 30 June

|                                                            | Long Term Plan<br>2025<br>\$000 | Long Term Plan<br>2026<br>\$000 | Annual Plan<br>2026<br>\$000 |
|------------------------------------------------------------|---------------------------------|---------------------------------|------------------------------|
| <b>Sources of operating funding</b>                        |                                 |                                 |                              |
| Public Transport commercial, strategy and investments      | 22,477                          | 20,847                          | 17,821                       |
| Public Transport service design and delivery               | 241,708                         | 252,996                         | 257,061                      |
| Public Transport assets and infrastructure management      | 141,986                         | 158,676                         | 144,363                      |
| <b>Total operating funding</b>                             | <b>406,171</b>                  | <b>432,519</b>                  | <b>419,245</b>               |
| <b>Applications of operating funding</b>                   |                                 |                                 |                              |
| Public Transport commercial, strategy and investments      | 34,722                          | 28,443                          | 6,495                        |
| Public Transport service design and delivery               | 238,865                         | 246,198                         | 269,554                      |
| Public Transport assets and infrastructure management      | 136,699                         | 162,956                         | 147,458                      |
| <b>Total operating funding</b>                             | <b>410,286</b>                  | <b>437,597</b>                  | <b>423,507</b>               |
| <b>Investment in Greater Wellington Rail Limited</b>       |                                 |                                 |                              |
| Rail operations and asset management                       | 78,315                          | 101,932                         | 143,374                      |
| <b>Total investment expenditure</b>                        | <b>78,315</b>                   | <b>101,932</b>                  | <b>143,374</b>               |
| <b>Capital expenditure</b>                                 |                                 |                                 |                              |
| Public transport network and infrastructure                | 50,662                          | 72,843                          | 41,166                       |
| <b>Total Capital Expenditure</b>                           | <b>50,662</b>                   | <b>72,843</b>                   | <b>41,166</b>                |
| <b>Total Investment in Public Transport Infrastructure</b> | <b>128,977</b>                  | <b>174,775</b>                  | <b>184,540</b>               |

1 Greater Wellington fully funds some public transport improvement expenditure at the time the expense is incurred and recovers a share of the debt servicing costs from the Waka Kotahi NZ Transport Agency. Where this expenditure is for rail rolling stock and infrastructure that will be owned by the 100 percent Council subsidiary Greater Wellington Rail Limited it is treated as an investment in this subsidiary.

This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations. For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to Greater Wellington Revenue and Financing Policy.

All figures on this page exclude GST.

## Ko te mahere ā-rohe me ngā rangapū | Regional Strategy and Partnerships

Our regional leadership role draws on our strategic and collaborative partnerships to inform a more integrated approach to support all our activities across the region. Activities such as emergency management, economic development, spatial and transport planning, environmental restoration, and others, help to build connected and resilient communities, a strong economy and a healthy environment.

| Nui te ora o te taiao -<br>Thriving environment             | He hāpori kotahi -<br>Connected communities.                                                                                  | He manawaroa te āpōpō -<br>Resilient future                                             |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| We lead by example to put the environment front and centre. | We actively work with our mana whenua partners.<br><br>We support people to engage with us on the decisions that affect them. | We plan for the big issues by connecting the dots and ensuring the future is resilient. |

### Key projects we are delivering in 2025/26

| Activity/Project                       | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | What we will deliver in 2025/26                                                                                                                                                                                                                                                                                                                                                     |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Energy Transformation Initiative (ETI) | The initiative is about investigating the construction of renewable electricity generation assets, such as solar panels on buildings and solar farms on open flat land. This will help us to meet our growing electricity needs and eliminate our carbon emissions from purchasing electricity. This initiative has the potential to avoid thousands of tonnes of carbon emissions each year and help us achieve our climate goals. It will also build resilience by minimising disruption to our local energy supply. | We will deliver a report outlining detailed recommendations for decision makers on the possible next steps towards achieving the objectives of the ETI (e.g. options for investment in assets and different delivery).<br><br>The ETI will also support consideration of solar power in council projects that involve new asset development, for example on new Metlink facilities. |
| Regional Adaptation Project            | Through the Wellington Regional Leadership Committee, we are developing a regional adaptation framework, toolkit, communications and                                                                                                                                                                                                                                                                                                                                                                                   | This work continues during 2025/26. A key focus will be partnering with mana whenua to build our collective capacity and understanding of adaptation roles                                                                                                                                                                                                                          |

## Annual Plan 25/26

|                                          |                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                          | engagement plan and regional spatial risk tool/natural hazard portal.                                                                                                                                                                                                                                                                                           | <p>and responsibilities and areas where collaboration is needed.</p> <p>We are aligning this mahi with the proposed national adaptation framework led by the Ministry for the Environment and helping ensure that all partners have greater capacity to be able to deal with the continued impacts of climate change.</p> <p>Improved accessibility to the latest natural hazard information through the natural hazards portal provides a good platform to inform decisions.</p> |
| Partnering with Te Matarau a Māui        | We are supporting Te Matarau a Māui (Māori economic development agency) to implement the Māori economic development strategy                                                                                                                                                                                                                                    | We will continue to provide direct support and create the right conditions for success internally to grow and support Māori business across the region.                                                                                                                                                                                                                                                                                                                           |
| Regional Land Transport Plan 2027 (RLTP) | Consisting of two key parts: the long term regional strategic direction for the land transport network, and a regional programme comprising transport activities submitted by Approved Organisations (i.e., any organisation eligible to apply for funding from the National Land Transport Fund) collated and prioritised by the Regional Transport Committee. | During 2025/26 we will develop the Regional Land Transport Plan Strategic Framework with input from the Regional Transport Committee. The Committee is due to approve this Framework for community consultation and engagement in July 2026.                                                                                                                                                                                                                                      |

There have been no changes to performance measures for 2025/26 from those published in the 2024-34 LTP. Refer to pages [100-103 of the 2024-34 LTP](#) for a full set of performance measures and targets for the Ko te mahere ā-rohe me ngā rangapū | Regional Strategy and Partnerships activity group.

## Annual Plan 25/26

**Regional Strategy and Partnerships Prospective Funding Impact Statement**

For the year ending 30 June

|                                                                | Long Term Plan<br>2025<br>\$000 | Long Term Plan<br>2026<br>\$000 | Annual Plan<br>2026<br>\$000 |
|----------------------------------------------------------------|---------------------------------|---------------------------------|------------------------------|
| <b>Sources of operating funding</b>                            |                                 |                                 |                              |
| General rates, uniform annual general charge, rates penalties  | 15,653                          | 17,113                          | 16,398                       |
| Targeted rates                                                 | 5,732                           | 5,705                           | 5,816                        |
| Subsidies and grants for operating purposes                    | 2,485                           | 2,572                           | 3,334                        |
| Fees and charges                                               | 21                              | 21                              | 21                           |
| Local authorities fines, infringement fees, and other receipts | 5,654                           | 5,539                           | 5,279                        |
| <b>Total operating funding</b>                                 | <b>29,545</b>                   | <b>30,950</b>                   | <b>30,848</b>                |
| <b>Applications of operating funding</b>                       |                                 |                                 |                              |
| Payments to staff and suppliers                                | 23,814                          | 25,370                          | 27,545                       |
| Finance costs                                                  | 108                             | 73                              | 136                          |
| Internal charges and overheads applied                         | 4,736                           | 5,677                           | 4,688                        |
| <b>Total applications of operating funding</b>                 | <b>28,658</b>                   | <b>31,120</b>                   | <b>32,369</b>                |
| <b>Surplus/(deficit) of operating funding</b>                  | <b>887</b>                      | <b>(170)</b>                    | <b>(1,521)</b>               |
| <b>Sources of capital funding</b>                              |                                 |                                 |                              |
| Subsidies and grants for capital expenditure                   | 33                              | 67                              | 67                           |
| Increase (decrease) in debt                                    | (626)                           | (300)                           | (390)                        |
| Gross proceeds from sale of assets                             | -                               | -                               | 246                          |
| <b>Total sources of capital funding</b>                        | <b>(593)</b>                    | <b>(233)</b>                    | <b>(77)</b>                  |
| <b>Application of capital funding</b>                          |                                 |                                 |                              |
| Capital expenditure—                                           |                                 |                                 |                              |
| to improve the level of service                                | 64                              | 131                             | 131                          |
| Increase (decrease) in reserves                                | 230                             | (534)                           | (1,729)                      |
| Increase (decrease) of investments                             | -                               | -                               | -                            |
| <b>Total application of capital funding</b>                    | <b>294</b>                      | <b>(403)</b>                    | <b>(1,598)</b>               |
| <b>Surplus/(deficit) of capital funding</b>                    | <b>(887)</b>                    | <b>170</b>                      | <b>1,521</b>                 |
| <b>Surplus/(deficit) of funding</b>                            | <b>-</b>                        | <b>-</b>                        | <b>-</b>                     |
| Depreciation on council assets                                 | 54                              | 49                              | 45                           |

1 This includes revenue from the territorial authorities to fund the amalgamated regional emergency management group.

This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations.

For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to Greater Wellington's Revenue and Financing Policy.

All figures on this page exclude GST.

## Annual Plan 25/26

**Regional Strategy and Partnerships Prospective Funding Information**

For the year ending 30 June

|                                            | Long Term Plan<br>2025<br>\$000 | Long Term Plan<br>2026<br>\$000 | Annual Plan<br>2026<br>\$000 |
|--------------------------------------------|---------------------------------|---------------------------------|------------------------------|
| <b>Sources of operating funding</b>        |                                 |                                 |                              |
| Regional economic development              | 2,551                           | 2,232                           | 2,778                        |
| Emergency management                       | 6,316                           | 6,321                           | 6,304                        |
| Democratic Services                        | 1,946                           | 2,002                           | 1,993                        |
| Relationships with mana whenua and Māori   | 6,180                           | 6,497                           | 6,520                        |
| Regional transport and planning programmes | 6,281                           | 7,539                           | 6,923                        |
| Regional spatial planning                  | 4,921                           | 5,019                           | 4,976                        |
| Climate change                             | 1,350                           | 1,340                           | 1,354                        |
| <b>Total operating funding</b>             | <b>29,545</b>                   | <b>30,950</b>                   | <b>30,848</b>                |
| <b>Applications of operating funding</b>   |                                 |                                 |                              |
| Regional economic development              | 1,969                           | 1,956                           | 3,424                        |
| Emergency management                       | 6,316                           | 6,321                           | 6,304                        |
| Democratic Services                        | 1,680                           | 2,535                           | 2,526                        |
| Relationships with mana whenua and Māori   | 6,180                           | 6,497                           | 6,572                        |
| Regional transport and planning programmes | 6,245                           | 7,455                           | 7,052                        |
| Regional spatial planning                  | 4,921                           | 5,019                           | 4,976                        |
| Climate change                             | 1,347                           | 1,337                           | 1,515                        |
| <b>Total operating funding</b>             | <b>28,658</b>                   | <b>31,120</b>                   | <b>32,369</b>                |
| <b>Capital expenditure</b>                 |                                 |                                 |                              |
| Capital Project Expenditure                | 64                              | 131                             | 131                          |
| <b>Total Capital Expenditure</b>           | <b>64</b>                       | <b>131</b>                      | <b>131</b>                   |

1 Regional integrated planning includes the rates and expenditure associated with the Warm Greater Wellington Program. Only ratepayers participating in the scheme are charge a rate to recover the costs of the scheme.

This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations. For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to Greater Wellington's Revenue and Financing Policy.

All figures on this page exclude GST.

## Annual Plan 25/26

## Ngā puna wai | Water Supply

Greater Wellington collects, treats and distributes the safe and healthy drinking water that Wellington, Hutt, Upper Hutt and Porirua city councils supply to their communities. This work is carried out for Greater Wellington by Wellington Water Limited (WWL), a joint-council-owned water management company.

|                                                           |                                           |                                                                      |
|-----------------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------|
| Nui te ora o te taiao - Thriving environment              | He hāpori kotahi - Connected communities. | He manawaroa te āpōpō - Resilient future                             |
| Water supply is respectful to the environment we live in. | Our water supply is safe.                 | Our water supply is resilient and sustainable as our Region evolves. |

### Key projects we are delivering in 2025/26

| Activity/ Project                  | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                              | What we will deliver in 2025/26                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Te Marua Capacity Upgrade          | Upgrade the Te Marua Water Treatment Plant to maximise its hydraulic capacity under all raw water quality conditions.                                                                                                                                                                                                                                                                                                                                                    | The project will be completing with the full 60 mega litre per day capacity expected to be available mid 2025.<br><br>As part of the capacity upgrade the pump station will be upgraded to enable the new flow requirements.                                                                                                                                                                                                                                                                          |
| Wellington Region Raw Water Source | Wellington's water supply strategy aims to tackle challenges like population growth, climate change, water loss, and reduced summer water take.<br><br>To manage this, we need to address both supply and demand: <ul style="list-style-type: none"> <li>• Demand-side solutions: Investing more in fixing water loss and introducing residential water meters to improve efficiency.</li> <li>• Supply-side solutions: Building extra storage lakes to store</li> </ul> | Planning work on the Pākuratahi storage lakes project continues. This is a long term project (~10 years) which will increase the water storage capacity supplying the Te Marua treatment plant.<br><br>Upgrades and maintenance of the pipe network and bulk flow meters is also planned.<br><br>The Gear Island and Waterloo Wells project will increase raw water supply. The design process of the project is nearing completion. The procurement of a construction contractor will start in 2025. |

## Annual Plan 25/26

|                                                                          |                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                     |
|--------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                          | <p>water for drier months and reduce pressure on existing sources.</p> <p>These changes will take 8-10 years and must happen at the same time to improve water security and prepare for future water consent renewals in the mid-2030s.</p>                                                                                                                                  |                                                                                                                                                     |
| Whakawhirinaki: Silverstream Water Bridge and Shared Path project        | <p>The Silverstream Water Bridge and Shared Path project improves water infrastructure by replacing or upgrading existing water-related structures, such as pipes and bridges. This will enhance the reliability and capacity of the region's water supply system. It also provides safer, more accessible routes for pedestrians and cyclists in the Silverstream area.</p> | <p>The Silverstream Water Bridge and Shared Path project is due to be completed mid-2025.</p>                                                       |
| Rocky Point and Ngauranga Interconnection valve chambers pipe connection | <p>The design and installation of seismically resilient pipe connections to Rocky Point and Ngauranga.</p> <p>Interconnection valve chambers on the Wainuiomata to Wellington pipeline. This has been identified as being susceptible to liquefaction, ground subsidence and lateral spreading.</p>                                                                          | <p>Construction on these works will start in mid - late 2025.</p>                                                                                   |
| Waterloo Pump Hall Ventilation                                           | <p>Installation of ventilation to cool the pumping facility is needed</p>                                                                                                                                                                                                                                                                                                    | <p>Construction for the installation of a ventilation system to cool the pumping facility at Waterloo Pump Hall is expected to start this year.</p> |

## Annual Plan 25/26

There have been no changes to performance measures for 2025/26 from those published in the 2024-34 LTP. Refer to pages [116-117 of the 2024-34 LTP](#) for a full set of performance measures and targets for the Ngā puna wai | Water Supply activity group.

**Please note:** Our water supply costs are not funded from regional rates; they are billed to those councils directly. Each council's share of annual costs is estimated from their city's actual water use during that year. Your contribution to our costs is paid through your local council rates bill.

## Water Supply Prospective Funding Impact Statement

For the year ending 30 June

|                                                                | Long Term Plan<br>2025<br>\$000 | Long Term Plan<br>2026<br>\$000 | Annual Plan<br>2026<br>\$000 |
|----------------------------------------------------------------|---------------------------------|---------------------------------|------------------------------|
| <b>Sources of operating funding</b>                            |                                 |                                 |                              |
| Interest and dividends from investments                        | 2,943                           | 2,809                           | 2,205                        |
| Local authorities fines, infringement fees, and other receipts | 67,880                          | 76,115                          | 78,658                       |
| <b>Total operating funding</b>                                 | <b>70,823</b>                   | <b>78,924</b>                   | <b>80,863</b>                |
| <b>Applications of operating funding</b>                       |                                 |                                 |                              |
| Payments to staff and suppliers                                | 38,958                          | 41,889                          | 59,400                       |
| Finance costs                                                  | 18,353                          | 20,439                          | 18,715                       |
| Internal charges and overheads applied                         | 3,189                           | 3,373                           | 3,617                        |
| <b>Total applications of operating funding</b>                 | <b>60,500</b>                   | <b>65,701</b>                   | <b>81,732</b>                |
| <b>Surplus/(deficit) of operating funding</b>                  | <b>10,323</b>                   | <b>13,223</b>                   | <b>(869)</b>                 |
| <b>Sources of capital funding</b>                              |                                 |                                 |                              |
| Increase (decrease) in debt                                    | 97,618                          | 39,224                          | 52,711                       |
| <b>Total sources of capital funding</b>                        | <b>97,618</b>                   | <b>39,224</b>                   | <b>52,711</b>                |
| <b>Application of capital funding</b>                          |                                 |                                 |                              |
| Capital expenditure—                                           |                                 |                                 |                              |
| to meet additional demand                                      | 1,024                           | 5,279                           | 9,725                        |
| to improve the level of service                                | 53,908                          | 10,451                          | 13,475                       |
| to replace existing assets                                     | 49,470                          | 32,174                          | 24,704                       |
| Increase (decrease) in reserves                                | (270)                           | -                               | -                            |
| Increase (decrease) of investments                             | 3,809                           | 4,543                           | 3,938                        |
| <b>Total application of capital funding</b>                    | <b>107,941</b>                  | <b>52,447</b>                   | <b>51,842</b>                |
| <b>Surplus/(deficit) of capital funding</b>                    | <b>(10,323)</b>                 | <b>(13,223)</b>                 | <b>869</b>                   |
| <b>Surplus/(deficit) of funding</b>                            | <b>-</b>                        | <b>-</b>                        | <b>-</b>                     |
| Depreciation on council assets                                 | 20,681                          | 21,381                          | 19,669                       |
| Water supply levy                                              | 67,731                          | 75,963                          | 78,506                       |

1 This includes the Water supply levy charged to Wellington, Upper Hutt, Hutt, and Porirua city councils.

This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations.

For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to Greater Wellington's Revenue and Financing Policy.

All figures on this page exclude GST.



## Annual Plan 25/26

**Water Supply Funding Prospective Funding Information**

For the year ending 30 June

|                                          | Long Term Plan<br>2025<br>\$000 | Long Term Plan<br>2026<br>\$000 | Annual Plan<br>2026<br>\$000 |
|------------------------------------------|---------------------------------|---------------------------------|------------------------------|
| <b>Sources of operating funding</b>      |                                 |                                 |                              |
| Water Supply                             | 70,823                          | 78,924                          | 80,863                       |
| <b>Total operating funding</b>           | <b>70,823</b>                   | <b>78,924</b>                   | <b>80,863</b>                |
| <b>Applications of operating funding</b> |                                 |                                 |                              |
| Water Supply                             | 60,500                          | 65,701                          | 81,732                       |
| <b>Total operating funding</b>           | <b>60,500</b>                   | <b>65,701</b>                   | <b>81,732</b>                |
| <b>Capital Expenditure</b>               |                                 |                                 |                              |
| Water Sources                            | 10,556                          | 9,285                           | 16,015                       |
| Water treatment plants                   | 54,608                          | 18,357                          | 3,063                        |
| Pipelines                                | 28,906                          | 2,913                           | 17,076                       |
| Pump Stations                            | 6,077                           | 15,318                          | 9,629                        |
| Reservoirs                               | 2,197                           | 812                             | 70                           |
| Monitoring and Control                   | 2,058                           | 1,219                           | 2,051                        |
| <b>Total Capital Expenditure</b>         | <b>104,402</b>                  | <b>47,904</b>                   | <b>47,904</b>                |

This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations.

For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to Greater Wellington's Revenue and Financing Policy.

All figures on this page exclude GST

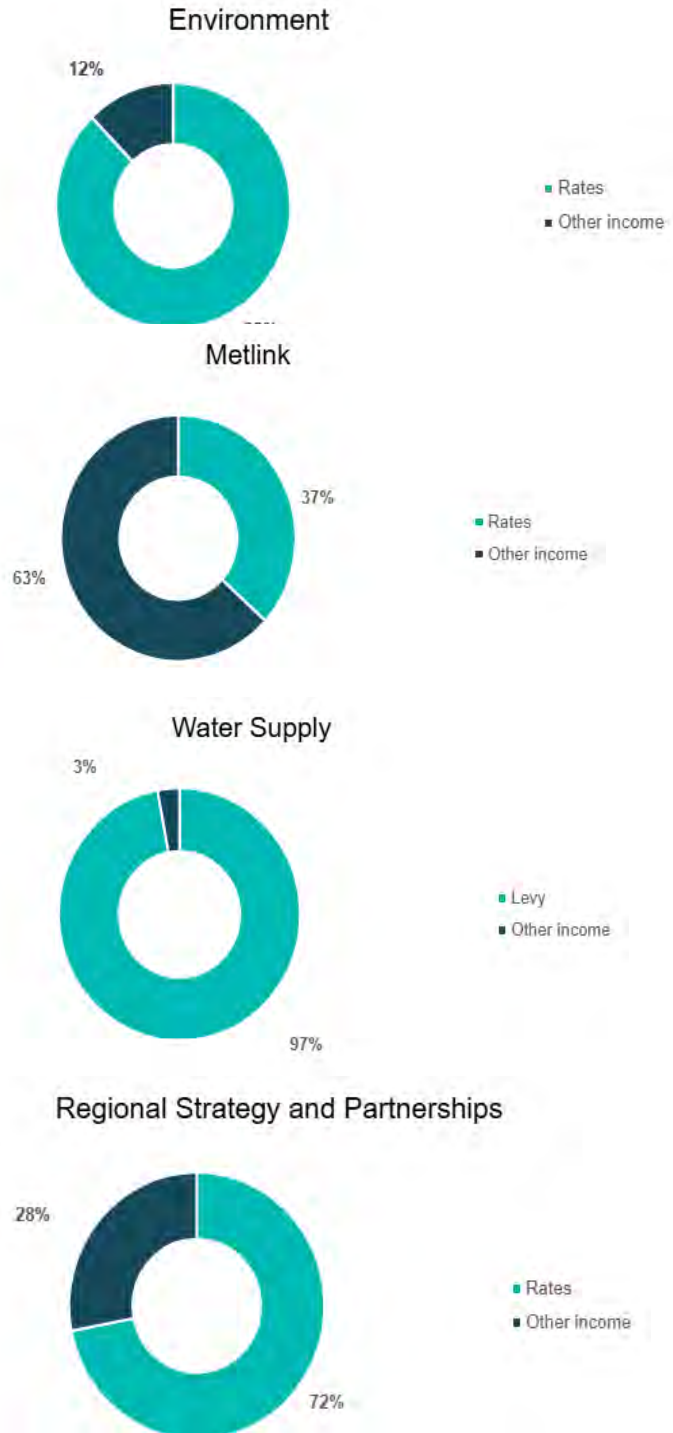
Annual Plan 25/26

## Part 5

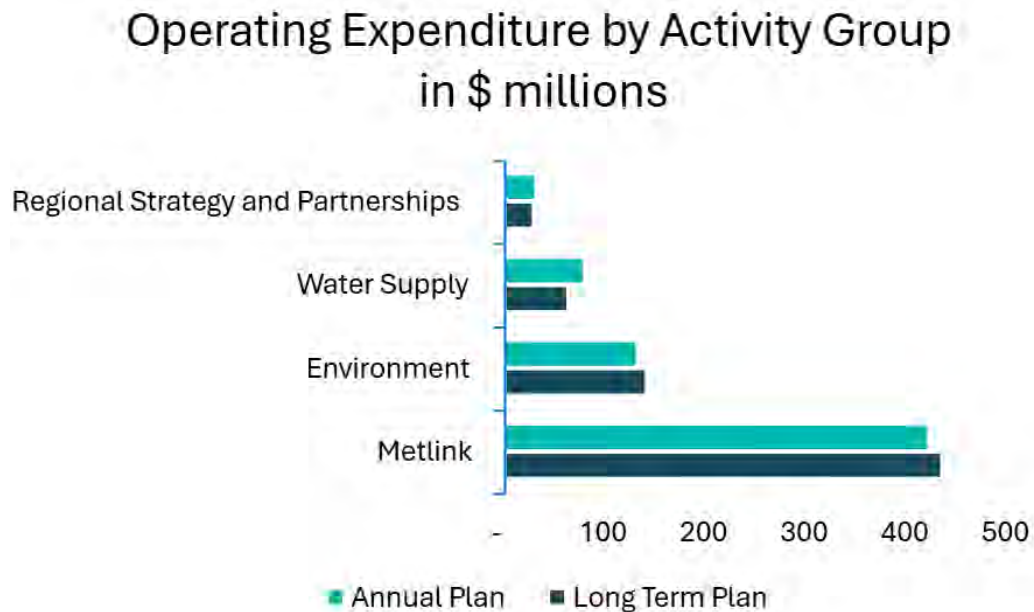
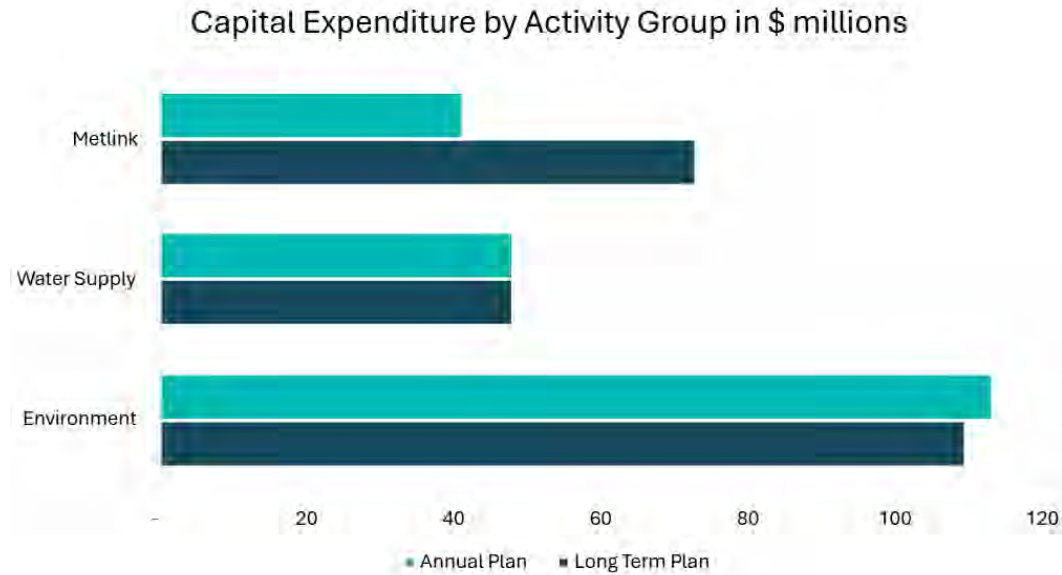
### Ngā tau | The numbers

Annual Plan 25/26

## He Pūrongo Pūtea | Finances at a glance



Annual Plan 25/26



## Annual Plan 25/26

## He whakapae matua me ngā tūraru | Significant forecasting assumptions and risks

When preparing for a budget, we make some assumptions to help us estimate future costs and income. The assumptions used in the preparation of this Plan are largely the same as those contained in the 2024-2034 Long Term Plan except for the interest rate assumption which has decreased to 4.65% and the salary inflation assumption which has increased to 3.6%.

For all further assumptions and risks, refer to pages [204-214 of the 2024-34 Long Term Plan](#) for accounting policies, refer to pages [216-224 of the 2024-34 Long Term Plan](#).

## He putunga tauākī pūtea | Total Council financial statements

### Total Council financial statements

Prospective Statement of Revenue and Expenses  
For the year ending 30 June

|                                                               | Long Term Plan<br>2025<br>\$'000 | Long Term Plan<br>2026<br>\$'000 | Annual Plan<br>2026<br>\$'000 |
|---------------------------------------------------------------|----------------------------------|----------------------------------|-------------------------------|
| <b>Operating Revenue</b>                                      |                                  |                                  |                               |
| General rates                                                 | 93,557                           | 109,788                          | 99,419                        |
| Targeted rates                                                | 158,534                          | 178,613                          | 177,085                       |
| <b>Regional rates</b>                                         | <b>252,091</b>                   | <b>288,401</b>                   | <b>276,504</b>                |
| Water supply levy                                             | 67,731                           | 75,963                           | 78,506                        |
| Government subsidies                                          | 169,448                          | 170,930                          | 169,620                       |
| Transport improvement grants                                  | 90,067                           | 113,587                          | 120,827                       |
| Interest and dividends                                        | 16,457                           | 14,136                           | 13,625                        |
| Other operating revenue                                       | 133,295                          | 134,451                          | 125,871                       |
| <b>Total operating revenue</b>                                | <b>729,089</b>                   | <b>797,468</b>                   | <b>784,953</b>                |
| <b>Operating Expenditure</b>                                  |                                  |                                  |                               |
| Employee benefits                                             | 101,168                          | 106,384                          | 112,293                       |
| Grants and subsidies                                          | 319,708                          | 328,921                          | 302,339                       |
| Finance expenses                                              | 56,143                           | 59,301                           | 51,202                        |
| Depreciation and amortisation                                 | 34,149                           | 36,682                           | 33,762                        |
| Other operating expenses                                      | 162,854                          | 188,335                          | 198,879                       |
| <b>Total operating expenditure</b>                            | <b>674,022</b>                   | <b>719,623</b>                   | <b>698,475</b>                |
| <b>Operating surplus/(deficit) before other items and tax</b> | <b>55,067</b>                    | <b>77,845</b>                    | <b>86,478</b>                 |
| Other fair value changes                                      | 5,261                            | 5,378                            | 1,846                         |
| <b>Operating surplus / (deficit) after tax</b>                | <b>60,328</b>                    | <b>83,223</b>                    | <b>88,324</b>                 |
| <b>Other comprehensive revenue and expenses</b>               |                                  |                                  |                               |
| Increases / (decreases) in revaluations                       | 75,199                           | 11,559                           | 5,620                         |
| <b>Total comprehensive income</b>                             | <b>135,527</b>                   | <b>94,782</b>                    | <b>93,944</b>                 |

Annual Plan 25/26

## Prospective Statement of Financial Position

As at 30 June

|                                     | Long Term Plan<br>2025<br>\$'000 | Long Term Plan<br>2026<br>\$'000 | Annual Plan<br>2026<br>\$'000 |
|-------------------------------------|----------------------------------|----------------------------------|-------------------------------|
| <b>ASSETS</b>                       |                                  |                                  |                               |
| Cash and other equivalents          | 14,907                           | 16,467                           | 18,217                        |
| Investments (current)               | 184,689                          | 188,383                          | 199,223                       |
| Other current assets                | 64,794                           | 66,589                           | 126,186                       |
| <b>Current assets</b>               | <b>264,390</b>                   | <b>271,439</b>                   | <b>343,626</b>                |
| Investments (non-current)           | 74,102                           | 76,256                           | 32,653                        |
| Investment in subsidiary            | 440,996                          | 542,928                          | 516,628                       |
| Property, plant and equipment       | 1,905,796                        | 2,112,806                        | 2,062,849                     |
| <b>Non-current assets</b>           | <b>2,420,894</b>                 | <b>2,731,990</b>                 | <b>2,612,130</b>              |
| <b>Total assets</b>                 | <b>2,685,284</b>                 | <b>3,003,429</b>                 | <b>2,955,756</b>              |
| <b>Ratepayer' Funds</b>             |                                  |                                  |                               |
| Retained earnings                   | 360,692                          | 441,932                          | 374,395                       |
| Reserves                            | 1,027,756                        | 1,041,298                        | 1,120,983                     |
| <b>Total ratepayers' funds</b>      | <b>1,388,448</b>                 | <b>1,483,230</b>                 | <b>1,495,378</b>              |
| <b>Liabilities</b>                  |                                  |                                  |                               |
| Debt (current)                      | 134,021                          | 136,702                          | 166,352                       |
| Other current liabilities           | 121,654                          | 118,709                          | 91,611                        |
| <b>Current liabilities</b>          | <b>255,675</b>                   | <b>255,411</b>                   | <b>257,963</b>                |
| Debt (non-current)                  | 1,022,059                        | 1,247,699                        | 1,185,318                     |
| Other non-current liabilities       | 19,102                           | 17,089                           | 17,097                        |
| <b>Non-current liabilities</b>      | <b>1,041,161</b>                 | <b>1,264,788</b>                 | <b>1,202,415</b>              |
| <b>Total liabilities</b>            | <b>1,296,836</b>                 | <b>1,520,199</b>                 | <b>1,460,378</b>              |
| <b>Total equity and liabilities</b> | <b>2,685,284</b>                 | <b>3,003,429</b>                 | <b>2,955,756</b>              |

Annual Plan 25/26

## Prospective Statement of Changes in Equity

As at 30 June

|                                                 | Long Term Plan<br>2025<br>\$'000 | Long Term Plan<br>2026<br>\$'000 | Annual Plan<br>2026<br>\$'000 |
|-------------------------------------------------|----------------------------------|----------------------------------|-------------------------------|
| <b>Total opening ratepayers' funds</b>          | <b>1,252,921</b>                 | <b>1,388,448</b>                 | <b>1,401,433</b>              |
| Total comprehensive income                      | 135,527                          | 94,782                           | 93,944                        |
| <b>Movement in ratepayers funds for year</b>    | <b>135,527</b>                   | <b>94,782</b>                    | <b>93,944</b>                 |
| <b>Closing ratepayers' funds</b>                | <b>1,388,448</b>                 | <b>1,483,230</b>                 | <b>1,495,377</b>              |
| <b>Components of ratepayers funds</b>           |                                  |                                  |                               |
| <b>Opening accumulated funds</b>                | <b>300,361</b>                   | <b>365,179</b>                   | <b>285,361</b>                |
| Total comprehensive income                      | 135,527                          | 94,782                           | 93,944                        |
| Movements in other reserves                     | (70,709)                         | (13,542)                         | (4,910)                       |
| <b>Movement in accumulated funds for year</b>   | <b>64,818</b>                    | <b>81,240</b>                    | <b>89,034</b>                 |
| <b>Closing accumulated funds</b>                | <b>365,179</b>                   | <b>446,419</b>                   | <b>374,395</b>                |
| <b>Opening other reserves</b>                   | <b>34,338</b>                    | <b>29,848</b>                    | <b>41,210</b>                 |
| Movements in other reserves                     | (4,490)                          | 1,983                            | (710)                         |
| <b>Movement in other reserves for year</b>      | <b>(4,490)</b>                   | <b>1,983</b>                     | <b>(710)</b>                  |
| <b>Closing other reserves</b>                   | <b>29,848</b>                    | <b>31,831</b>                    | <b>40,500</b>                 |
| <b>Opening revaluation reserves</b>             | <b>918,222</b>                   | <b>993,421</b>                   | <b>1,074,863</b>              |
| Movements in revaluation reserve                | 75,199                           | 11,559                           | 5,620                         |
| <b>Movement in revaluation reserve for year</b> | <b>75,199</b>                    | <b>11,559</b>                    | <b>5,620</b>                  |
| <b>Closing revaluation reserve</b>              | <b>993,421</b>                   | <b>1,004,980</b>                 | <b>1,080,483</b>              |
| <b>Closing ratepayers' funds</b>                | <b>1,388,448</b>                 | <b>1,483,230</b>                 | <b>1,495,378</b>              |

Annual Plan 25/26

## Prospective Statement of Cashflows

For the year ending 30 June

|                                                               | Long Term Plan<br>2025<br>\$'000 | Long Term Plan<br>2026<br>\$'000 | Annual Plan<br>2026<br>\$'000 |
|---------------------------------------------------------------|----------------------------------|----------------------------------|-------------------------------|
| <b>Cash flows from operating activities</b>                   |                                  |                                  |                               |
| Cash is provided from:                                        |                                  |                                  |                               |
| Regional rates                                                | 252,090                          | 288,400                          | 276,505                       |
| Water supply levy                                             | 67,731                           | 75,963                           | 78,506                        |
| Government subsidies                                          | 259,515                          | 284,517                          | 290,447                       |
| Interest and dividends                                        | 16,457                           | 14,136                           | 13,625                        |
| Fees, charges and other revenue                               | 133,003                          | 134,171                          | 124,560                       |
|                                                               | <b>728,796</b>                   | <b>797,187</b>                   | <b>783,643</b>                |
| Cash is disbursed to:                                         |                                  |                                  |                               |
| Interest                                                      | 56,143                           | 59,301                           | 51,202                        |
| Payments to suppliers and employees                           | 582,714                          | 623,001                          | 633,750                       |
|                                                               | <b>638,857</b>                   | <b>682,302</b>                   | <b>684,952</b>                |
| <b>Net cashflow from operating activities</b>                 | <b>89,939</b>                    | <b>114,885</b>                   | <b>98,691</b>                 |
| <b>Cashflow from investing activities</b>                     |                                  |                                  |                               |
| Cash is provided from:                                        |                                  |                                  |                               |
| Investment withdrawals                                        | 1,950                            | -                                | 800                           |
| Sale of property, plant and equipment                         | 430                              | 761                              | 1,311                         |
|                                                               | <b>2,380</b>                     | <b>761</b>                       | <b>2,111</b>                  |
| Cash is applied to:                                           |                                  |                                  |                               |
| Purchase of property, plant and equipment                     | 215,081                          | 232,613                          | 207,054                       |
| Investment additions                                          | 85,433                           | 107,780                          | 149,197                       |
|                                                               | <b>300,514</b>                   | <b>340,393</b>                   | <b>356,251</b>                |
| <b>Net cashflow from investing activities</b>                 | <b>(298,134)</b>                 | <b>(339,632)</b>                 | <b>(354,140)</b>              |
| <b>Cashflow from financing activities</b>                     |                                  |                                  |                               |
| Cash is provided from:                                        |                                  |                                  |                               |
| Loan funding                                                  | 301,439                          | 278,321                          | 305,349                       |
| Cash is applied to:                                           |                                  |                                  |                               |
| Debt repayments                                               | 97,923                           | 52,014                           | 52,014                        |
| <b>Net cashflow from financing activities</b>                 | <b>203,516</b>                   | <b>226,307</b>                   | <b>253,335</b>                |
| <b>Net increase / (decrease) is cash and cash equivalents</b> | <b>(4,679)</b>                   | <b>1,560</b>                     | <b>(2,114)</b>                |
| Opening cash and cash equivalents                             | 19,586                           | 14,907                           | 20,331                        |
| <b>Closing cash and cash equivalents</b>                      | <b>14,907</b>                    | <b>16,467</b>                    | <b>18,217</b>                 |



Annual Plan 25/26

## Whole of Council Prospective Funding Impact Statement

For the year ending 30 June

|                                                                | Long Term Plan<br>2025<br>\$000 | Long Term Plan<br>2026<br>\$000 | Annual Plan<br>2026<br>\$000 |
|----------------------------------------------------------------|---------------------------------|---------------------------------|------------------------------|
| <b>Sources of operating funding</b>                            |                                 |                                 |                              |
| General rates, uniform annual general charge, rates penalties  | 95,306                          | 110,552                         | 100,184                      |
| Targeted rates                                                 | 158,495                         | 178,573                         | 177,045                      |
| Subsidies and grants for operating purposes                    | 169,448                         | 170,930                         | 169,620                      |
| Fees and charges                                               | 97,028                          | 104,077                         | 93,007                       |
| Interest and dividends from investments                        | 16,457                          | 14,136                          | 13,626                       |
| Local authorities fines, infringement fees, and other receipts | 101,996                         | 105,333                         | 109,335                      |
| <b>Total operating funding</b>                                 | <b>638,730</b>                  | <b>683,601</b>                  | <b>662,817</b>               |
| <b>Applications of operating funding</b>                       |                                 |                                 |                              |
| Payments to staff and suppliers                                | 583,729                         | 623,669                         | 633,768                      |
| Finance costs                                                  | 56,144                          | 59,273                          | 51,203                       |
| <b>Total applications of operating funding</b>                 | <b>639,873</b>                  | <b>682,942</b>                  | <b>684,971</b>               |
| <b>Surplus/(deficit) of operating funding</b>                  | <b>(1,143)</b>                  | <b>659</b>                      | <b>(22,154)</b>              |
| <b>Sources of capital funding</b>                              |                                 |                                 |                              |
| Subsidies and grants for capital expenditure                   | 90,067                          | 113,587                         | 120,827                      |
| Increase (decrease) in debt                                    | 203,516                         | 226,307                         | 253,335                      |
| Gross proceeds from sale of assets                             | 430                             | 762                             | 1,311                        |
| <b>Total sources of capital funding</b>                        | <b>294,013</b>                  | <b>340,656</b>                  | <b>375,473</b>               |
| <b>Application of capital funding</b>                          |                                 |                                 |                              |
| Capital expenditure—                                           |                                 |                                 |                              |
| to meet additional demand                                      | 28,044                          | 44,224                          | 29,316                       |
| to improve the level of service                                | 125,120                         | 143,161                         | 141,633                      |
| to replace existing assets                                     | 61,917                          | 45,228                          | 36,103                       |
| Increase (decrease) in reserves                                | (5,694)                         | 922                             | (2,130)                      |
| Increase (decrease) of investments                             | 83,483                          | 107,780                         | 148,397                      |
| <b>Total application of capital funding</b>                    | <b>292,870</b>                  | <b>341,315</b>                  | <b>353,319</b>               |
| <b>Surplus/(deficit) of capital funding</b>                    | <b>1,143</b>                    | <b>(659)</b>                    | <b>22,154</b>                |
| <b>Surplus/(deficit) of funding</b>                            | <b>-</b>                        | <b>-</b>                        | <b>-</b>                     |
| Depreciation on council assets                                 | 34,149                          | 36,682                          | 33,761                       |
| Water supply levy                                              | 67,731                          | 75,963                          | 78,506                       |

## Annual Plan 25/26

## Ko ngā pūtea penapena | Financial reserves

Greater Wellington sets aside money in two types of reserves for specific purposes:

- Retained earnings - Any surplus or deficit not allocated to a specific reserve is kept as retained earnings.
- Other reserves - Any surplus or deficit or a specific rate set aside or used by the Council for a specific purpose.

These reserves are not held as separate cash funds but are managed as part of Greater Wellington's treasury policy.

Other reserves are split into four categories:

- Area of benefit reserves - Any surplus or deficit from targeted rates to fund future costs for that area.
- Contingency reserves – Funds set aside to cover unexpected costs from unforeseen events.
- Special reserves - Funds set aside to spread the costs of irregular expenditure.
- Re-budgeted reserves – Expenditure rated in one year when the project will be completed in the following year.

| Prospective Reserves for period ending June 2026 |                                                                                                                                                                                                 |                        |                 |                    |                        |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------|--------------------|------------------------|
| Council Created Reserves                         | Purpose of the fund                                                                                                                                                                             | Opening Balance \$000s | Deposits \$000s | Withdrawals \$000s | Closing Balance \$000s |
| <b>Area of benefit reserves</b>                  |                                                                                                                                                                                                 |                        |                 |                    |                        |
| Public transport reserve                         | Any funding surplus or deficit relating to the provision of public transport services is used only on subsequent public transport expenditure.                                                  | 2,803                  | 2,184           | -                  | 4,987                  |
| Transport planning reserve                       | Any funding surplus or deficit relating to the provision of public transport planning services is used only on subsequent public transport planning expenditure.                                | 283                    | 10              | -                  | 293                    |
| WRS reserve                                      | Any funding surplus or deficit relating to the Wellington Regional Strategy implementation is used only on subsequent Wellington Regional Strategy expenditure.                                 | 548                    | 4               | -                  | 552                    |
| Iwi reserve                                      | Any funding surplus or deficit relating to the provision of iwi project fund is used only on subsequent iwi project funding expenditure.                                                        | 819                    | 28              | (52)               | 795                    |
| WREMO reserve                                    | Contributions by other Local Authorities to run WREMO.                                                                                                                                          | 535                    | -               | -                  | 535                    |
| Catchment scheme reserves                        | Any funding surplus or deficit relating to the provision of flood protection and catchment management schemes is used only on subsequent flood protection and catchment management expenditure. | 11,956                 | 699             | (226)              | 12,429                 |
| Land management reserves                         | Any funding surplus or deficit relating to the provision of targeted land management schemes is used only on subsequent land management expenditure.                                            | 3,749                  | 227             | (381)              | 3,595                  |
| <b>Contingency reserves</b>                      |                                                                                                                                                                                                 |                        |                 |                    |                        |
| Flood contingency reserves                       | To help manage the costs for the repair of storm damage throughout the region.                                                                                                                  | 4,106                  | 350             | -                  | 4,456                  |
| Rural fire reserve                               | To help manage the costs of rural fire equipment.                                                                                                                                               | 88                     | 3               | -                  | 91                     |
| <b>Special reserves</b>                          |                                                                                                                                                                                                 |                        |                 |                    |                        |
| Election reserve                                 | To manage the variation in costs associated with the election cycle.                                                                                                                            | 629                    | 289             | (800)              | 118                    |
| Long Term Plan reserves                          | To manage variation in costs associated with Long Term Plan process.                                                                                                                            | 255                    | 170             | -                  | 425                    |
| Wellington Analytics Reserve                     | Contribution by other local authorities for set up costs.                                                                                                                                       | 1,536                  | 56              | -                  | 1,592                  |
| Environmental Restitution Reserve                | To manage variation in costs associated with environmental restoration projects.                                                                                                                | 352                    | 13              | -                  | 365                    |
| General Reserve                                  | To manage variation in costs associated with new initiative projects.                                                                                                                           | 12,632                 | 447             | (3,417)            | 9,662                  |
| <b>Re budget reserves</b>                        |                                                                                                                                                                                                 |                        |                 |                    |                        |
| Rebudgeted reserve                               | Expenditure that has been rated for in 2024/25 when the project will not be completed until 2025/26 or beyond.                                                                                  | 733                    | -               | (312)              | 421                    |
| <b>Total Reserve Balances</b>                    |                                                                                                                                                                                                 | 41,024                 | 4,480           | (5,188)            | 40,316                 |

## Annual Plan 25/26

## Ko te whakapuakanga ā-tau ki te tau mutunga 30 o Pipiri 2026 | Annual Plan Disclosure Statement for year ending 30 June 2026

### What is the purpose of this statement?

The purpose of this statement is to disclose the Council's planned financial performance in relation to various benchmarks. This enables the assessment of whether the council is prudently managing its revenues, expenses, assets, liabilities, and general financial dealings. The council is required to include this statement in its annual plan in accordance with the Local Government (Financial Reporting and Prudence) Regulations 2014 (the regulations).

| Benchmark                               | Limit | Planned | Met |
|-----------------------------------------|-------|---------|-----|
| Rates affordability benchmark           |       |         |     |
| • income (\$millions)                   | 359   | 276     | Yes |
| • increases (\$ per average property)   | 200   | 91.56   | Yes |
| Debt affordability benchmark            | 280%  | 143%    | Yes |
| Balanced budget benchmark               | 100%  | 112%    | Yes |
| Essential services benchmark            | 100%  | 673%    | Yes |
| Debt servicing benchmark                |       |         |     |
| • Local Government Act 2002             | 10%   | 7%      | Yes |
| • Local Government Funding Agency LGFA) | 20%   | 5%      | Yes |

## Ko ngā mōhiohio Reti | Rating base information

The Council is required to state in its Annual Plan the projected rating base within the region at the end of the preceding financial year.

| Projected rating base for 2025/26 |          |
|-----------------------------------|----------|
| Rating units                      | 216,483  |
| Capital value                     | \$214.2b |
| Land value                        | \$119.6b |

## He whakarāpopoto reti me ngā utu | Summary of rates and levies

Rates for Greater Wellington are mainly allocated to ratepayers based on the capital value of properties.

Properties in the city and district councils in the Greater Wellington Region are revalued for rating purposes every three years. The effective date of valuation is not the same in each council.

The Greater Wellington rates are affected by rating valuations. To manage the misaligned valuation dates, Greater Wellington gets a registered valuer to estimate the equalised capital value of properties across the region each year. This ensures the

## Annual Plan 25/26

assessment of rates in a consistent manner, year on year, regardless of the timing of the individual city and district council valuations. This section should be read alongside the rating mechanism's Funding Impact Statement for Rating Mechanism and the Revenue and Financing Policy.

The following tables show the rates and levies for Greater Wellington for the financial year 2025/26, compared to financial year 2024/25. Rates comprise general rate and various targeted rates. Greater Wellington also charges a water supply levy to four Local Authorities in the region – Wellington City Council, Lower Hutt City Council, Upper Hutt City Council and Porirua City Council. They in turn set their own rates to cover this cost.

*For 2025/26:*

Regional rates increase - **9.72%**

Water supply levy increase - **15.91 %**

Total rates increase including water supply levy - **11.0%**

| Summary of rates and levies                |                           |                           |                  |                   |
|--------------------------------------------|---------------------------|---------------------------|------------------|-------------------|
|                                            | 2024/25<br>Plan<br>\$000s | 2025/26<br>Plan<br>\$000s | Change<br>\$000s | Change<br>%       |
| <b>General rate</b>                        | <b>93,557</b>             | <b>99,419</b>             | <b>5,863</b>     | <b>6.3%</b>       |
| <b>Targeted rates</b>                      |                           |                           |                  |                   |
| Region wide targeted rates <sup>1</sup>    |                           |                           |                  |                   |
| River management rate                      | 12,544                    | 14,324                    | 1,781            | 14.2%             |
| Public transport rate                      | 137,937                   | 153,984                   | 16,048           | 11.6%             |
| Stadium purposes rate                      | -                         | 364                       | 364              | 100% <sup>4</sup> |
| Economic development rate                  | 4,996                     | 5,094                     | 98               | 2.0%              |
| Specific area targeted rates:              |                           |                           |                  |                   |
| South Wairarapa district – river rates     | 102                       | 117                       | 15               | 14.7%             |
| Wairarapa scheme and stopbank rates        | 2,180                     | 2,440                     | 260              | 11.9%             |
| <b>Total targeted rates<sup>2</sup></b>    | <b>157,758</b>            | <b>176,323</b>            | <b>18,565</b>    | <b>11.8%</b>      |
| <b>Total regional rates</b>                | <b>251,315</b>            | <b>275,742</b>            | <b>24,428</b>    | <b>9.72%</b>      |
| <b>Water supply levy</b>                   | <b>67,731</b>             | <b>78,506</b>             | <b>10,775</b>    | <b>15.9%</b>      |
| <b>Total regional rates and levies</b>     | <b>319,046</b>            | <b>354,249</b>            | <b>35,203</b>    | <b>11.0%</b>      |
| Warm Greater Wellington rates <sup>3</sup> | 775                       | 762                       |                  |                   |
| <b>Total rates and levies</b>              | <b>319,821</b>            | <b>355,011</b>            |                  |                   |

## Annual Plan 25/26

Region-wide rates are charged to all ratepayers in the region. They exclude targeted rates for Wairarapa river and drainage schemes, and "Warm Greater Wellington", because those rates only apply to highly specific ratepayers in those work programmes.

1. This total excludes "Warm Greater Wellington" targeted rates because they only apply to ratepayers who participate in the scheme
2. The Warm Greater Wellington scheme assists regional ratepayers to insulate their homes. Only ratepayers who participate in the scheme are charged this rate.
3. In 2022, the Council reintroduced a funding mechanism to support the earthquake strengthening and ongoing maintenance of the stadium; this was not rated in 2024/25 financial year.

*Impact on each city and district*

Rates increases vary among cities and districts because of differing equalised capital values and targeted rates that are applied according to the Revenue and Financing policy. The following table shows the different rates paid in each city and district.

Annual Plan 25/26

## Impact on each City and District

Rates increases vary among cities and Districts because of differing equalised capital values. Targeted rates are applied according to the Revenue and Financing policy. The following table shows the different rates paid in each City and District.

| Impact on each City and District                   |                |                |               |              |
|----------------------------------------------------|----------------|----------------|---------------|--------------|
|                                                    | 2024/25        | 2025/26        |               |              |
|                                                    | Plan           | Plan           | Change        | Change       |
| Region-wide rates <sup>1</sup>                     | \$000s         | \$000s         | \$000s        | %            |
| Wellington City                                    | 130,151        | 140,644        | 10,493        | 8.1%         |
| Hutt City                                          | 47,015         | 51,701         | 4,686         | 10.0%        |
| Upper Hutt City                                    | 16,109         | 17,823         | 1,714         | 10.6%        |
| Porirua City                                       | 18,141         | 20,279         | 2,138         | 11.8%        |
| Kāpiti Coast District                              | 22,508         | 26,214         | 3,706         | 16.5%        |
| Masterton District                                 | 7,332          | 7,572          | 240           | 3.3%         |
| Carterton District                                 | 2,935          | 3,318          | 384           | 13.1%        |
| South Wairarapa District                           | 4,832          | 5,624          | 792           | 16.4%        |
| Tararua District                                   | 9              | 9              | 0             | -            |
| <b>Total region-wide rates</b>                     | <b>249,033</b> | <b>273,185</b> | <b>24,153</b> | <b>9.7%</b>  |
| <b>Specific area targeted rates</b>                |                |                |               |              |
| South Wairarapa District – river rates             | 102            | 117            | 15            | 14.7%        |
| Wairarapa scheme and stopbank rates                | 2,180          | 2,440          | 260           | 11.9%        |
| <b>Total regional rates</b>                        | <b>251,315</b> | <b>275,742</b> | <b>24,428</b> | <b>9.7%</b>  |
| <b>Water supply levy</b>                           |                |                |               |              |
| Wellington City Council                            | 34,122         | 38,907         | 4,785         | 14.0%        |
| Hutt City Council                                  | 18,215         | 21,229         | 3,015         | 16.6%        |
| Upper Hutt City Council                            | 7,789          | 9,393          | 1,604         | 20.6%        |
| Porirua City Council                               | 7,606          | 8,977          | 1,371         | 18.0%        |
| <b>Water supply levy</b>                           | <b>67,731</b>  | <b>78,506</b>  | <b>10,775</b> | <b>15.9%</b> |
| <b>Total regional rates and levies<sup>2</sup></b> | <b>319,046</b> | <b>354,249</b> | <b>35,203</b> | <b>11.0%</b> |
| Warm Wellington rate <sup>3</sup>                  | 775            | 762            |               |              |
| <b>Total rates and levies</b>                      | <b>319,821</b> | <b>355,011</b> |               |              |

Hutt City refers to the local government administrative area of Lower Hutt City.  
All figures on this page exclude GST.

1 Region-wide rates are charged to all ratepayers in the region. They exclude targeted rates for Wairarapa river and drainage schemes, and "Warm Greater Wellington", because those rates only apply to highly specific ratepayers in those work programmes.

2 This total excludes "Warm Greater Wellington" targeted rates because they only apply to ratepayers who participate in the scheme.

3 The Warm Greater Wellington scheme assists regional ratepayers to insulate their homes. Only ratepayers who participate in the scheme are charged this rate.

## Annual Plan 25/26

*Residential region-wide Rates*

Region-wide rates are charged to all ratepayers in the region. They exclude targeted rates for Wairarapa river and drainage schemes, and “Warm Greater Wellington”, because those rates only apply to specific ratepayers involved in those programmes.

**Residential region-wide rates**

All figures on this page include GST

**Average value of residential property in each City or District**

|                                  | 2024/25     | 2025/26   |
|----------------------------------|-------------|-----------|
| Wellington City                  | \$1,273,970 | \$952,044 |
| Hutt City                        | \$828,360   | \$830,168 |
| Upper Hutt City                  | \$812,682   | \$814,879 |
| Porirua City                     | \$876,647   | \$880,318 |
| Kāpiti Coast District excl Ōtaki | \$839,881   | \$841,376 |
| Ōtaki rating area                | \$600,817   | \$601,411 |
| Masterton District               | \$531,977   | \$539,175 |
| Carterton District               | \$596,804   | \$601,648 |
| South Wairarapa District         | \$763,875   | \$717,234 |

**2025/26 residential region-wide rates, for an average value residential property**

|                                  | General rate |          | River management rate |          | Public transport rate |          | Stadium purposes rate |         | Economic development rate |         | Total region-wide rates |            |
|----------------------------------|--------------|----------|-----------------------|----------|-----------------------|----------|-----------------------|---------|---------------------------|---------|-------------------------|------------|
|                                  | 2024/25      | 2025/26  | 2024/25               | 2025/26  | 2024/25               | 2025/26  | 2024/25               | 2025/26 | 2024/25                   | 2025/26 | 2024/25                 | 2025/26    |
| Wellington City                  | \$530.08     | \$520.10 | \$3.32                | \$3.54   | \$627.07              | \$645.37 | \$0.00                | \$2.24  | \$17.25                   | \$17.25 | \$1,177.72              | \$1,188.50 |
| Hutt City                        | \$394.95     | \$411.27 | \$214.53              | \$250.98 | \$467.21              | \$510.33 | \$0.00                | \$1.48  | \$17.25                   | \$17.25 | \$1,093.94              | \$1,191.30 |
| Upper Hutt City                  | \$368.86     | \$396.49 | \$81.41               | \$83.56  | \$436.35              | \$491.99 | \$0.00                | \$1.42  | \$17.25                   | \$17.25 | \$903.87                | \$990.71   |
| Porirua City                     | \$422.98     | \$460.11 | \$4.78                | \$5.08   | \$500.37              | \$570.93 | \$0.00                | \$1.65  | \$17.25                   | \$17.25 | \$945.38                | \$1,055.03 |
| Kāpiti Coast District excl Ōtaki | \$412.91     | \$468.35 | \$72.96               | \$73.51  | \$488.45              | \$581.16 | \$0.00                | \$0.84  | \$17.25                   | \$17.25 | \$991.57                | \$1,141.12 |
| Ōtaki rating area                | \$295.38     | \$334.78 | \$52.19               | \$52.54  | \$174.71              | \$207.71 | \$0.00                | \$0.60  | \$17.25                   | \$17.25 | \$539.53                | \$612.88   |
| Masterton District               | \$272.93     | \$276.43 | \$0.00                | \$0.00   | \$161.43              | \$171.50 | \$0.00                | \$0.50  | \$17.25                   | \$17.25 | \$451.62                | \$465.68   |
| Carterton District               | \$291.88     | \$319.14 | \$4.07                | \$6.00   | \$172.64              | \$198.01 | \$0.00                | \$0.57  | \$17.25                   | \$17.25 | \$485.84                | \$540.98   |
| South Wairarapa District         | \$364.94     | \$384.30 | \$0.00                | \$0.00   | \$215.86              | \$238.43 | \$0.00                | \$0.69  | \$17.25                   | \$17.25 | \$598.05                | \$640.67   |

**2025/26 residential region-wide rates per \$100k of valued residential property**

|                                  | General rate |         | River management rate |         | Public transport rate |         | Stadium purposes rate |         | Total region-wide rates excl economic development rate |          |
|----------------------------------|--------------|---------|-----------------------|---------|-----------------------|---------|-----------------------|---------|--------------------------------------------------------|----------|
|                                  | 2024/25      | 2025/26 | 2024/25               | 2025/26 | 2024/25               | 2025/26 | 2024/25               | 2025/26 | 2024/25                                                | 2025/26  |
| Wellington City                  | \$41.61      | \$54.63 | \$0.26                | \$0.37  | \$49.22               | \$67.79 | \$0.00                | \$0.24  | \$91.09                                                | \$123.02 |
| Hutt City                        | \$47.68      | \$49.54 | \$25.90               | \$30.23 | \$56.40               | \$61.47 | \$0.00                | \$0.18  | \$129.98                                               | \$141.42 |
| Upper Hutt City                  | \$45.39      | \$48.66 | \$10.02               | \$10.25 | \$53.69               | \$60.38 | \$0.00                | \$0.17  | \$109.10                                               | \$119.46 |
| Porirua City                     | \$48.25      | \$52.27 | \$0.55                | \$0.58  | \$57.08               | \$64.86 | \$0.00                | \$0.19  | \$105.87                                               | \$117.89 |
| Kāpiti Coast District excl Ōtaki | \$49.16      | \$55.67 | \$8.69                | \$8.74  | \$58.16               | \$69.07 | \$0.00                | \$0.10  | \$116.01                                               | \$133.57 |
| Ōtaki rating area                | \$49.16      | \$55.67 | \$8.69                | \$8.74  | \$29.08               | \$34.54 | \$0.00                | \$0.10  | \$86.93                                                | \$99.04  |
| Masterton District               | \$51.31      | \$51.27 | \$0.00                | \$0.00  | \$30.35               | \$31.81 | \$0.00                | \$0.09  | \$81.65                                                | \$83.17  |
| Carterton District               | \$48.91      | \$53.05 | \$0.68                | \$1.00  | \$28.93               | \$32.91 | \$0.00                | \$0.10  | \$78.52                                                | \$87.05  |
| South Wairarapa District         | \$47.78      | \$53.58 | \$0.00                | \$0.00  | \$28.26               | \$33.24 | \$0.00                | \$0.10  | \$76.03                                                | \$86.92  |

Region-wide rates are charged to all ratepayers in the region. They exclude targeted rates for Wairarapa river and drainage schemes, and “Warm Greater Wellington”, because those rates only apply to highly specific ratepayers in those work programmes.



## Annual Plan 25/26

*Average Rates for each area and category*

These tables show the region-wide rates that are charged to all ratepayers in the region. They exclude targeted rates for pest management, Wairarapa river and drainage schemes, and Warm Greater Wellington. Those rates only apply to specific ratepayers involved in those programmes.

**Average rates for each area and category**

These tables show the region-wide rates that are charged to all ratepayers in the region. They exclude targeted rates for pest management, Wairarapa river and drainage schemes, and "Warm Greater Wellington", because those rates only apply to highly specific ratepayers in those work programmes.

| <b>Residential, including GST</b> | <b>Average capital value</b> | <b>Increase in 2025/26</b> | <b>Increase per week</b> | <b>Rates 2025/26</b> | <b>Rates per week</b> | <b>% Increase</b> |
|-----------------------------------|------------------------------|----------------------------|--------------------------|----------------------|-----------------------|-------------------|
| Wellington City                   | \$952,044                    | \$11                       | \$0.21                   | \$1,188              | \$22.86               | 0.9%              |
| Hutt City                         | \$830,168                    | \$97                       | \$1.87                   | \$1,191              | \$22.91               | 8.9%              |
| Upper Hutt City                   | \$814,879                    | \$87                       | \$1.67                   | \$991                | \$19.05               | 9.6%              |
| Porirua City                      | \$880,318                    | \$110                      | \$2.11                   | \$1,055              | \$20.29               | 11.6%             |
| Kāpiti Coast District excl Ōtaki  | \$841,376                    | \$150                      | \$2.88                   | \$1,141              | \$21.94               | 15.1%             |
| Ōtaki rating area                 | \$601,411                    | \$73                       | \$1.41                   | \$613                | \$11.79               | 13.6%             |
| Masterton District                | \$539,175                    | \$14                       | \$0.27                   | \$466                | \$8.96                | 3.1%              |
| Carterton District                | \$601,648                    | \$55                       | \$1.06                   | \$541                | \$10.40               | 11.3%             |
| South Wairarapa District          | \$717,234                    | \$43                       | \$0.82                   | \$641                | \$12.32               | 7.1%              |

These projected rates exclude the targeted river management rates that are not charged to all ratepayers

| <b>Rural, excluding GST</b> | <b>Average capital value</b> | <b>Increase in 2025/26</b> | <b>Increase per week</b> | <b>Rates 2025/26</b> | <b>Rates per week</b> | <b>% Increase</b> |
|-----------------------------|------------------------------|----------------------------|--------------------------|----------------------|-----------------------|-------------------|
| Wellington City             | \$1,371,000                  | \$110                      | \$2.12                   | \$876                | \$16.84               | 14.4%             |
| Hutt City                   | \$1,249,000                  | \$81                       | \$1.55                   | \$1,051              | \$20.20               | 8.3%              |
| Upper Hutt City             | \$1,364,000                  | \$57                       | \$1.09                   | \$895                | \$17.20               | 6.7%              |
| Porirua City                | \$1,967,000                  | \$113                      | \$2.17                   | \$1,199              | \$23.07               | 10.4%             |
| Kāpiti Coast District       | \$1,214,000                  | \$104                      | \$2.01                   | \$878                | \$16.89               | 13.5%             |
| Masterton District          | \$1,185,000                  | \$6                        | \$0.11                   | \$708                | \$13.61               | 0.8%              |
| Carterton District          | \$1,253,000                  | \$67                       | \$1.29                   | \$784                | \$15.08               | 9.3%              |
| South Wairarapa District    | \$1,496,000                  | \$126                      | \$2.42                   | \$929                | \$17.87               | 15.6%             |
| Tararua District            | \$1,858,000                  | \$17                       | \$0.33                   | \$873                | \$16.79               | 2.0%              |

These projected rates exclude the river management rates that are not charged to all ratepayers

| <b>Business, excluding GST</b> | <b>Average capital value</b> | <b>Increase in 2025/26</b> | <b>Increase per week</b> | <b>Rates 2025/26</b> | <b>Rates per week</b> | <b>% Increase</b>  |
|--------------------------------|------------------------------|----------------------------|--------------------------|----------------------|-----------------------|--------------------|
| Wellington City                | \$3,835,000                  | \$1,671                    | \$32.13                  | \$5,255              | \$101.06              | 46.6% <sup>1</sup> |
| Wellington City - CBD          | \$3,376,000                  | \$511                      | \$9.83                   | \$15,776             | \$303.38              | 3.3%               |
| Hutt City                      | \$2,688,000                  | \$314                      | \$6.04                   | \$4,039              | \$77.67               | 8.4%               |
| Upper Hutt City                | \$2,544,000                  | \$296                      | \$5.69                   | \$3,323              | \$63.91               | 9.8%               |
| Porirua City                   | \$1,980,000                  | \$177                      | \$3.41                   | \$2,599              | \$49.97               | 7.3%               |
| Kāpiti Coast District          | \$1,668,000                  | \$277                      | \$5.32                   | \$2,448              | \$47.08               | 12.7%              |
| Masterton District             | \$1,578,000                  | \$20                       | \$0.38                   | \$1,674              | \$32.19               | 1.2%               |
| Carterton District             | \$864,000                    | \$108                      | \$2.07                   | \$956                | \$18.39               | 12.7%              |
| South Wairarapa District       | \$1,266,000                  | \$183                      | \$3.52                   | \$1,404              | \$27.00               | 15.0%              |

These projected rates exclude the river management rates that are not charged to all ratepayers

<sup>1</sup>Wellington City Council has revalued its drinking water, stormwater, and wastewater pipes by around \$1.45 billion — a 70–80% increase. Because the Council owns these assets, it will carry the largest share of the resulting Greater Wellington rates increase. The remainder, roughly 9.9%, will fall to other business property owners across the City.



## Annual Plan 25/26

*Rates calculator 2025/26 Residential region-wide rates*

To calculate region-wide rates for all property types, use the calculator on our website <http://www.gw.govt.nz/regional-rates-calculator/>

**Note:** These calculations do not include Greater Wellington targeted rates specific to individual properties or rates set by city or district councils. Greater Wellington sets and assesses its rates, but they are invoiced and collected by the relevant city and district councils. This combined collection is cost-effective and convenient for ratepayers.

**Rates calculator - Residential region-wide<sup>1</sup> rates**

To calculate region-wide rates for all property types, use the calculator on our website <http://www.gw.govt.nz/regional-rates-calculator/>

Note: These calculations do not include GWRC targeted rates that are specific to individual properties, and they do not include rates set by City or District councils. Greater Wellington rates are set and assessed by Greater Wellington but are invoiced and collected by the relevant City and District Council within the region. This combined collection arrangement is cost effective and more convenient for ratepayers.

|                                  | 2025/26 region-wide rates per<br>\$100,000 of capital value |   | Enter the capital value of<br>your property |           | Economic<br>development rate |         | Indicative rates on<br>your property for<br>2025/26 <sup>1</sup> |
|----------------------------------|-------------------------------------------------------------|---|---------------------------------------------|-----------|------------------------------|---------|------------------------------------------------------------------|
| Wellington City                  | \$106.98                                                    | x |                                             | ÷ 100,000 | +                            | \$15.00 | =                                                                |
| Hutt City                        | \$122.98                                                    | x |                                             | ÷ 100,000 | +                            | \$15.00 | =                                                                |
| Upper Hutt City                  | \$103.88                                                    | x |                                             | ÷ 100,000 | +                            | \$15.00 | =                                                                |
| Porirua City                     | \$102.51                                                    | x |                                             | ÷ 100,000 | +                            | \$15.00 | =                                                                |
| Kāpiti Coast District excl Ōtaki | \$116.15                                                    | x |                                             | ÷ 100,000 | +                            | \$15.00 | =                                                                |
| Ōtaki rating area                | \$86.12                                                     | x |                                             | ÷ 100,000 | +                            | \$15.00 | =                                                                |
| Masterton District               | \$72.32                                                     | x |                                             | ÷ 100,000 | +                            | \$15.00 | =                                                                |
| Carterton District               | \$75.69                                                     | x |                                             | ÷ 100,000 | +                            | \$15.00 | =                                                                |
| South Wairarapa District         | \$75.58                                                     | x |                                             | ÷ 100,000 | +                            | \$15.00 | =                                                                |
| Hutt City example                | \$122.98                                                    | x | \$800,000                                   | ÷ 100,000 | +                            | \$15.00 | = \$998.81                                                       |
| includes GST @ 15%               |                                                             |   |                                             |           |                              |         | \$1,148.63                                                       |

<sup>1</sup> Region-wide rates are charged to all ratepayers in the region. They exclude targeted rates for Wairarapa river and drainage schemes, and "Warm Greater Wellington", because those rates only apply to highly specific ratepayers in those work programmes.

**Assistance in paying your rates**

Greater Wellington recognises that our communities live in everchanging environments which can cause circumstances that can be difficult to manage. We can offer support where appropriate, to help our communities thrive. Greater Wellington may provide relief to some or all of your Greater Wellington rates payments (a rate remission) in the case of special or unexpected circumstances. Find out more on our website: <https://www.gw.govt.nz/your-region/your-rates/remission-and-postponement-policies/>.

Rates rebates can also be applied for via your local council.

## Annual Plan 25/26

## He Tauākī Pūtea mō ngā Hua | Funding impact statement

## Rating mechanism

This section describes how Greater Wellington sets its 2025/26 rates. It explains the basis on which each ratepayer's rating liability will be assessed. More detail can be found in Greater Wellington's Revenue and Financing Policy.

## Rating mechanism

This section sets out how Greater Wellington will set its rates for 2025/26. It explains the basis on which each ratepayer's rating liability will be assessed. More detail can be found in Greater Wellington's Revenue and Financing Policy.

| Rate                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Group of activities funded                                           | Funding Mechanism | Valuation System | Matters for differentiation/categories of land | Calculation Factor                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|-------------------|------------------|------------------------------------------------|--------------------------------------------|
| <b>General</b> <ul style="list-style-type: none"> <li>- Relationships with mana whenua</li> <li>- Emergency management</li> <li>- Democratic services</li> <li>- Resource management - policy and planning</li> <li>- Environment restoration advice</li> <li>- Resource management - compliance, enforcement and prevention</li> <li>- Land management advice</li> <li>- Biodiversity management – Key Native Ecosystems programme</li> <li>- Biodiversity management – other activities</li> <li>- Regional predator control programme</li> <li>- Education: Enforce maritime safety regulations</li> <li>- Flood protection - understanding flood risk</li> <li>- Climate change</li> </ul> | Regional Strategy and Partnerships, Environment and Flood Protection | General           | Capital Value    | All rateable land                              | Cents per dollar of rateable capital value |
| <b>Part- General</b> <ul style="list-style-type: none"> <li>- Regional transport planning and programmes (50%)</li> <li>- Resource Management - State of Environment monitoring (90%)</li> <li>- Environment restoration programme (75%)</li> <li>- Wellington Regional Erosion Control Initiative (30%)</li> <li>- Regional pest management plan (Up to 100%)</li> <li>- Navigational aids and communications service (40%)</li> <li>- Pollution clean-up (Up to 100%)</li> <li>- Maintaining flood protection and control works (Up to 50%)</li> <li>- Improving flood security (Up to 50%)</li> <li>- Wairarapa catchment schemes (Approx. 50%)</li> <li>- Parks (90%)</li> </ul>           |                                                                      |                   |                  |                                                |                                            |

## Attachment 1 to Report 25.294

## Annual Plan 25/26

| Regional Economic Development                                                                                                   | Regional Strategy and Partnerships | Capital value for all business and a fixed rate for residential and rural | Capital value for business<br>N/A for residential and rural  | Where the land is situated and the use to which the land is put<br>Where the land is situated and the use to which the land is put | Cents per dollar of rateable capital value<br>Fixed dollar amount per rating unit                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|---------------------------------------------------------------------------|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Wellington Stadium                                                                                                              | Regional Strategy and Partnerships | Targeted differentials                                                    | Capital value                                                | Capital value, with differentials based on land use, location and provision of service.                                            | Cents per dollar of rateable capital value                                                                                                                                                                                |
| Warm Greater Wellington                                                                                                         | Regional Strategy and Partnerships | Targeted rate                                                             | N/A                                                          | Provision of service to the land                                                                                                   | Extent of service provided calculated as a percentage of the service provided                                                                                                                                             |
| Public transport                                                                                                                | Metlink Public Transport           | Targeted differentials                                                    | Capital value                                                | Capital value, with differentials based on land use, location and provision of service.                                            | Cents per dollar of rateable capital value                                                                                                                                                                                |
| Water Supply                                                                                                                    | Water Supply                       | Levy (+ Up to 100%)                                                       | Volumetric levy on the participating territorial authorities |                                                                                                                                    |                                                                                                                                                                                                                           |
| <b>Flood Protection</b><br>- Maintaining flood protection and control works<br>- Improving flood security                       | Environment and Flood Protection   | Targeted (+ Up to 50% general)                                            | Capital value/ land value                                    | Where the land is situated                                                                                                         | Cents per dollar of rateable capital value / land value                                                                                                                                                                   |
| <b>River management</b>                                                                                                         | Environment and Flood Protection   | Targeted (+ Up to 50% general)                                            | Capital value/ land                                          | Where the land is situated                                                                                                         | Cents per dollar of rateable capital value / land value                                                                                                                                                                   |
| <b>Wairarapa river management schemes</b><br>(Lower valley and Waiohine – Excludes Upper Ruamahanga)                            | Environment and Flood Protection   | Targeted (+ Up to 50% general)                                            | N/A                                                          | Where the land is situated and/ or the benefits accruing through the provision of services and in some cases use                   | Dollars per hectare in the area protected, or dollars per point attributed to each rating unit and in some cases a fixed charge per separately used or inhabited part (dwelling)                                          |
| <b>Wairarapa drainage schemes</b>                                                                                               | Environment and Flood Protection   | Targeted Rate                                                             | N/A                                                          | Where the land is situated                                                                                                         | Dollars per hectare in the area protected                                                                                                                                                                                 |
| <b>Te Kāuru catchment</b><br>Waipoua, Waingawa, Ruamahanga (Mt Bruce, Te Ore Ore, Gladstone), Whangaeahu, Kopuaranga and Taueru | Environment and Flood Protection   | Targeted (+ Up to 50% general)                                            | Capital Value                                                | Where the land is situated                                                                                                         | Cents per dollar of rateable capital value                                                                                                                                                                                |
| <b>Waiōhine River stopbank</b>                                                                                                  | Environment and Flood Protection   | Targeted (+ Up to 50% general)                                            | Capital Value                                                | Where the land is situated                                                                                                         | Cents per dollar of rateable capital value                                                                                                                                                                                |
| <b>Wairarapa catchment schemes</b><br>(Land Management)                                                                         | Environment and Flood Protection   | Targeted (+ Up to 50% general)                                            | N/A                                                          | Where the land is situated and/ or the benefits accruing through the provision of services and in some cases use                   | Dollars per hectare or cents per metre of river frontage in the area protected and in some cases a fixed charge per separately used or inhabited part (dwelling) and cents per dollar of rateable land value <sup>1</sup> |

\*Targeted rates - For more detail about each activity within these Groups of Activities, refer to the Activities of Greater Wellington section of this plan

1. "Separately used or inhabited part" (dwelling) includes any part of a rating unit separately used or inhabited by the owner or any other person who has the right to use or inhabit that part by virtue of a tenancy, lease, licence or other agreement. At a minimum, the land or premises intended to form the separately used or inhabited part of the rating unit must be capable of actual habitation, or actual separate use. To avoid of doubt, a rating unit that has only one use (ie, it does not have separate parts or is vacant land) is treated as being one separately used or inhabited part (dwelling)

## Annual Plan 25/26

## Differentials

A differential is designed to ensure that each rating category across the region contributes a fair share of the cost of providing a service, reflecting the relative benefits they receive.

### *Public transport differentials*

The following public transport differentials applied across the Wellington region are designed to ensure that different property rating types pay an equitable share of public transport services in 2025/26.

| <b>Location</b>                      | <b>Differential on the value for 2025/26</b> |
|--------------------------------------|----------------------------------------------|
| Wellington CBD                       | 7                                            |
| Business - excl Wairarapa            | 1.4                                          |
| Business - Wairarapa                 | 1                                            |
| Residential - excl Wairarapa & Otaki | 1                                            |
| Residential - Wairarapa & Otaki      | 0.5                                          |
| Rural                                | 0.25                                         |

### *Wellington Regional Stadium differentials*

The following stadium differentials applied across the Wellington region are intended to ensure that different property rating categories contribute an equitable share toward the earthquake strengthening and ongoing maintenance of the stadium, based on the principle that properties located closest to the stadium receive the greatest benefit.

| <b>Location</b>                                              | <b>Differential on the value for 2025/26</b> |
|--------------------------------------------------------------|----------------------------------------------|
| Wellington CBD                                               | 2                                            |
| All other Wellington properties                              | 1.2                                          |
| Porirua City, Hutt City, Upper Hutt City                     | 1                                            |
| Kāpiti Coast District, Wairarapa territorial authority areas | 0.5                                          |

### *Estimate of projected valuation*

Greater Wellington uses 'Equalised Capital Values' as the estimated property valuations, as allowed by section 131 of the Local Government (Rating) Act 2002, to account for the fact that valuation dates differ across the region.

### *Uniform annual general charge*

Greater Wellington Regional Council does not set a Uniform Annual General Charge.

Annual Plan 25/26

*Lump sum contributions*

The Council will not accept lump sum contributions for any targeted rates, except for Warm Greater Wellington rates.

**Ko ngā momo Reti | Rates categories**

Greater Wellington has four rating categories: Wellington City CBD, Business, Residential and Rural. As Greater Wellington rates are invoiced and collected by each of the territorial authorities in the Wellington region, Greater Wellington is limited to using rating categories applicable to each of the territorial authorities.

Set out below are the definitions used to allocate rating units into rating categories.

## Annual Plan 25/26

*Category 1 – Rates based on capital or land value*

Category 1 - Rates Based on capital or land value

| Location                 | Use                                  | Description                                                                                                                                                                                                                                       |
|--------------------------|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Wellington City          | Wellington CBD                       | All rating units classified as commercial, industrial and business properties within the downtown area boundary, currently shown on the Downtown Levy Area map (page 76) of Wellington city.                                                      |
|                          | Wellington city business             | All rating units classified as commercial, industrial and business properties in the rating information database for Wellington city outside the Downtown Levy Area map boundary                                                                  |
|                          | Wellington city residential          | All rating units classified as base (excluding rural and farm ) in the rating information database for Wellington city                                                                                                                            |
|                          | Wellington city rural                | All rating units sub-classified as rural or farm within the base category in the rating information database for Wellington city                                                                                                                  |
| Lower Hutt City          | Lower Hutt city business             | All rating units not classified as residential, rural or community facilities in the rating information database for Lower Hutt city                                                                                                              |
|                          | Lower Hutt city residential          | All rating units classified as residential or community facilities in the rating information database for Lower Hutt city                                                                                                                         |
|                          | Lower Hutt city rural                | All rating units classified as rural in the rating information database for Lower Hutt city                                                                                                                                                       |
|                          |                                      |                                                                                                                                                                                                                                                   |
| Porirua City             | Porirua city business                | All rating units classified as business in the rating information database for Porirua city                                                                                                                                                       |
|                          | Porirua city residential             | All rating units classified as residential in the rating information database for Porirua city                                                                                                                                                    |
|                          | Porirua city rural                   | All rating units classified as rural in the rating information database for Porirua city                                                                                                                                                          |
| Upper Hutt City          | Upper Hutt city business             | All rating units classified as business or utilities in the rating information database for Upper Hutt city                                                                                                                                       |
|                          | Upper Hutt city residential          | All rating units not classified as rural, business or utilities in the rating information database for Upper Hutt city                                                                                                                            |
|                          | Upper Hutt city rural                | All rating units classified as rural in the rating information database for Upper Hutt city                                                                                                                                                       |
|                          |                                      |                                                                                                                                                                                                                                                   |
| Kāpiti Coast District    | Kāpiti Coast district business       | All rating units used for a commercial, business, industrial purpose or utility network activity in the Kāpiti Coast district rating information database                                                                                         |
|                          | Kāpiti Coast district residential    | All rating units located in the urban rating areas, except those properties which meet the classification of rural, commercial, business, industrial purpose or utility network activity in the Kāpiti Coast district rating information database |
|                          | Kāpiti Coast district rural          | All rating units classified in the rural rating areas for the Kāpiti Coast district                                                                                                                                                               |
|                          |                                      |                                                                                                                                                                                                                                                   |
| Masterton District       | Masterton district business          | All rating units classified as non-residential urban in the Masterton district rating information database                                                                                                                                        |
|                          | Masterton district residential       | All rating units classified as urban residential in the Masterton district rating information database                                                                                                                                            |
|                          | Masterton district rural             | All rating units classified as rural in the rating information database for the Masterton district                                                                                                                                                |
| Carterton District       | Carterton district business          | All rating units classified as urban commercial, urban industrial or urban smallholding – greater than one hectare in the Carterton district rating information database                                                                          |
|                          | Carterton district residential       | All rating units classified as urban residential in the Carterton district rating information database                                                                                                                                            |
|                          | Carterton district rural             | All rating units classified as rural in the rating information database for the Carterton district                                                                                                                                                |
|                          |                                      |                                                                                                                                                                                                                                                   |
| South Wairarapa District | South Wairarapa district business    | All rating units classified as commercial in the South Wairarapa district rating information database                                                                                                                                             |
|                          | South Wairarapa district residential | All rating units classified as urban in the South Wairarapa district rating information database                                                                                                                                                  |
|                          | South Wairarapa district rural       | All rating units classified as rural in the rating information database for the South Wairarapa district                                                                                                                                          |
|                          | Greytown ward                        | All rating units classified in the rating area of the Greytown ward in the rating information database for the South Wairarapa district                                                                                                           |
|                          | Greytown urban                       | All rating units classified in the urban area of Greytown in the rating information database for the South Wairarapa district. (Prefaced Nos 18400 and 18420)                                                                                     |
|                          | Featherston urban                    | All rating units classified in the urban area of Featherston in the rating information database for the South Wairarapa district. (Prefaced Nos 18440 and 18450)                                                                                  |
| Tararua District         |                                      | All rating units within the Tararua district area are classified as being within the boundaries of the Wellington region                                                                                                                          |

## Annual Plan 25/26

*Category 2 – Public transport rate*

Public transport is partly funded from a targeted rate, based on capital value. Rating differentials are applied depending on where the land is situated and the use to which the land is put. The table below shows the 2025/26 public transport rates differentials:

| Category 2 - Public transport rate |                                               |                                                                                                                                                                                                                                                                                                            |
|------------------------------------|-----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Location                           | Use                                           | Description                                                                                                                                                                                                                                                                                                |
| Wellington City                    | Wellington CBD                                | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | Wellington city business                      | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | Wellington city residential                   | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | Wellington city rural                         | As in Category 1 above                                                                                                                                                                                                                                                                                     |
| Lower Hutt City                    | Lower Hutt city business                      | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | Lower Hutt city residential                   | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | Lower Hutt city rural                         | As in Category 1 above                                                                                                                                                                                                                                                                                     |
| Porirua City                       | Porirua city business                         | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | Porirua city residential                      | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | Porirua city rural                            | As in Category 1 above                                                                                                                                                                                                                                                                                     |
| Upper Hutt City                    | Upper Hutt city business                      | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | Upper Hutt city residential                   | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | Upper Hutt city rural                         | As in Category 1 above                                                                                                                                                                                                                                                                                     |
| Kāpiti Coast District              | Kāpiti Coast district business                | All rating units used for a commercial, business, industrial purpose or utility network activity in the Kāpiti Coast district rating information database                                                                                                                                                  |
|                                    | Kāpiti Coast district residential excl. Ōtaki | All rating units located in the urban rating areas except those properties which meet the classification of rural, commercial, business, industrial purpose, utility network activity or Ōtaki residential in the Kāpiti Coast District rating information database.                                       |
|                                    | Ōtaki rating area residential                 | All rating units located in the Ōtaki urban rating area except those properties which meet the classification of rural, commercial, business, industrial purpose, utility network activity or "Kāpiti Coast District Residential excluding Ōtaki" in the Kāpiti Coast District rating information database |
|                                    | Kāpiti Coast district rural                   | All rating units located in rural rating areas except those properties that meet the classification of commercial, business, industrial purpose, utility network or community activity in the Kāpiti Coast district rating information database                                                            |
| Masterton District                 | Masterton district business                   | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | Masterton district residential                | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | Masterton district rural                      | As in Category 1 above                                                                                                                                                                                                                                                                                     |
| Carterton District                 | Carterton district business                   | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | Carterton district residential                | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | Carterton district rural                      | As in Category 1 above                                                                                                                                                                                                                                                                                     |
| South Wairarapa District           | South Wairarapa district business             | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | South Wairarapa district residential          | As in Category 1 above                                                                                                                                                                                                                                                                                     |
|                                    | South Wairarapa district rural                | As in Category 1 above                                                                                                                                                                                                                                                                                     |

*Category 3 – Targeted rates based on land area, provision of service, land use or location.*

Some targeted rates are assigned differentials based on factors, such as land area, service provision, land use, or location. These differentials are then used in the calculation of catchment, drainage, and river management scheme rates. Some schemes also have a fixed charge for each separate use or inhabited part. Properties subject to river management rates are listed in an approved classification register for each scheme.

Annual Plan 25/26

*Category 4 – Flood protection – property rate for the Lower Wairarapa Valley Development Scheme*

The Lower Wairarapa Valley Development Scheme is a targeted rate allocated according to extent of services received (as measured in a points system) and in some cases an additional fixed charge per separately used or inhabited area.

Rating units subject to this rate are shown within an approved classification register for each scheme.

*Category 5 – Warm Greater Wellington rate*

The Warm Greater Wellington rate is a targeted rate applied to properties that have installed insulation and /or heating through the Warm Greater Wellington Regional Initiative. The rate is calculated as a percentage of the service cost until the full cost of the service is paid off. In the final year, the rate may be adjusted to reflect the actual remaining balance rather than the percentage.



## Attachment 1 to Report 25.294

## Annual Plan 25/26

*Category 6 – Regional Economic Development rate*

The Regional Economic Development rate is a fixed amount of \$15 +GST for residential and rural ratepayers and based on capital value for businesses. This rate funds the economic development activities supporting the Regional Economic Development Plan.

| Targeted rate                             |                    | 2025/26                                | 2025/26             |
|-------------------------------------------|--------------------|----------------------------------------|---------------------|
| Economic development rate                 | \$ per rating unit | Cents per \$ of rateable capital value | Revenue required \$ |
| <b>Wellington City</b>                    |                    |                                        |                     |
| Wellington CBD                            |                    | 0.00648                                | 702,377             |
| Business                                  |                    | 0.00648                                | 481,414             |
| Residential – per rating unit             | \$15.00            |                                        | 1,146,510           |
| Rural – per rating unit                   | \$15.00            |                                        | 14,235              |
| <b>Hutt City</b>                          |                    |                                        |                     |
| Business                                  |                    | 0.00588                                | 397,536             |
| Residential – per rating unit             | \$15.00            |                                        | 594,330             |
| Rural – per rating unit                   | \$15.00            |                                        | 6,780               |
| <b>Upper Hutt City</b>                    |                    |                                        |                     |
| Business                                  |                    | 0.00577                                | 122,312             |
| Residential – per rating unit             | \$15.00            |                                        | 240,045             |
| Rural – per rating unit                   | \$15.00            |                                        | 20,055              |
| <b>Porirua City</b>                       |                    |                                        |                     |
| Business                                  |                    | 0.00620                                | 108,510             |
| Residential – per rating unit             | \$15.00            |                                        | 281,220             |
| Rural – per rating unit                   | \$15.00            |                                        | 9,780               |
| <b>Kāpiti Coast District</b>              |                    |                                        |                     |
| Business                                  |                    | 0.00660                                | 141,966             |
| Residential – per rating unit             | \$15.00            |                                        | 332,655             |
| Rural – per rating unit                   | \$15.00            |                                        | 39,465              |
| <b>Masterton District</b>                 |                    |                                        |                     |
| Business                                  |                    | 0.00608                                | 58,364              |
| Residential – per rating unit             | \$15.00            |                                        | 131,850             |
| Rural – per rating unit                   | \$15.00            |                                        | 55,470              |
| <b>Carterton District</b>                 |                    |                                        |                     |
| Business                                  |                    | 0.00629                                | 12,783              |
| Residential – per rating unit             | \$15.00            |                                        | 39,660              |
| Rural – per rating unit                   | \$15.00            |                                        | 29,505              |
| <b>South Wairarapa District</b>           |                    |                                        |                     |
| Business                                  |                    | 0.00636                                | 25,679              |
| Residential – per rating unit             | \$15.00            |                                        | 53,925              |
| Rural – per rating unit                   | \$15.00            |                                        | 47,220              |
| <b>Tararua District – per rating unit</b> | \$15.00            |                                        | 165                 |
| <b>Total economic development rate</b>    |                    |                                        | <b>5,093,811</b>    |

Hutt City refers to the local government administrative area of Lower Hutt City.

All figures on this page exclude GST.

## Annual Plan 25/26

*Category 7 – Stadium Rate*

In 2022, the Council reintroduced a funding mechanism to support the earthquake strengthening and ongoing maintenance of the stadium. The stadium provides significant regional benefits by hosting a wide variety of events and attracting a diverse range of visitors, many of whom also explore the wider region.

Those living in closer proximity to the stadium tend to experience greater direct benefits. As a result, a targeted differential has been applied to reflect this variation in benefit.

| Location                 | Use                                  | Description            |
|--------------------------|--------------------------------------|------------------------|
| Wellington City          | Wellington CBD                       | As in Category 1 above |
|                          | Wellington city business             | As in Category 1 above |
|                          | Wellington city residential          | As in Category 1 above |
|                          | Wellington city rural                | As in Category 1 above |
| Lower Hutt City          | Lower Hutt city business             | As in Category 1 above |
|                          | Lower Hutt city residential          | As in Category 1 above |
|                          | Lower Hutt city rural                | As in Category 1 above |
| Porirua City             | Porirua city business                | As in Category 1 above |
|                          | Porirua city residential             | As in Category 1 above |
|                          | Porirua city rural                   | As in Category 1 above |
| Upper Hutt City          | Upper Hutt city business             | As in Category 1 above |
|                          | Upper Hutt city residential          | As in Category 1 above |
|                          | Upper Hutt city rural                | As in Category 1 above |
| Kāpiti Coast District    | Kāpiti Coast district business       | As in Category 1 above |
|                          | Kāpiti Coast district residential    | As in Category 1 above |
|                          | Kāpiti Coast district rural          | As in Category 1 above |
| Masterton District       | Masterton district business          | As in Category 1 above |
|                          | Masterton district residential       | As in Category 1 above |
|                          | Masterton district rural             | As in Category 1 above |
| Carterton District       | Carterton district business          | As in Category 1 above |
|                          | Carterton district residential       | As in Category 1 above |
|                          | Carterton district rural             | As in Category 1 above |
| South Wairarapa District | South Wairarapa district business    | As in Category 1 above |
|                          | South Wairarapa district residential | As in Category 1 above |
|                          | South Wairarapa district rural       | As in Category 1 above |

**He tauākī pūtea mō ngā Reti | Rates funding impact statements**

The tables below outline the impact of rates in your city or district. Please also visit our rates calculator webpage to assess the impact of rates on your individual property:

[www.gw.govt.nz/regional-rates-calculator](http://www.gw.govt.nz/regional-rates-calculator)

## Annual Plan 25/26

## General Rates:

|                           | 2025/26                                | 2025/26             |
|---------------------------|----------------------------------------|---------------------|
| General rate              | Cents per \$ of rateable capital value | Revenue required \$ |
| Wellington City           | 0.04750                                | 43,863,086          |
| Hutt City                 | 0.04308                                | 17,333,758          |
| Upper Hutt City           | 0.04235                                | 7,223,285           |
| Porirua City              | 0.04545                                | 8,879,268           |
| Kāpiti Coast District     | 0.04840                                | 11,381,942          |
| Masterton District        | 0.04458                                | 4,774,331           |
| Carterton District        | 0.04613                                | 2,188,973           |
| South Wairarapa District  | 0.04659                                | 3,765,114           |
| Tararua District          | 0.04608                                | 9,420               |
| <b>Total general rate</b> |                                        | <b>99,419,178</b>   |

Hutt City refers to the local government administrative area of Lower Hutt City.

All figures on this page exclude GST.

## River Management Targeted Rate:

| Targeted rate                                                | 2025/26                                | 2025/26             |
|--------------------------------------------------------------|----------------------------------------|---------------------|
| River management rate based on capital value                 | Cents per \$ of rateable capital value | Revenue required \$ |
| Wellington City                                              | 0.00032                                | 298,499             |
| Hutt City                                                    | 0.02629                                | 10,578,067          |
| Upper Hutt City                                              | 0.00893                                | 1,522,300           |
| Porirua City                                                 | 0.00050                                | 98,006              |
| Kāpiti Coast District                                        | 0.00760                                | 1,786,368           |
| Carterton District                                           | 0.00087                                | 41,177              |
| <b>Total District-wide river management rate</b>             |                                        | <b>14,324,417</b>   |
| Greytown ward                                                | 0.00765                                | 113,516             |
| <b>Total river management rates based upon capital value</b> |                                        | <b>14,437,933</b>   |

Hutt City refers to the local government administrative area of Lower Hutt City.

| Targeted rate                                             | 2025/26                             | 2025/26             |
|-----------------------------------------------------------|-------------------------------------|---------------------|
| River management                                          | Cents per \$ of rateable land value | Revenue required \$ |
| Featherston urban: Donalds Creek Stopbank                 | 0.00094                             | 3,149               |
| <b>Total river management rates based upon land value</b> |                                     | <b>3,149</b>        |
| <b>Total river management rates</b>                       |                                     | <b>14,441,082</b>   |

All figures on this page exclude GST.

## Annual Plan 25/26

## Stadium and Warm Greater Wellington Targeted Rates:

| Targeted rate                       | 2025/26                                | 2025/26             |
|-------------------------------------|----------------------------------------|---------------------|
| Stadium Rate based on capital value | Cents per \$ of rateable capital value | Revenue required \$ |
| Wellington City - CBD               | 0.00034                                | 36,990              |
| Wellington City - ex-CBD            | 0.00020                                | 166,898             |
| Hutt City                           | 0.00015                                | 62,271              |
| Upper Hutt City                     | 0.00015                                | 25,949              |
| Porirua City                        | 0.00016                                | 31,899              |
| Kāpiti Coast District               | 0.00009                                | 20,445              |
| Masterton District                  | 0.00008                                | 8,576               |
| Carterton District                  | 0.00008                                | 3,932               |
| South Wairarapa District            | 0.00008                                | 6,763               |
| Tararua District                    | 0.00008                                | 17                  |
| <b>Total stadium rate</b>           |                                        | <b>363,740</b>      |

| Targeted rate                               | 2025/26                        | 2025/26             |
|---------------------------------------------|--------------------------------|---------------------|
| Warm Greater Wellington                     | Percentage of service provided | Revenue required \$ |
| For any ratepayer that utilises the service | 15.000%                        | 762,152             |

Hutt City refers to the local government administrative area of Lower Hutt City.

All figures on this page exclude GST.

## Annual Plan 25/26

## Public Transport Rate:

| Targeted rate                      | 2025/26                                | 2025/26             |
|------------------------------------|----------------------------------------|---------------------|
| Public transport rate              | Cents per \$ of rateable capital value | Revenue required \$ |
| <b>Wellington City</b>             |                                        |                     |
| Wellington CBD                     | 0.41262                                | 44,718,222          |
| Business                           | 0.08252                                | 6,130,041           |
| Residential                        | 0.05895                                | 42,893,975          |
| Rural                              | 0.01474                                | 191,758             |
| <b>Hutt City</b>                   |                                        |                     |
| Business                           | 0.07484                                | 5,061,980           |
| Residential                        | 0.05345                                | 17,591,164          |
| Rural                              | 0.01336                                | 75,474              |
| <b>Upper Hutt City</b>             |                                        |                     |
| Business                           | 0.07164                                | 1,557,453           |
| Residential                        | 0.05253                                | 6,865,587           |
| Rural                              | 0.01311                                | 246,257             |
| <b>Porirua City</b>                |                                        |                     |
| Business                           | 0.07895                                | 1,381,704           |
| Residential                        | 0.05640                                | 9,307,717           |
| Rural                              | 0.01410                                | 180,819             |
| <b>Kāpiti Coast District</b>       |                                        |                     |
| Business                           | 0.08409                                | 1,807,704           |
| Residential excl Otaki             | 0.06006                                | 9,578,563           |
| Residential Otaki rating area      | 0.03003                                | 623,660             |
| Rural                              | 0.01502                                | 501,573             |
| <b>Masterton District</b>          |                                        |                     |
| Business                           | 0.05532                                | 530,841             |
| Residential                        | 0.02766                                | 1,328,477           |
| Rural                              | 0.01383                                | 684,120             |
| <b>Carterton District</b>          |                                        |                     |
| Business                           | 0.05724                                | 116,262             |
| Residential                        | 0.02862                                | 472,117             |
| Rural                              | 0.01431                                | 413,928             |
| <b>South Wairarapa District</b>    |                                        |                     |
| Business                           | 0.05781                                | 233,561             |
| Residential                        | 0.02891                                | 763,603             |
| Rural                              | 0.01445                                | 727,803             |
| <b>Total public transport rate</b> |                                        | <b>153,984,362</b>  |

Hutt City refers to the local government administrative area of Lower Hutt City.

All figures on this page exclude GST.

## Attachment 1 to Report 25.294

Annual Plan 25/26

## River Management Scheme Rates:

| Targeted rate                                      | 2025/26                                | 2025/26             |
|----------------------------------------------------|----------------------------------------|---------------------|
| River Management Plans rated using CV              | Cents per \$ of rateable capital value | Revenue required \$ |
| Te Kauru                                           | 0.00624                                | 658,051             |
| Waiohine FMP scheme (targeted portion only)        | 0.00290                                | 34,781              |
| <b>Total River Management Plans rated using CV</b> |                                        | <b>692,832</b>      |

| Targeted rate                                |   | 2025/26        | 2025/26             |
|----------------------------------------------|---|----------------|---------------------|
| River management schemes 1                   |   | \$ per hectare | Revenue required \$ |
| Waiohine Rural                               | A | 56.18660       | 6,319               |
|                                              | B | 46.82225       | 17,923              |
|                                              | C | 37.45770       | 47,938              |
|                                              | D | 28.09345       | 10,392              |
|                                              | E | 18.72890       | 14,930              |
|                                              | S | 936.44375      | 16,013              |
|                                              |   |                | <b>113,516</b>      |
| Mangatarere                                  | A | 42.45560       | 911                 |
|                                              | B | 40.60974       | 8,510               |
|                                              | C | 34.41281       | 543                 |
|                                              | D | 30.45733       | 2,188               |
|                                              |   |                | <b>12,151</b>       |
| <b>Total river management scheme rates 1</b> |   |                | <b>125,668</b>      |

| Targeted rate                                |    | 2025/26         | 2025/26      | 2025/26             |
|----------------------------------------------|----|-----------------|--------------|---------------------|
| River management schemes 2                   |    | \$ per dwelling | \$ per point | Revenue required \$ |
| Lower Wairarapa valley Development Scheme    | A  |                 | 0.33742      | 982,538             |
|                                              | Sa | 27.69412        |              | 11,936              |
|                                              | Sb | 55.42752        |              | 140,342             |
| <b>Total river management scheme rates 2</b> |    |                 |              | <b>1,134,817</b>    |
| <b>Total river management scheme rates</b>   |    |                 |              | <b>1,260,485</b>    |

All figures on this page exclude GST.

## Annual Plan 25/26

## Catchment Schemes 1 Targeted Rate:

| Targeted rate                       |   | 2025/26        | 2025/26             |
|-------------------------------------|---|----------------|---------------------|
| Catchment schemes 1                 |   | \$ per hectare | Revenue required \$ |
| Whareama                            | A | 5.32687        | 3,811               |
|                                     | B | 2.04876        | 1,952               |
|                                     | C | 0.35854        | 16,341              |
|                                     | E | 0.25609        | 4                   |
|                                     | F | 0.20485        | 565                 |
|                                     |   |                | <b>22,672</b>       |
| Homewood                            | A | 2.33680        | 5,362               |
|                                     | B | 2.22550        | 1,230               |
|                                     | C | 1.94750        | 7,133               |
|                                     | D | 0.27820        | 484                 |
|                                     |   |                | <b>14,209</b>       |
| Maungaraki                          | A | 1.15770        | 3,827               |
|                                     | B | 0.54478        | 1,619               |
|                                     |   |                | <b>5,446</b>        |
| Upper Kaiwhata                      | A | 12.55290       | 409                 |
|                                     | B | 5.49200        | 289                 |
|                                     | C | 0.78450        | 752                 |
|                                     | D | 0.47080        | 966                 |
|                                     | E | 0.31380        | 515                 |
|                                     | F | 0.15700        | 71                  |
|                                     |   |                | <b>3,002</b>        |
| Lower Kaiwhata                      | A | 20.37282       | 939                 |
|                                     | B | 8.91311        | 397                 |
|                                     | C | 1.27330        | 1,476               |
|                                     | D | 0.76394        | 2,261               |
|                                     | F | 0.25507        | 89                  |
|                                     |   |                | <b>5,163</b>        |
| Catchment management scheme 1 rates |   |                | <b>50,493</b>       |

All figures on this page exclude GST.

## Annual Plan 25/26

## Catchment Schemes 2 through 4 Targeted Rates:

| Targeted rate                           |                               | 2025/26                             | 2025/26             |
|-----------------------------------------|-------------------------------|-------------------------------------|---------------------|
| Catchment schemes 2                     |                               | Cents per \$ of rateable land value | Revenue required \$ |
| Awheia-Opouawe                          | Land value                    | 0.006290                            | 10,274              |
| Mataikona-Whakataki                     | Land value within scheme area | 0.005041                            | 4,553               |
| Catchment management scheme 2 rates     |                               |                                     | 14,827              |
| Targeted rate                           |                               | 2025/26                             | 2025/26             |
| Catchment schemes 3                     |                               | \$ per dwelling                     | Revenue required \$ |
| Awheia-Opouawe                          | Charge per dwelling           | \$167.6815 / \$83.9415              | 17,020              |
| Maungaraki                              | Charge per dwelling           | \$19.00                             | 776                 |
| Mataikona-Whakataki                     | Charge per dwelling           | \$27.14                             | 3,339               |
| Catchment management scheme 3 rates     |                               |                                     | 21,135              |
| Targeted rate                           |                               | 2025/26                             | 2025/26             |
| Catchment schemes 4                     |                               | Cents per metre of river frontage   | Revenue required \$ |
| Maungaraki                              | River frontage                | 0.03814                             | 1,767               |
| Catchment management scheme 4 rates     |                               |                                     | 1,767               |
| Total catchment management scheme rates |                               |                                     | 88,222              |

1 "Separately used or inhabited part" (dwelling) includes any part of a rating unit separately used or inhabited by the owner or any other person who has the right to use or inhabit that part by virtue of a tenancy, lease, licence or other agreement. At a minimum, the land or premises intended to form the separately used or inhabited part of the rating unit must be capable of actual habitation, or actual separate use. To avoid of doubt, a rating unit that has only one use (ie, it does not have separate parts or is vacant land) is treated as being one separately used or inhabited part (dwelling).



Annual Plan 25/26

## Pump Drainage Schemes Targeted Rate:

| Targeted rate                           |   | 2025/26        | 2025/26             |
|-----------------------------------------|---|----------------|---------------------|
| Pump drainage schemes                   |   | \$ per hectare | Revenue required \$ |
| Te Hopai                                | A | 56.01028       | 69,823              |
| Moonmoot pump                           | A | 164.21708      | 37,396              |
| Onoke pump                              | A | 82.86393       | 59,117              |
| Pouawha pump                            | A | 125.00585      | 118,194             |
| <b>Total pump drainage scheme rates</b> |   |                | <b>284,530</b>      |

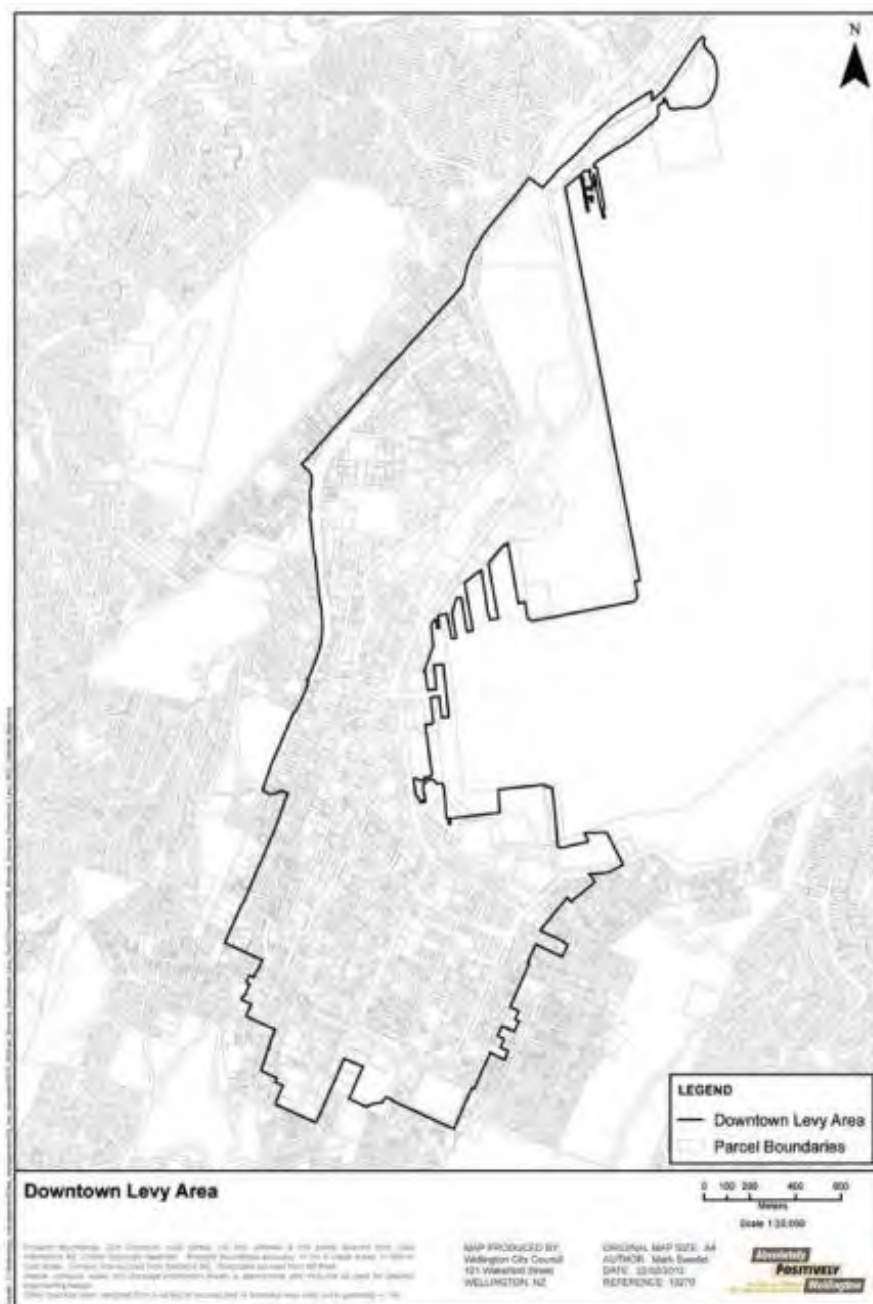
| Targeted rate                              |   | 2025/26        | 2025/26             |
|--------------------------------------------|---|----------------|---------------------|
| Gravity drainage schemes                   |   | \$ per hectare | Revenue required \$ |
| Okawa                                      | A | 16.11962       | 4,546               |
| Taumata                                    | A | 20.99980       | 6,102               |
| East Pukio                                 | A | 87.90518       | 9,978               |
| Longbush                                   | A | 21.95790       | 4,790               |
| Longbush                                   | B | 10.97890       | 1,379               |
| Otahoua                                    | A | 84.19563       | 7,806               |
| Te Whiti                                   | A | 31.12646       | 4,397               |
| Ahikouka                                   | A | 56.33945       | 6,322               |
| Battersea                                  | A | 48.44004       | 8,171               |
| Battersea                                  | B | 40.10626       | 7,835               |
| Battersea                                  | C | 31.25156       | 9,914               |
| Battersea                                  | D | 18.75096       | 2,861               |
| Battersea                                  | E | 16.14661       | 3,098               |
| Battersea                                  | F | 15.62589       | 1,101               |
| Manaia                                     | A | 101.31688      | 17,679              |
| Whakawiriwiri                              | A | 25.31166       | 18,267              |
| <b>Total gravity drainage scheme rates</b> |   |                | <b>114,246</b>      |

All figures on this page exclude GST.

Annual Plan 25/26

## Ko te mapi o ngā utu o te Pokapū o Pōneke | Wellington City Downtown Levy Area Map

For the **Wellington Central Business District (CBD) targeted transport rate**, the downtown area refers to the region shown on the Wellington City Downtown Levy Area Map. This is updated by Wellington City Council from time to time.



Council  
26 June 2025  
Report 25.254



For Decision

## SETTING OF WELLINGTON REGIONAL COUNCIL RATES FOR 2025/26

### Te take mō te pūrongo

#### Purpose

1. To set the Wellington Regional Council rates, due dates for the payment of rates, and authorise penalties for unpaid rates, for the 2025/26 financial year in accordance with the provisions of the Local Government (Rating) Act 2002.

### He tūtohu

#### Recommendations

That Council

- 1 **Sets**, pursuant to sections 23 and 24 of the Local Government (Rating) Act 2002, the rates as set out in paragraphs 15 to 29 of this report, for the period commencing 1 July 2025 and concluding 30 June 2026, with all dollar amounts being inclusive of Goods and Services Tax (GST).
- 2 **Sets** the instalment due dates as set out in paragraph 30.
- 3 **Resolves**, pursuant to sections 57 and 58 of the Local Government (Rating) Act 2002, to add penalties to unpaid rates as set out in paragraphs 30 and 31.
- 4 **Requests** officers to send a copy of these resolutions to all territorial authorities that act as Wellington Regional Council's agents for rates collection purposes, with a request that each territorial authority respond with an acknowledgment of the changes to rates and the funding methods when compared to the previous financial year.
- 5 **Requests** officers to place these resolutions on Greater Wellington's website.

### Te tāhū kōrero

#### Background

2. Under section 23(1) of the Local Government (Rating) Act 2002 (the Act), Council must set its rates for the 2025/26 financial year by resolution.
3. Rates must be set in accordance with the relevant provisions of the Council's 2025-26 Annual Plan and the funding impact statement for the financial year.
4. Section 24 of the Act provides that in its rates resolution, Council must state the date on which the rates are to be paid or, if these are to be paid in instalments, the dates on which specified amounts must be paid.

5. Section 22 of the Act requires that the general rate and targeted rates, set under section 16 of the Act, that are assessed for land owned or used by the Crown as an air force base, army camp, naval establishment, or other defence area, must not exceed the value of rates that would otherwise have been assessed if the rates were calculated on land value only.
6. The only facility in the Wellington Region that qualifies for this adjustment is Trentham Camp in Upper Hutt. It is part residential, part commercial and part rural. The effect of section 22 of the Act requires Greater Wellington to reduce the overall rates for Trentham Camp and adjust the cents in the dollar paid by other properties in Upper Hutt.
7. Under sections 57 and 58 of the Act, Council may (by resolution) authorise the imposition of penalties on unpaid rates. In addition to penalties applied to rates that remain unpaid after the instalment due date, Council can authorise additional penalties to rates unpaid from a previous year or years. The unpaid date for additional arrears penalties is required by the Act to be set based on the date that rates are set and will not necessarily be the same as the dates set by the territorial authorities. The penalties resolution is required to state the date the penalty will be applied.
8. Council utilises a Memorandum of Understanding with each territorial authority (except for Tararua District), for the collection of its rates. For practical purposes, Council sets instalment dates and penalty provisions that are consistent with those set by the territorial authorities. This approach means that different provisions apply throughout the Wellington Region, but within a district there is consistency between the territorial authority and regional council provisions.
9. The Revenue and Financing Policy, and the Rates Remission and Postponement Policies are statutory requirements for Council to enable the collection of rates, as well as specify the circumstances in which Council will remit or postpone rates. These policies are reviewed and kept current at all times. They are also available to the public on the Greater Wellington website as supporting policies for the Long-Term Plan (LTP).

### **Te tātaritanga Analysis**

10. Council uses a rating model to determine the rates required by each rating category or territorial authority to cover funding requirements for the forthcoming year.
11. The impacts of any changes are presented to Council as part of its decision-making process before approving the proposed 2025/26 Annual Plan for public consultation.
12. The rates are set in accordance with sections 23 and 24 of the Act.
13. For all rates that have capital value as the basis for collection, if there are no improvements on the land, then the capital value will be the same as the land value.
14. The proposed rates for the 2025/26 financial year are as follows:

**The General Rate**

15. A General Rate is set under section 13 of the Act as an amount in the dollar of capital value on each rateable rating unit, as follows:

| <b>GENERAL RATE</b>               |                                                       |
|-----------------------------------|-------------------------------------------------------|
| <b>Territorial Authority Area</b> | <b>2025/26 Cents per \$ of rateable Capital Value</b> |
| Wellington City                   | 0.05463                                               |
| Lower Hutt City                   | 0.04954                                               |
| Upper Hutt City                   | 0.04870                                               |
| Porirua City                      | 0.05227                                               |
| Kāpiti Coast District             | 0.05567                                               |
| Masterton District                | 0.05127                                               |
| Carterton District                | 0.05305                                               |
| South Wairarapa District          | 0.05358                                               |
| Tararua District                  | 0.05299                                               |

*These rates are GST inclusive.*

**Targeted Rates***Public Transport*

16. A targeted rate set under sections 16, 17 and 18 of the Act as an amount in the dollar of capital value based on location of each rateable rating unit, as follows:

| <b>Targeted Area</b> | <b>Rating Category</b> | <b>2025/26 Cents per \$ of rateable Capital Value</b> |
|----------------------|------------------------|-------------------------------------------------------|
| Wellington City      | CBD                    | 0.47451                                               |
|                      | Business               | 0.09490                                               |
|                      | Residential            | 0.06779                                               |
|                      | Rural                  | 0.01695                                               |
| Lower Hutt City      | Business               | 0.08606                                               |
|                      | Residential            | 0.06147                                               |
|                      | Rural                  | 0.01537                                               |
| Upper Hutt City      | Business               | 0.08239                                               |
|                      | Residential            | 0.06040                                               |
|                      | Rural                  | 0.01508                                               |
| Porirua City         | Business               | 0.09080                                               |
|                      | Residential            | 0.06486                                               |
|                      | Rural                  | 0.01621                                               |

|                          |                               |         |
|--------------------------|-------------------------------|---------|
| Kāpiti Coast District    | Business                      | 0.09670 |
|                          | Residential excl. Ōtaki       | 0.06907 |
|                          | Residential Ōtaki rating area | 0.03454 |
|                          | Rural                         | 0.01727 |
| Masterton District       | Business                      | 0.06362 |
|                          | Residential                   | 0.03181 |
|                          | Rural                         | 0.01590 |
| Carterton District       | Business                      | 0.06582 |
|                          | Residential                   | 0.03291 |
|                          | Rural                         | 0.01646 |
| South Wairarapa District | Business                      | 0.06649 |
|                          | Residential                   | 0.03324 |
|                          | Rural                         | 0.01662 |

*These rates are GST inclusive.*

#### *Stadium Rate*

17. A targeted rate set under sections 16, 17 and 18 of the Act as an amount in the dollar of capital value based on location of each rateable rating unit, as follows:

| Targeted Area             | 2025/26 Cents per \$ of rateable CV |
|---------------------------|-------------------------------------|
| Wellington City - CBD     | 0.00039                             |
| Wellington City – non-CBD | 0.00024                             |
| Lower Hutt City           | 0.00018                             |
| Upper Hutt City           | 0.00017                             |
| Porirua City              | 0.00019                             |
| Kāpiti Coast District     | 0.00010                             |
| Masterton District        | 0.00009                             |
| Carterton District        | 0.00010                             |
| South Wairarapa District  | 0.00010                             |
| Tararua District          | 0.00010                             |

*These rates are GST inclusive.*

#### *Flood Protection*

18. The following tables are targeted rates set under sections 16, 17 and 18 of the Act as an amount in the dollar of capital value (CV) (or land value (LV) where there is no capital value present) on each rateable rating unit as follows:

| <b>Targeted River Management Rate</b>      |                                            |
|--------------------------------------------|--------------------------------------------|
| <b>Targeted Area</b>                       | <b>2025/26 Cents per \$ of rateable CV</b> |
| Wellington City                            | 0.00037                                    |
| Lower Hutt City                            | 0.03023                                    |
| Upper Hutt City                            | 0.01026                                    |
| Porirua City                               | 0.00058                                    |
| Kāpiti Coast District                      | 0.00874                                    |
| Carterton District                         | 0.00100                                    |
| Greytown Ward                              | 0.00879                                    |
| Featherston Urban: Donalds Creek Stopbank  | 0.00108                                    |
| Te Kauru                                   | 0.00717                                    |
| Waiohine Floodplain Management Plan scheme | 0.00334                                    |

*These rates are GST inclusive.*

19. A targeted rate set under sections 16, 17 and 18 of the Act as a dollar amount per hectare on each rateable rating unit, as follows:

| <b>Targeted River Management Rate</b> |              |                               |
|---------------------------------------|--------------|-------------------------------|
| <b>Targeted Area</b>                  | <b>Class</b> | <b>2025/26 \$ Per Hectare</b> |
| Waiohine Rural                        | A            | 64.61458                      |
|                                       | B            | 53.84559                      |
|                                       | C            | 43.07635                      |
|                                       | D            | 32.30747                      |
|                                       | E            | 21.53824                      |
|                                       | S            | 1,076.91031                   |

| Targeted River Management Rate |       |                        |
|--------------------------------|-------|------------------------|
| Targeted Area                  | Class | 2025/26 \$ Per Hectare |
| Mangatarere                    | A     | 48.82393               |
|                                | B     | 46.70120               |
|                                | C     | 39.57473               |
|                                | D     | 35.02593               |

*These rates are GST inclusive.*

20. The following targeted rates set under sections 16, 17 and 18 of the Act within the classified scheme area as: a dollar amount per point on each rateable rating unit, and if applicable an additional fixed charge per SUIP of a rateable unit used for residential use (dwelling), as follows:

| Targeted Area                             | Class | 2025/26 \$ Per SUIP | Per Point <sup>1</sup> |
|-------------------------------------------|-------|---------------------|------------------------|
| Lower Wairarapa Valley Development Scheme | A     | -                   | 0.38803                |
|                                           | Sa    | 31.84823            | -                      |
|                                           | Sb    | 63.74165            | -                      |

*These rates are GST inclusive.*

#### *Pump Drainage Schemes*

21. A targeted rate set under sections 16, 17 and 18 of the Act as an amount per hectare on each rateable rating unit in the classified scheme area, as follows:

| Scheme Area   | Class | 2025/26 \$ Per Hectare |
|---------------|-------|------------------------|
| Te Hopai      | A     | 64.41182               |
| Moonmoot Pump | A     | 188.84964              |
| Onoke Pump    | A     | 95.29352               |
| Pouawha Pump  | A     | 143.75673              |

*These rates are GST inclusive.*

<sup>1</sup> The Lower Wairarapa Valley Development Flood Protection Scheme uses both 'Per-Dwelling' and a 'Per Point' funding method. The 'Per Point' method is one point, per hectare, allocated to each property comprising of direct and indirect benefits in the scheme area. These have been mapped as a series of layers on the Council's GIS.



*Gravity Drainage Schemes*

22. A targeted rate set under sections 16, 17 and 18 of the Act as an amount per hectare on each rateable rating unit in the classified scheme area, as follows:

| Scheme Area   | Class | 2025/26 \$ Per Hectare |
|---------------|-------|------------------------|
| Okawa         | A     | 18.53756               |
| Taumata       | A     | 24.14978               |
| East Pukio    | A     | 101.09096              |
| Longbush      | A     | 25.25158               |
|               | B     | 12.62573               |
| Otahoua       | A     | 96.82498               |
| Te Whiti      | A     | 35.79543               |
| Ahikouka      | A     | 64.79037               |
| Battersea     | A     | 55.70604               |
|               | B     | 46.12220               |
|               | C     | 35.93930               |
|               | D     | 21.56360               |
|               | E     | 18.56860               |
|               | F     | 17.96977               |
| Manaia        | A     | 116.51442              |
| Whakawiriwiri | A     | 29.10841               |

*These rates are GST inclusive.*

*Catchment Schemes*

23. A targeted rate set under sections 16, 17 and 18 of the Act as an amount per hectare on each rateable rating unit in the classified scheme area, as follows:

| CATCHMENT SCHEMES #1 |       |                        |
|----------------------|-------|------------------------|
| Scheme Area          | Class | 2025/26 \$ Per Hectare |
| Whareama             | A     | 6.12590                |
|                      | B     | 2.35608                |
|                      | C     | 0.41232                |
|                      | E     | 0.29451                |
|                      | F     | 0.23557                |

| <b>CATCHMENT SCHEMES #1</b> |              |                               |
|-----------------------------|--------------|-------------------------------|
| <b>Scheme Area</b>          | <b>Class</b> | <b>2025/26 \$ Per Hectare</b> |
| Homewood                    | A            | 2.68732                       |
|                             | B            | 2.55933                       |
|                             | C            | 2.23963                       |
|                             | D            | 0.31993                       |
| Maungaraki                  | A            | 1.33136                       |
|                             | B            | 0.62650                       |
| Upper Kaiwhata              | A            | 14.43584                      |
|                             | B            | 6.31580                       |
|                             | C            | 0.90218                       |
|                             | D            | 0.54142                       |
|                             | E            | 0.36087                       |
|                             | F            | 0.18055                       |
| Lower Kaiwhata              | A            | 23.42875                      |
|                             | B            | 10.25008                      |
|                             | C            | 1.46430                       |
|                             | D            | 0.87853                       |
|                             | F            | 0.29333                       |

*These rates are GST inclusive.*

24. A targeted rate set under sections 16, 17 and 18 of the Act as an amount in the dollar of land value on each rateable rating unit, as follows:

| <b>CATCHMENT SCHEMES #2</b> |                                                    |
|-----------------------------|----------------------------------------------------|
| <b>Scheme Area</b>          | <b>2025/26 Cents per \$ of rateable Land Value</b> |
| Awhea-Opouawe               | 0.00723                                            |
| Mataikona-Whakataki         | 0.00580                                            |

*These rates are GST inclusive.*

25. A targeted rate set under sections 16, 17 and 18 of the Act as a fixed charge per SUIP of a rateable unit used for residential use (dwelling) within the classified scheme area, as follows:

| <b>CATCHMENT SCHEMES #3</b> |                                                  |
|-----------------------------|--------------------------------------------------|
| <b>Scheme Area</b>          | <b>2025/26 \$ Per SUIP</b>                       |
| Awhea-Opouawe <sup>2</sup>  | \$192.8337<br>+ \$96.5327 (additional dwellings) |
| Mataikona-Whakataki         | \$31.21                                          |
| Maungaraki                  | \$46.99                                          |

*These rates are GST inclusive.*

26. A targeted rate set under sections 16, 17 and 18 of the Act on any rateable unit in the classified scheme area, calculated as cents per metre of the river frontage, as follows:

| <b>CATCHMENT SCHEMES #4</b> |                                                  |
|-----------------------------|--------------------------------------------------|
| <b>Scheme Area</b>          | <b>2024/25 Cents per metre of river frontage</b> |
| Maungaraki                  | 0.04386                                          |

*These rates are GST inclusive.*

#### *Warm Greater Wellington*

27. The Warm Wellington targeted rate is set under sections 16, 17 and 18 of the Act based on the extent of service provided (dollars), calculated as a percentage of the service. This is in respect of those ratepayers who have taken up and been approved the Warm Greater Wellington scheme.
28. Each ratepayer in the scheme is required to pay back the total amount funded, plus seven percent interest. The amount owing per year will be calculated on a maximum lending period of nine years. Ratepayers in the scheme cannot be charged the targeted rate after nine years of contributing to the scheme.

#### *Wellington Regional Economic Development*

29. A targeted rate set under sections 16, 17 and 18 of the Act as an amount in the dollar of capital value for each rateable rating unit which is comprised in the 'business and CBD' category, and as a fixed amount per rating unit for the "residential" and "rural" categories, as follows:

<sup>2</sup> Awhea-Opouawe has two dwelling charges to reflect the protection provided to residents and landowners as it affects the social and infrastructural asset of the district such as roading and bridges. To this end, a rating for each dwelling-house has been set for the first house on each rating assessment, plus an additional charge for each additional dwelling.

| <b>Territorial Authority Area</b> | <b>Category</b> | <b>2025/26<br/>\$ Per Rating<br/>Unit</b> | <b>2025/26 Cents per \$<br/>of rateable Capital<br/>Value</b> |
|-----------------------------------|-----------------|-------------------------------------------|---------------------------------------------------------------|
| ALL Territorial Authorities       | Residential     | \$17.25                                   | -                                                             |
|                                   | Rural           |                                           |                                                               |
| Wellington City                   | CBD             | -                                         | 0.00745                                                       |
|                                   | Business        | -                                         | 0.00745                                                       |
| Lower Hutt City                   | Business        | -                                         | 0.00676                                                       |
| Upper Hutt City                   |                 | -                                         | 0.00664                                                       |
| Porirua City                      |                 | -                                         | 0.00713                                                       |
| Kāpiti Coast                      |                 | -                                         | 0.00759                                                       |
| Masterton District                |                 | -                                         | 0.00699                                                       |
| Carterton District                |                 | -                                         | 0.00724                                                       |
| South Wairarapa District          |                 | -                                         | 0.00731                                                       |

*These rates are GST inclusive.*

### ***Due Dates and Penalties***

30. Officers recommend that:

- a In accordance with section 24 of the Act, the Council sets the instalment due dates as shown in the table below.
- b In accordance with section 57 of the Act the Council authorises the addition of a 10 percent penalty to any portion of the current instalment that remains unpaid after the due date as shown in the table below:

| <b>Council</b>                  | <b>Instalment #</b> | <b>Due Date<sup>3</sup></b> | <b>Penalty Date</b>      |
|---------------------------------|---------------------|-----------------------------|--------------------------|
| <b>Wellington City</b>          | 1                   | 1 September 2025            | 6 September 2025         |
|                                 | 2                   | 1 December 2025             | 6 December 2025          |
|                                 | 3                   | 1 March 2026                | 6 March 2026             |
|                                 | 4                   | 1 June 2026                 | 6 June 2026              |
| <b>Lower Hutt City</b>          | 1                   | 1 September 2025            | 2 September 2025         |
|                                 | 2                   | 1 December 2025             | 2 December 2025          |
|                                 | 3                   | 1 March 2026                | 3 March 2026             |
|                                 | 4                   | 1 June 2026                 | 2 June 2026              |
| <b>Upper Hutt City</b>          | 1                   | <i>1 September 2025</i>     | <i>2 September 2025</i>  |
|                                 | 2                   | <i>1 December 2025</i>      | <i>2 December 2025</i>   |
|                                 | 3                   | <i>2 March 2026</i>         | <i>3 March 2026</i>      |
|                                 | 4                   | <i>2 June 2026</i>          | <i>3 June 2026</i>       |
| <b>Porirua City</b>             | 1                   | <i>1 September 2025</i>     | <i>2 September 2025</i>  |
|                                 | 2                   | <i>1 December 2025</i>      | <i>2 December 2025</i>   |
|                                 | 3                   | <i>2 March 2026</i>         | <i>3 March 2026</i>      |
|                                 | 4                   | <i>2 June 2026</i>          | <i>3 June 2026</i>       |
| <b>Kāpiti Coast District</b>    | 1                   | <i>9 September 2025</i>     | <i>10 September 2025</i> |
|                                 | 2                   | <i>9 December 2025</i>      | <i>10 December 2025</i>  |
|                                 | 3                   | <i>9 March 2026</i>         | <i>10 March 2026</i>     |
|                                 | 4                   | <i>9 June 2026</i>          | <i>10 June 2026</i>      |
| <b>Masterton District</b>       | 1                   | <i>1 August 2025</i>        | <i>20 August 2025</i>    |
|                                 | 2                   | <i>1 November 2025</i>      | <i>20 November 2025</i>  |
|                                 | 3                   | <i>1 February 2026</i>      | <i>20 February 2026</i>  |
|                                 | 4                   | <i>1 May 2026</i>           | <i>20 May 2026</i>       |
| <b>Carterton District</b>       | 1                   | <i>20 August 2025</i>       | <i>21 August 2025</i>    |
|                                 | 2                   | <i>20 November 2025</i>     | <i>21 November 2025</i>  |
|                                 | 3                   | <i>20 February 2026</i>     | <i>23 February 2026</i>  |
|                                 | 4                   | <i>20 May 2026</i>          | <i>21 May 2026</i>       |
| <b>South Wairarapa District</b> | 1                   | <i>20 August 2025</i>       | <i>21 August 2025</i>    |
|                                 | 2                   | <i>20 November 2025</i>     | <i>21 November 2025</i>  |
|                                 | 3                   | <i>20 February 2026</i>     | <i>21 February 2026</i>  |
|                                 | 4                   | <i>20 May 2026</i>          | <i>21 May 2026</i>       |
| <b>Tararua District</b>         | 1                   | <i>1 September 2025</i>     | <i>8 September 2025</i>  |

<sup>3</sup> If any due dates fall on a public holiday or weekend, the relevant due date is the next working day.

**Additional arrears penalty**

31. In accordance with section 58 of the Act the Council authorises:

- a the addition of a penalty of 10 percent to the amount of any rates assessed in previous years that remain unpaid by as per the dates in the table below.
- b an additional 10 percent penalty to be added to the amount of any rates to which a penalty has been added above and which remain unpaid as per the dates in the table below.

| <b>Council</b>           | <b>Unpaid Date</b> | <b>Penalty Added</b> | <b>Additional Penalty</b> |
|--------------------------|--------------------|----------------------|---------------------------|
| Wellington City          | 3 July 2025        | 7 July 2025          | 9 January 2026            |
| Lower Hutt City          | 3 July 2025        | 7 July 2025          | 7 January 2026            |
| Upper Hutt City          | 3 July 2025        | 7 July 2025          | 7 January 2026            |
| Porirua City             | 3 July 2025        | 8 July 2025          | -                         |
| Kāpiti Coast District    | 3 July 2025        | 28 July 2025         | -                         |
| Masterton District       | 3 July 2025        | 4 July 2025          | -                         |
| Carterton District       | 3 July 2025        | 4 July 2025          | -                         |
| South Wairarapa District | 3 July 2025        | 4 July 2025          | 5 January 2026            |
| Tararua District         | 3 July 2025        | 4 July 2025          | 5 January 2026            |

**Ngā hua ahumoni****Financial implications**

32. For the 2025/26 rating year, each of the following Territorial Authorities and rating categories can expect an average increase, as set out in the following table:

| <b>Average Region- wide increase Per</b> | <b>Business<br/>(exclusive<br/>GST)</b> | <b>Residential<br/>(Inclusive<br/>GST)</b> | <b>Rural<br/>(exclusive<br/>GST)</b> |
|------------------------------------------|-----------------------------------------|--------------------------------------------|--------------------------------------|
| <b>Week</b>                              | \$10.90                                 | \$1.18                                     | \$1.41                               |
| <b>Annum</b>                             | \$566.77                                | \$61.23                                    | \$73.15                              |

| <b>Average rates increase Per Annum</b> | <b>Business<br/>(exclusive<br/>GST)</b> | <b>Residential<br/>(Inclusive<br/>GST)</b> | <b>Rural<br/>(exclusive<br/>GST)</b> |
|-----------------------------------------|-----------------------------------------|--------------------------------------------|--------------------------------------|
| <b>Wellington City</b>                  | \$1,670.52                              | \$10.78                                    | \$109.98                             |
| <b>Wellington City (CBD)</b>            | \$511.39                                | N/A                                        | N/A                                  |
| <b>Lower Hutt City</b>                  | \$313.89                                | \$97.36                                    | \$80.62                              |
| <b>Upper Hutt City</b>                  | \$295.69                                | \$86.84                                    | \$56.55                              |
| <b>Porirua City</b>                     | \$177.09                                | \$109.65                                   | \$112.84                             |
| <b>Kāpiti Coast District</b>            | \$276.55                                | \$149.55                                   | \$104.35                             |

| <b>Average rates increase Per Annum</b>               | <b>Business<br/>(exclusive<br/>GST)</b> | <b>Residential<br/>(Inclusive<br/>GST)</b> | <b>Rural<br/>(exclusive<br/>GST)</b> |
|-------------------------------------------------------|-----------------------------------------|--------------------------------------------|--------------------------------------|
| <b>Kāpiti Coast District (Ōtaki)</b>                  | N/A                                     | \$73.35                                    | N/A                                  |
| <b>Masterton District</b>                             | \$19.58                                 | \$14.06                                    | \$5.87                               |
| <b>Carterton District</b>                             | \$107.51                                | \$55.14                                    | \$67.04                              |
| <b>South Wairarapa District</b>                       | \$182.83                                | \$42.62                                    | \$125.61                             |
| <b>Tararua District</b>                               | N/A                                     | N/A                                        | \$17.17                              |
| Average <b>Region-wide</b> Rate Increase<br>(Percent) | 9.72%                                   |                                            |                                      |

33. The financial implications have been further elaborated in the Council report - Adoption of the 2025-26 Annual Plan (Report 25.294), also being considered at this meeting.

#### **Ngā Take e hāngai ana te iwi Māori** **Implications for Māori**

34. There are no known implications to Māori as a result of this report.

#### **Te huritao ki te huringa o te āhuarangi** **Consideration of climate change**

35. There are no known climate change impacts as a result of this report.

#### **Ngā tikanga whakatau** **Decision-making process**

36. The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (LGA). In addition, the level of rates revenue required to meet Council's expenditure needs was considered through the Annual Plan process.

#### **Te hiranga** **Significance**

37. Officers considered the significance (as defined by Part 6 of the LGA) of these matters, taking into account Council's Significance and Engagement Policy and Greater Wellington's Decision-making Guidelines.
38. Setting of rates is a taxing process which creates a mandatory rate liability when all rateable properties in the region are subsequently assessed. The level of significance is reflected in the requirement to publicly consult on the underpinning policy (Revenue and Financing Policy) and on any changes to the Funding Impact Statements (FIS), which occurred through the Annual Plan process.

39. Officers consider the matter of setting the rates for the 2025/26 rating year of high significance because of the importance of the matter to the region and community interest and as it is undertaken as an outcome of Greater Wellington's 2025-26 Annual Plan, which was developed in accordance with the consultation requirements set out the LGA.

### **Te whakatūtakitaki Engagement**

40. The public were informed about the proposed changes and rates increase for the 2025/26 rating year in March/April 2025.

### **Ngā tūāoma e whai ake nei Next steps**

41. If Council approves the matters for decision, then Greater Wellington officers will:
- a) Notify the territorial authorities in the Wellington Region of these resolutions and request a receipt of acknowledgment for the changes to rates and the funding methods; and
  - b) Place these resolutions on Greater Wellington Regional Council's website – this meets the notification requirement in section 23(5) of the Act.
42. Individual property owners will be notified of their rating liability when rates assessment notices are sent out by their local authority.

### **Ngā kaiwaitohu Signatories**

|           |                                                                                                                                                         |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| Writers   | Rajesh J Ratanjee, Kaikaute Pūtea   Financial Controller<br>Daniel Ma, Kaitaki-a-tīma   Team Leader Financial Accounting                                |
| Approvers | Alison Trustrum-Rainey, Kaiwhakahaere Matua, Pūtea me ngā Tūraru   Group Manager, Finance and Risk<br>Ashwin Pai, Kaiwhakahaere Matua   Head of Finance |



| <p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b><br/><b>Summary of considerations</b></p>                                                                                                                                                                                                                                                                                                                                                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>Council is required to make the decisions to set the rates as per the Local Government (Rating) Act 2002.</p>                                                                                                                                                                                                                                                                      |
| <p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The setting of rates allows rates to be collected to help fund the Council's 2025-26 Annual Plan.</p>                                                                                                                                                                                                                                                             |
| <p><b><i>Internal consultation</i></b></p> <p>The Finance and Risk group, Legal and Procurement team, Strategic and Corporate Planning team and Democratic Services were consulted in preparing this report.</p>                                                                                                                                                                                                                                                           |
| <p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no identified risks relating to the content or recommendations of this report.</p> <p>There are significant risks to Council if the setting of rates is not completed. A large portion of Greater Wellington funding would not be able to be collected causing much of Greater Wellington activities to be undelivered and causing the Council to fall behind on debt repayments.</p> |

**Council**  
**26 June 2025**  
**Report 25.255**



**For Decision**

## **WHOLESALE WATER LEVY 2025/26 AND END OF YEAR ADJUSTMENT FOR LEVY 2024/25**

**Te take mō te pūrongo**

### **Purpose**

1. To set the wholesale water levy for 2025/26 rating year and adjust the 2024/25 rating year levy apportionment.

**He tūtohu**

### **Recommendations**

That Council:

- 1 **Approves** the wholesale water contributions payable by constituent authorities for 2025/26, pursuant to section 91 of the Wellington Regional Water Board Act 1972, as follows:

|                         | <b>2025/26 Levy</b><br>(GST exclusive) |
|-------------------------|----------------------------------------|
| Hutt City Council       | \$ 21,229,102                          |
| Porirua City Council    | \$ 8,976,525                           |
| Upper Hutt City Council | \$ 9,393,031                           |
| Wellington City Council | \$ 38,907,497                          |
| <b>Total</b>            | <b>\$ 78,506,155</b>                   |

- 2 **Approves**, the end of year levies adjustments for 2024/25 as follows and text.

|                         | <b>2024/25 Levy</b><br><b>Adjustments</b><br>(GST exclusive) |               |
|-------------------------|--------------------------------------------------------------|---------------|
| Hutt City Council       | \$ 100,943                                                   | <b>To Pay</b> |
| Porirua City Council    | \$ 138,647                                                   | <b>To Pay</b> |
| Upper Hutt City Council | \$ 315,038                                                   | <b>To Pay</b> |
| Wellington City Council | -\$ 554,628                                                  | <b>Refund</b> |

## Te horopaki

### Context

2. Greater Wellington Regional Council owns the bulk water supply which is managed by Wellington Water Limited (WWL). The bulk water supply activity is funded by a 'Water Levy'.
3. The levy is set and collected in accordance with the Wellington Region Water Board Act 1972 and applied to the metropolitan city councils (Upper Hutt, Hutt, Porirua and Wellington) supplied with water.
4. Each of the four metropolitan city councils is charged based on the previous year's proportionate consumption of bulk water supplied by WWL.
5. Greater Wellington has discussed the water supply levy for 2025/26 with the four metropolitan city councils for inclusion in their respective 2025/26 Annual Plan.
6. The 2025/26 Annual Plan (Report 25.294) outlines that the levy for the 2025/26 rating year will increase by 15.91 percent from that set for the 2024/25 rating year.

## Te tātaritanga

### Analysis

#### ***Proposed 2025/26 wholesale water levies***

7. The proposed water levy for 2025/26, as included in the 2025/26 Annual Plan (Report 25.294), provides for a 15.91 percent increase to the current year's water levy. The levy for the 2025/26 financial year will total \$78,506,155 (GST exclusive).
8. The 2025/26 water levy allocation estimates for each council is based on previous year's percentage of actual volumetric consumption provided by Wellington Water.

The water levy applicable to each city council would be as follows:

|                         | <b>2025/26 Levy<br/>(GST exclusive)</b> | <b>Last Year's volumetric<br/>consumption<br/>(megalitres)</b> |
|-------------------------|-----------------------------------------|----------------------------------------------------------------|
| Hutt City Council       | \$ 21,229,102                           | 16,322.338                                                     |
| Porirua City Council    | \$ 8,976,525                            | 6,901.746                                                      |
| Upper Hutt City Council | \$ 9,393,031                            | 7,221.984                                                      |
| Wellington City Council | \$ 38,907,497                           | 29,914.658                                                     |
| <b>Total</b>            | <b>\$ 78,506,155</b>                    | <b>60,360.726</b>                                              |

#### ***Proposed end of year adjustment water levies for 2024/25***

9. Each year an estimate of each of the metropolitan city's water consumption is calculated, and charges are projected based on the amount of water supplied in the previous year. Once the quantities of water supplied during the 2024/25 year is known, an adjustment is made at year end.
10. The metering year ends on the last Wednesday of March, and the volumes recorded are used to determine an end of year adjustment.

11. Consumption figures are reported to all metropolitan councils weekly.

The proposed end of year adjustments are as follows:

|                         | <b>2024/25 Levy Adjustments</b><br>(GST exclusive) |               |
|-------------------------|----------------------------------------------------|---------------|
| Hutt City Council       | \$ 100,943                                         | <b>To Pay</b> |
| Porirua City Council    | \$ 138,647                                         | <b>To Pay</b> |
| Upper Hutt City Council | \$ 315,038                                         | <b>To Pay</b> |
| Wellington City Council | -\$ 554,628                                        | <b>Refund</b> |

### **Ngā hua ahumoni**

#### **Financial implications**

12. Although Greater Wellington's overall financial position does not change, some accounting adjustments are needed at the end of each financial year to reflect the amount of water consumed by each city. Accordingly, charges raised to the cities previously are revised.
13. On 20 July 2025, Wellington City Council will be issued a refund for their adjustment charges of (\$554,628 +GST). On the same day, invoices will be due for payment from Hutt City Council (\$100,943 +GST) and Porirua City Council (\$138,647 +GST) and Upper Hutt City Council (\$315,038 +GST).

### **Ngā Take e hāngai ana te iwi Māori**

#### **Implications for Māori**

14. While water holds a significance importance for Māori, there is no known significant implications arising from application of the wholesale cost apportionment formula.

### **Te huritao ki te huringa o te āhuarangi**

#### **Consideration of climate change**

15. The matters of this report have no known climate change implications.

### **Ngā tikanga whakatau**

#### **Decision-making process**

16. Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties. The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

### **Te hiranga**

#### **Significance**

17. Part 6 requires Greater Wellington to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act. Officers have

considered the significance of the matter, taking the Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-Making Guidelines* into account. Officers recommend that the matter be considered to have low significance.

**Te whakatūtakitaki**  
**Engagement**

- 18. Each of the metropolitan city councils is aware of the requirement for the contributions set out in this report and have been informed regarding the increase in the bulk water levy for 2025/26, and the proposed end of year adjustment for 2024/25.
- 19. The consultation and engagement on the development of the proposed 2025/26 Annual Plan, which included the Bulk Water Activity, was conducted considering Council's Significance and Engagement Policy and legislative requirements.

**Ngā tūāoma e whai ake nei**  
**Next steps**

- 20. Council's decision from this report about the 2025/26 levies and adjustments to the levies charged for 2024/25 will be promptly communicated to the metropolitan city councils.
- 21. Settlement of the year end adjustment levies for 2024/25 takes place on 20 July 2025.

**Ngā kaiwaitohu**  
**Signatories**

|           |                                                                                                            |
|-----------|------------------------------------------------------------------------------------------------------------|
| Writers   | Violy Loverez – Project Accountant<br>Brady Corkill – Senior Business Accountant                           |
| Approvers | Alison Trustrum-Rainey – Group Manager, Finance and Risk<br>Julie Knauf – Group Manager Corporate Services |

| <p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b><br/><b>Summary of considerations</b></p>                                                                                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><i>Fit with Council’s roles or with Committee’s terms of reference</i></b></p> <p>Council is responsible for approving the apportionment of wholesale water costs.</p>                                                                                                 |
| <p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The Water Levy is the funding mechanism to enable the funding of the Bulk Water Supply as set out in the Annual Plan.</p>                                           |
| <p><b><i>Internal consultation</i></b></p> <p>As the water levy is largely a recurring technical matter, consultation was reserved to Finance and Risk Group, and Corporate Services.</p>                                                                                    |
| <p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no significant risks or impacts in relation to the matters being decided other than those relating to the accuracy of the calculations, which have been subject to internal review.</p> |

Council  
26 June 2025  
Report 25.250



## For Decision

### LOCAL WATER DONE WELL DELIVERY MODEL

#### Te take mō te pūrongo

##### Purpose

1. To confirm a three waters multi council organisation as Greater Wellington's preferred model for the delivery of water services; and the development of a joint Water Services Delivery Plan.

#### He tūtohu

##### Recommendations

That Council:

- 1 **Notes** the results from public consultation which heavily supported the multi-council model for water services.
- 2 **Notes** the feedback from consultation to ensure consumers are protected and water services remain publicly owned.
- 3 **Agrees** to jointly establish and co-own a new water services Council-controlled organisation (CCO) for three waters, together with Wellington City Council, Porirua City Council, Hutt City Council and Upper Hutt City Council.
- 4 **Notes** that except for land associated with bulk water supply which will remain in Greater Wellington's ownership, the intention is to transfer Greater Wellington's assets, debt, liabilities and services in relation to bulk water supply to the new jointly owned CCO on or by transition after 1 July 2026.
- 5 **Requests** that officers develop a joint Water Services Delivery Plan and draft foundation documents for Council's approval in August 2025, prior to submission to the Secretary of Local Government (Department of Internal Affairs) by 3 September 2025.
- 6 **Requests** that officers ensure Te Tiriti is upheld and mana whenua partner priorities and outcomes are fully delivered upon in the Water Services Delivery Plan and foundation documents.
- 7 **Requests** that in the development of the foundation documents for a future regional water services entity, officers ensure that Greater Wellington's initial positions are clearly reflected, including the following principles:

- a **Water as a Public Good**; water services must remain publicly owned and operated for public benefit, with all surpluses reinvested back into the system.
  - b **Responsibility as kaitiaki for te Taiao**; any water services entity has a key relationship with the natural environment and must take this responsibility seriously.
  - c **Takes an integrated catchment view**; water services must be viewed in a catchment context and include approaches such as nature-based solutions, water sensitive design, and be cognisant of the long-term costs of infrastructure to support urban growth.
  - d **Te Tiriti and Te Mana o te Wai**, where Te Tiriti o Waitangi and the principle of Te Mana o te Wai must be upheld, including through equitable partnership with mana whenua and a commitment to improving water quality.
  - e **Gives effect to existing community and mana whenua expectations for water outcomes**; the whaitua and other processes have articulated pathways to achieve Te Mana o Te Wai and should be guiding documents for the new entity. This includes Whaitua Implementation Programmes, Te Mahere Wai, Ngāti Toa Rangatira Statement and Te Wai Ora o Parirua – Porirua Harbour Accord.
  - f **Transparency and Accountability**; the new entity must operate openly, with clear and accessible information for communities and governance.
  - g **Fair and equitable customer relationship**; pricing must be transparent, equitable, and consistently applied across the region and any establishment includes a dispute resolution system.
- 8 **Agrees** to amend the terms of reference for the Advisory Oversight Group (AOG) as set out in [Attachment 2](#).
- 9 **Agrees** to:
- Either:**
    - a **change** its representative on the AOG to the Council Chair, and the alternate to the Deputy Council Chair, and
    - b **delegate** to the Council Chair, and the Deputy Council Chair as alternate, the ability to make decisions as a member of AOG on the following establishment activities only:
      - i. the appointment, removal, and remuneration of interim directors of the new water organisation and
      - ii. the development of the new water organisation’s draft Constitution and draft Stakeholders Agreement for recommendation to Council for final approval and ratification, and



- c the Council Chair (or the Deputy Council Chair acting as Alternate) **consulting** with Greater Wellington’s previous member on the AOG on the matters in (b) prior to the exercise of their delegation.

**Or:**

- d **reconfirm** its representative on the AOG as Councillor Connelly, with Cr Ponter the alternate, and
- e **delegate** to Councillor Connelly, and Cr Ponter as alternate, the ability to make decisions as a member of AOG on the following establishment activities only:
  - i. the appointment, removal, and remuneration of interim directors of the new water organisation and
  - ii. the development of the new water organisation’s draft Constitution and draft Stakeholders Agreement for recommendation to Council for final approval and ratification, and
- f the AOG member **consulting** with the Council Chair (or Cr Ponter, as alternate, consulting with the AOG member) on the matters in (e) prior to the exercise of their delegation.

- 10 **Notes** that the final decision to approve and ratify the new water organisation’s Constitution and Stakeholders Agreement will be made by each of the individual participating councils.

## **Te horopaki Context**

- 2. The Government’s Local Water Done Well (LWDW) water reform programme requires councils to confirm a water services delivery model and submit a Water Services Delivery Plan (WSDP) no later than 3 September 2025. The issues and considerations are complex, the process is on a tight timeframe, and all councils across the country need to work with significant ambiguity over the precise arrangements that will govern future delivery, as legislation is being developed alongside Council’s decision-making processes.
- 3. If a council fails to submit a WSDP by the statutory deadline, the Minister of Local Government may appoint someone to prepare a WSDP on that council’s behalf, and (if necessary) to direct the council to adopt and submit this WSDP (a ‘regulatory backstop’ power). Any expenses associated with this appointee and the preparation of the WSDP would be covered by the council.
- 4. Council has previously considered this topic and agreed:
  - a That the regional model is Greater Wellington’s preferred option (Report 24.582 – Local Water Done Well update and preferred model - refers)
  - b To publicly consult on this preferred option and the modified status quo as an alternative (Report 25.54 - Local Water Done Well public consultation - refers).

Full background to Local Water Done Well is contained in these reports.

5. To undertake its activities the new water entity will need full control of the bulk water assets, regardless of the ownership of the land on which they are located. Alternate mechanisms to enable this control, other than land transfer, will be explored during the establishment phase, and built into the appropriate agreements.

## **Te tātaritanga Analysis**

### ***Outcome of public consultation***

6. Public consultation on Council's preferred option and the modified status quo option occurred between 20 March and 22 April 2025. 113 responses were received in total, primarily through the Have Your Say website. 79.6% of responses preferred the multi-council model (the preferred option). Responses were mainly received from across the metro-council area and across all age groups.
7. A number of consistent themes emerged from the open text responses:
  - a Broad agreement that the current model has not delivered resulting in a lack of trust, poor value for rate payers with limited accountability and transparency
  - b Clear support for the multi-council model. This is seen to improve accountability, efficiency, and long-term planning. The new entity is expected to leverage regional assets better and provide a more unified approach to water management
  - c Respondents stated that the new entity should uphold Te Tiriti o Waitangi obligations and involve Māori groups in governance
  - d Respondents emphasised the importance of environmental responsibility and long-term planning in water management. They want the new entity to prioritise climate resilience and sustainable practices
  - e Respondents wanted guarantees that water resources will remain publicly owned and managed for the benefit of all. Submitters also want to ensure that GW-owned lands stay in GW ownership.
8. A small number of submitters did not like either option, preferring an in-house option that does not use a CCO model.
9. Similar feedback has been received across the metro councils (see [Attachment 1](#)). Council may also consider this feedback when considering a multi-council entity (s65 of Water Services Preliminary Arrangements Act 2024).

### ***Importance of foundation documents***

10. The key foundation documents form the establishment of the new water services entity:
  - a Consumer Charter
  - b Statement of Expectations

- c Constitution and Stakeholders Agreement
- d Transfer Agreements.

11. These documents will set out the relationship between the shareholding councils and the Board, how the organisation will operate, how the Board will be appointed, how assets will be transferred, and so on. The preparation of these documents provides the opportunity for Greater Wellington to set out its positioning and reflect important key aspects from the consultation feedback such as: keeping water services as publicly owned, keeping land associated with bulk supply in Greater Wellington ownership, ensuring Te Tiriti is upheld and mana whenua priorities and outcomes are achieved, ensuring water services are affordable, and ensuring there is transparency to both the public and governance.
12. The draft documents will be provided with the WSDP in August 2025.

***Interim Role of Advisory Oversight Group***

13. Usual practice for the establishment of a joint Council Controlled Organisation would be that each local authority would undertake the appointment and foundation document development work in consultation with each other, with the decisions on director appointments and adoption of the key governance and constitutional documents being made by each council. Given the time constraints for the decisions required it is not considered to be practical to follow this approach in this instance.
14. Councils and mana whenua have, therefore, discussed various options for a temporary cross-council representative group as an interim option to ensure efficient and timely progress towards the establishment of the new water services entity. The interim group's work would include appointing interim directors through the council representatives on the AOG, and directing the development of the draft Constitution and Stakeholders Agreement for final approval by individual councils.
15. To give effect to this approach, officers support the repurposing of the group through Council:
  - a Agreeing to the existing AOG terms of reference being amended to reflect the change in function
  - b providing Council's representative on the group with a delegation to exercise Council decision-making powers for specific matters.

The proposed updated terms of reference for the Group are attached as [Attachment 2](#).

16. This group:
  - a will not be a formal joint committee or subordinate decision-making body for the purposes of the Local Government Act 2002
  - b will have the same members (or substantially the same members) as the AOG
  - c will operate in the same manner (or in substantially the same manner but with the authority to undertake establishment activities) as the AOG operates now

- d will be made up of Council representatives with delegated powers to make decisions on behalf of each council on the following:
  - i appointment of interim directors
  - ii directing the development and approval of the draft Constitution and Stakeholders Agreement for final ratification by each council
- e will be disbanded by or before the local body election on 11 October 2025 (alternatively will be disestablished following the establishment of the permanent Stakeholder Committee once the Stakeholders Agreement has been ratified by all stakeholders).

***Greater Wellington Representation on Advisory Oversight Group***

17. On 11 April 2024 Council (Report 24.167 – Regional collaboration of a Water Services Delivery Plan) appointed Cr Connelly as Council’s representative, and Cr Ponter as alternate, to the AOG.
18. Given the proposed changes in responsibilities of the group, and the significance of decision that will need to be made by each Council’s representative, each Council is being asked to reconfirm their representative in light of this revised purpose and role of the AOG, and with the representative playing a direct decision-making role on behalf of the Council.
19. The Council is capable of delegating relevant responsibilities and powers to an individual Councillor (clause 32 of Schedule 7 to the Local Government Act 2002). However, consideration of a delegation needs to take into account of the significance and profile of the matters they relate to.
20. Significant CCO establishment decisions, such as the appointment of interim directors and providing of direction for key governance and constitutional documents are usually retained by Council. In this instance, given the tight timeframes involved, a delegation to the Council’s representative on the revised AOG is necessary to ensure that the statutory deadlines will be met. The full Council will still make the final decision on the shareholders agreement and draft CCO constitution.
21. In the case of Greater Wellington there is no precedent for the Council to delegate powers of this nature to a member who is appointed to a body (in this case the AOG), which is not also sub-ordinate decision-making body of the Council. For comparison, there is a delegation from Council to the Greater Wellington member of the Wellington Water Committee (a formal joint committee), but only in respect of director appointments to Wellington Water Limited; for all CCOs Council has reserved to itself matters relating to agreeing constitutions and shareholder agreements.
22. This situation is an unusual circumstance and the significance of the establishment decisions that the Council representatives on the AOG will make are considerable. Consideration should, therefore, be given to the appropriate representation for Greater Wellington given the level of decision-making and the relative risks of this unusual process.

23. It would be precedent setting to delegate ‘whole of Council’ powers to a Councillor other than the Chair of the Council. However, the current member of the AOG has a deep subject knowledge and has developed strong relationships throughout this process and has the trust of the Council in making decisions related to water services delivery. Counter to this, a shift of membership to take account of the significance of delegations maintains precedent and aligns delegation with the decisions required. Two options have been presented in the recommendations of this report for the Council’s consideration.

## Nga kōwhiringa

### Options

24. Greater Wellington has previously considered the range of options for water services delivery resulting in public consultation on two options. The key characteristics are these two options are:

|                                                                                                     | <b>Preferred option – new water services organisation</b>                                                                                                                                                                                        | <b>Modified status quo – Wellington Water modified to meet legislative requirements</b>                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Asset ownership (i.e. the pipes, pump stations, reservoirs, wastewater treatment plants etc)</b> | Assets are owned by the new company                                                                                                                                                                                                              | Assets are owned by each individual council                                                                                                                                                                                                  |
| <b>Ownership of the organisation</b>                                                                | The shareholders are the individual councils.                                                                                                                                                                                                    | The shareholders are the individual councils.                                                                                                                                                                                                |
| <b>Decisions on spending in a new regulatory environment for water services</b>                     | The Board of the new company will make decisions based on input from councils through a statement of expectation, and stricter regulation on price and quality (Commerce Commission) and water quality and wastewater standards (Taumata Arowai) | Individual councils make decisions based on the advice provided by Wellington Water Ltd. We consult through our planning – Long Term Plans/ Annual Plans.<br><br>Stricter regulations would apply to the status quo.                         |
| <b>Charging for services</b>                                                                        | The water services will be removed from rates and the new company will bill property owners separately. There may be some interim arrangements for each council as the new organisation gets established.                                        | Currently all water services are paid through each city council’s rates and this would continue.                                                                                                                                             |
| <b>Costs to customers</b>                                                                           | Based on our modelling, the preferred option result in water charges that are about a third less than the status quo by 2033/34 but still challenging from an affordability perspective.                                                         | Early estimates are that the costs to customers will go up substantially.<br><br>Based on current estimates, by 2034 the average cost per connection under a full capital programme would be significantly higher than the preferred option. |

|                                                                                                                                           |                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                           |
|-------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Debt capacity<br/>(noting that debt pays for long term assets to reflect the intergenerational benefits for these long run assets)</b> | Local Water Done Well will allow for higher borrowing capacity for new water entities based on funds from operations as a proportion of debt. This enables water organisations to spread costs over a longer period. | Currently we can borrow 2.8 times our revenue (or up to 280% debt to revenue ratio).<br><br>Our financial strategy shows that the Council is more constrained in our ability to invest appropriately over the long term than a new water entity would be. |
| <b>Water meters</b>                                                                                                                       | Highly likely to be introduced.                                                                                                                                                                                      | Highly likely to be introduced                                                                                                                                                                                                                            |
| <b>Customer enquiries</b>                                                                                                                 | The new organisation would be the single point of contact for all service requests.                                                                                                                                  | First point of contact is the individual city council, which passes these to Wellington Water                                                                                                                                                             |
| <b>Population growth</b>                                                                                                                  | Will improve the ability to meet population growth through access to greater borrowing.                                                                                                                              | May restrict new housing development. Without substantial investment to increase network capacity, some parts of the region have limited ability to add new housing.                                                                                      |
| <b>Board appointments</b>                                                                                                                 | A decision by shareholder councils and mana whenua on an oversight group. The details of this are still being worked through.<br><br>For more information visit <a href="http://dia.govt.nz">dia.govt.nz</a>         | A unanimous decision by the Wellington Water Ltd shareholding councils.                                                                                                                                                                                   |

25. Implementation of the preferred option means that:

- a Wellington Water would be disestablished.
- b The new organisation would deliver three waters services (drinking water, wastewater and stormwater) across the Hutt City, Porirua, Upper Hutt, and Wellington City council areas.
- c The councils would transfer their water services assets to the new organisation which would then own all assets (e.g. pipes), revenues (money generated through water billing) and liabilities (debt as a result of money borrowed).
- d Greater Wellington would retain ownership of the land and regional parkland associated with bulk water supply.
- e Greater Wellington would be a shareholder in this water organisation alongside Hutt City, Porirua, Upper Hutt, and Wellington City Councils.
- f Having councils as shareholders of the organisation means water services will continue to be in public ownership. Legislation will prevent privatisation of water services.

26. With the following implications for local communities:

- a Councils will no longer be responsible for planning, funding or delivering water services.
  - b Property owners will no longer pay for water services through council rates. Instead, the new water organisation will invoice property owners directly, much like gas, phone or power companies do.
  - c Those charges will be determined by the board of the new water organisation, under the oversight of an economic regulator (the Commerce Commission).
  - d It is intended that charges will be based on what it costs to provide water services to each community. Over time, prices may be adjusted to be more consistent across the area being serviced by the water entity.
  - e All service requests and queries on water supply, wastewater, and stormwater will go directly to the new water organisation to address, rather than to councils.
  - f A commitment to establish a customer charter (or equivalent) has been agreed to across the five participating councils. This charter will protect and communicate the rights of local water users, for example by ensuring a customer focus and ensuring a guaranteed water supply in the event of non-payment.
  - g Council shareholders will have some ongoing role in direction-setting and performance monitoring of the water organisation, although the details of that will be determined in future legislation (especially the current Bill 3, Local Government (Water Services) Bill).
  - h Over time it is expected that levels of service for water will improve and provide a high quality, consistent approach for communities across the metropolitan Wellington region.
27. As part of the combined work programme, financial modelling had been undertaken to determine the impact of the two options across each city council. Note that this modelling will be refined as the joint process continues and these figures may change. The key finding to date is that the modified status quo is 15 – 35% more expensive for water users than the preferred option.

## **Ngā hua ahumoni**

### **Financial implications**

#### ***Stranded Overheads***

28. With the transfer of bulk water activities to the new water entity, Greater Wellington will retain general overhead costs currently partly funded by water operations. This results in an estimated one-time 1.1% rates increase in 2026/27 to cover the \$3.5 million shortfall in corporate overhead recovery.

#### ***Set-up Costs***

29. The establishment of the new entity is expected to cost \$76 million over three years, with Greater Wellington's share estimated at \$11.4 million. This will be debt-funded and initially serviced through reserves. If the debt is not transferred to the new

entity, it will be repaid via a targeted rate, leading to an approximate 0.51% increase in rates from 2027/28 for affected districts.

#### ***Use of Water Insurance Investment Fund***

30. The Water Insurance Investment Fund is forecast to reach \$61 million by 1 July 2026. This fund is a key component of Greater Wellington's overall liquidity and plays a critical role in maintaining credit rating stability. As part of the 2026/27 Annual Plan, it will be proposed that the fund be transferred from Water to Greater Wellington Insurance to help cover insurance excesses/gaps in coverage. The corresponding debt will then be treated as an insurance cost. This approach is expected to result in a one-off rate increase of 1.1% in 2026/27 based on a 30-year loan. It represents a win-win solution by preserving liquidity while strengthening insurance protection

#### ***Debt Headroom***

31. The transfer of water-related debt to the new entity will significantly reduce Greater Wellington's debt-to-revenue ratio (estimated from 163% to 131% in 2026/27), freeing up borrowing capacity for other critical investments such as flood protection and public transport. The new water entity can take on higher levels of debt, with a proposed maximum debt-to-revenue ratio of 500%, enabling long-term infrastructure investment.

#### ***Ongoing Governance Costs***

32. There will be relatively small, ongoing financial impacts for Greater Wellington related to governance and oversight of the new water entity, especially during the foundation years. These costs—likely involving existing staff time and resourcing—remain uncertain but are expected to be relatively minor.

#### **Ngā Take e hāngai ana te iwi Māori**

##### **Implications for Māori**

33. Any changes to water management are of significant interest to mana whenua and Māori whose rights and interests in water have been upheld in the Courts but not yet provided for by the Crown. Mana whenua / iwi AOG members developed a statement of priorities and outcomes for a water entity (set out below). To deliver these outcomes, iwi members have confirmed a joint council-owned water organisation as their preference.
34. In the consultation document, Greater Wellington committed to support these priorities and outcomes to the fullest extent possible. The statement of outcomes reads:

The proposed approach for a regional water organisation has been developed jointly by the five councils working in partnership with our iwi / Māori partners Ngāti Toa Rangatira and Taranaki Whānui ki Te Upoko o Te Ika.



This has been guided by a shared goal of ensuring the delivery of safe, reliable, environmentally and financially sustainable water services so the region can be resilient, restoring te mana o te wai, and enabling new homes and the well-being of communities.

Our iwi / Māori partners have been working alongside mayors and elected members on the Advisory Oversight Group for the regional approach to water services. Key outcomes sought by iwi / Māori are:

- 1) That wai needs to be protected and managed for the benefit of current and future generations.
- 2) There will be an enduring focus on the best possible outcomes for wai, taking a holistic approach across the whole water system.
- 3) There will be a commitment to achieving the outcomes articulated in te mana o te wai, as these endure beyond changing political cycles and direction. Iwi will have an active role in all levels of the water services eco-system – from long-term planning, governance, operations/management, through to engagement with communities.
- 4) The approach will be tūpuna-led and mokopuna focused, meaning that we need to be driven by the goal of creating a thriving environment for future generations. A culture where committing to and resourcing these outcomes will be at the core of any new water entity, partnership or agreement.

35. Iwi members of the AOG have led out on engaging with their communities. AOG members and council officers will need to ensure that the Water Services Delivery Plan and establishment documents and process provides a clear pathway to uphold Te Tiriti o Waitangi and deliver on the restoration of Te Mana o Te Wai and iwi/mana whenua outcomes more broadly. This includes in the WDSP, constitution, consumer charter, statement of expectations, establishment design, interim governance and management structures and skills mix, organisational resourcing and investment strategy.

### **Te huritao ki te huringa o te āhuarangi**

#### **Consideration of climate change**

36. The impact of a changing climate will be significant for any new water entity. Increasing extremes such as drought and periods of intense rainfall will put water infrastructure and storage capacity under pressure.
37. Any new entity will need to consider resilience as part of its work. Ensuring a response to climate change can also be set out in any statement of expectations in relation to a new CCO. This will be explored in the next steps drafting the WSDP and the preparation of the foundation documentation.

### **Ngā tikanga whakatau**

#### **Decision-making process**

38. The matters requiring decision in this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

## Te hiranga Significance

39. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of these matters, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers consider that these matters are of high significance for the following reasons:
- a The decisions at this stage are final decisions and will lock in a joint water services model
  - b Public consultation has been completed, for both Greater Wellington and the metro councils
  - c The next step will be adoption of the WSDP which will be submitted to DIA for approval by 3 September 2025.

## Te whakatūtakitaki Engagement

40. Public consultation for Greater Wellington and the metro councils has been completed as per paragraphs 6 to 9 and [Attachment 1](#).

## Ngā tūāoma e whai ake nei Next steps

41. This decision, and the decisions of the metro councils, determines the next step. All councils will have completed this step by the end of June 2025.
42. Assuming there is full agreement to join a multi-council water services entity the next steps are:
- a Collaborate with metro councils to draft WSDP and foundation documents
  - b Adoption of WSDP and foundation documents at 21 August 2025 council meeting
  - c the final WSDP submitted to the Department of Internal Affairs by 3 September 2025.

## Ngā āpitihanga Attachments

| Number | Title                                                |
|--------|------------------------------------------------------|
| 1      | <a href="#">Council consultation summary</a>         |
| 2      | <a href="#">Draft Updated AOG Terms of Reference</a> |

## Ngā kaiwaitohu Signatories

|           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Writers   | <p>Matt Hickman – Kaitohutohu Mātāmua   Principal Advisor Strategy, Policy and Regulation</p> <p>Amanda Cox – Kaitohutohu Matua ki te Heamana me te Tumu Whakarae   Principal Advisor to the Chair and Chief Executive</p> <p>Deborah Kessell-Haak – Kaiwhakahaere Matua   Head of Legal and Procurement (General Counsel)</p> <p>Francis Ryan – Kaiwhakahaere Mana Urungi, Manapori   Head of Governance and Democracy</p> <p>Verity Smith – Āporei Te Tiriti   Principal Advisor Te Tiriti</p> <p>Ali Trustrum-Rainey – Kaiwhakahaere Matua, Pūtea me ngā Tūraru   Group Manager Finance and Risk</p> |
| Approvers | <p>Julie Knauf – Kaiwhakahaere Matua Ratonga Rangapū   Group Manager Corporate Services</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

| <p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b><br/><b>Summary of considerations</b></p>                                                                                                                                                                                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><i>Fit with Council’s roles or with Committee’s terms of reference.</i></b></p> <p>With Greater Wellington being the current supplier of bulk water services to relevant territorial authorities and a shareholder in the current water services CCO this report falls squarely within Council’s current statutory obligations and role.</p> |
| <p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>This decision itself has no effect on the Annual or Long-term Plans or any other key strategies and policies. Any future decisions may have considerable impact and will be the subject matter of future reports to Council.</p>          |
| <p><b><i>Internal consultation</i></b></p> <p>Internal consultation has been undertaken between Corporate Services (as responsible for bulk water supply) and Finance, Democratic Services, Te Hunga Whiriwhiri and Environment Group Rōpū Taiao.</p>                                                                                              |
| <p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There is a medium risk with the decision associated with this report. Council agreed to fund this process which has resulted in a publicly consulted preferred option. Legal advice has been provided throughout the process.</p>                                       |

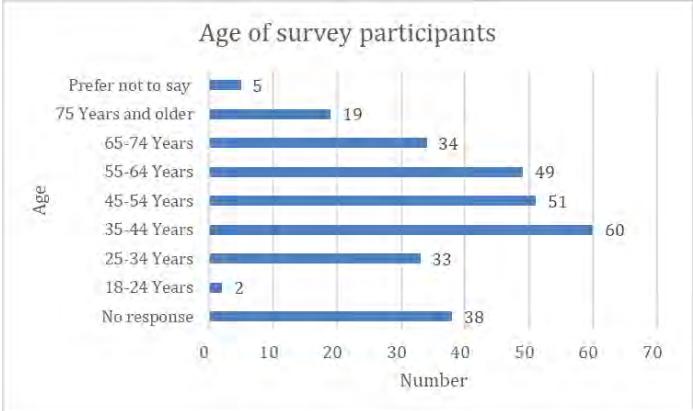


## Wellington Metro Water Services Delivery Planning: Summary of views from communities across the proposed joint service area

Summary as of 12 May 2025

Through April 2025 Hutt, Porirua, Upper Hutt and Wellington City Councils, along with Greater Wellington Regional Council, undertook public consultation on water service delivery model options. A summary<sup>1</sup> from each council is presented below.

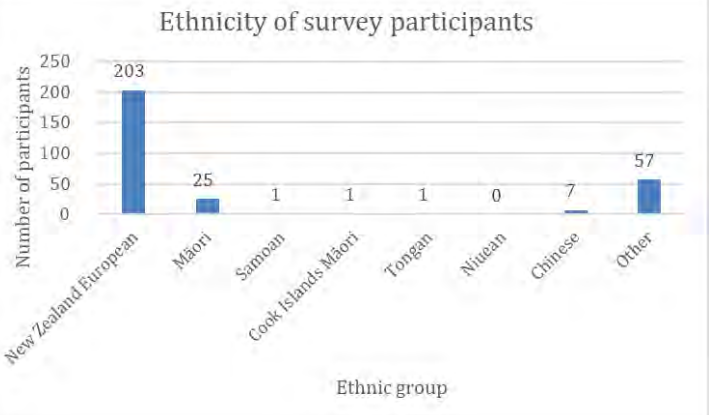
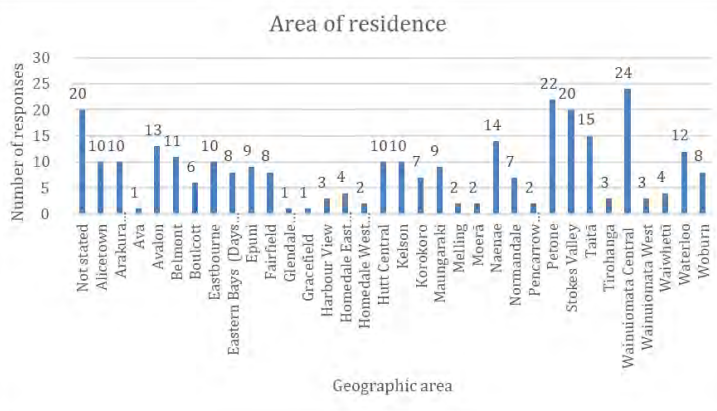
### Hutt City Council

| Consultation dates:   | 20 March 2025 to 20 April 2025                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
|-----------------------|---------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------|-------------------|---|--------------------|----|-------------|----|-------------|----|-------------|----|-------------|----|-------------|----|-------------|---|-------------|----|
| Submissions received: | 291                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
| Preferences           | Option 1 – the establishment of a new multi council owned water services organisation | 73.4%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
|                       | Option 2 – a modified version of the existing WWL arrangement                         | 26.6%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
| Demographics          | Age                                                                                   | <div><p>Age of survey participants</p><table><thead><tr><th>Age</th><th>Number</th></tr></thead><tbody><tr><td>Prefer not to say</td><td>5</td></tr><tr><td>75 Years and older</td><td>19</td></tr><tr><td>65-74 Years</td><td>34</td></tr><tr><td>55-64 Years</td><td>49</td></tr><tr><td>45-54 Years</td><td>51</td></tr><tr><td>35-44 Years</td><td>60</td></tr><tr><td>25-34 Years</td><td>33</td></tr><tr><td>18-24 Years</td><td>2</td></tr><tr><td>No response</td><td>38</td></tr></tbody></table></div> | Age | Number | Prefer not to say | 5 | 75 Years and older | 19 | 65-74 Years | 34 | 55-64 Years | 49 | 45-54 Years | 51 | 35-44 Years | 60 | 25-34 Years | 33 | 18-24 Years | 2 | No response | 38 |
|                       | Age                                                                                   | Number                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
| Prefer not to say     | 5                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
| 75 Years and older    | 19                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
| 65-74 Years           | 34                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
| 55-64 Years           | 49                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
| 45-54 Years           | 51                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
| 35-44 Years           | 60                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
| 25-34 Years           | 33                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
| 18-24 Years           | 2                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
| No response           | 38                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |
|                       | Gender                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |     |        |                   |   |                    |    |             |    |             |    |             |    |             |    |             |    |             |   |             |    |

<sup>1</sup> Refer to each Council's deliberations report for full analysis of consultation results.

## Attachment 1 to Report 25.250

ATTATTATTATTATT

|                                 | <div>Ethnicity</div> <div><div><div>Ethnicity of survey participants</div><table><thead><tr><th>Ethnic group</th><th>Number of participants</th></tr></thead><tbody><tr><td>New Zealand European</td><td>203</td></tr><tr><td>Māori</td><td>25</td></tr><tr><td>Samoan</td><td>1</td></tr><tr><td>Cook Islands Māori</td><td>1</td></tr><tr><td>Tongan</td><td>1</td></tr><tr><td>Niuean</td><td>0</td></tr><tr><td>Chinese</td><td>7</td></tr><tr><td>Other</td><td>57</td></tr></tbody></table></div></div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Ethnic group    | Number of participants | New Zealand European | 203 | Māori     | 25 | Samoan  | 1  | Cook Islands Māori | 1 | Tongan | 1  | Niuean  | 0  | Chinese  | 7 | Other      | 57 |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------------------|----------------------|-----|-----------|----|---------|----|--------------------|---|--------|----|---------|----|----------|---|------------|----|-------------------------|---|-------|---|-----------|---|----------|---|------------|---|--------------|---|---------------|---|---------------|---|--------------|----|--------|----|----------|---|------------|---|---------|---|-------|---|--------|----|------------|---|-----------|---|--------|----|---------------|----|-------|----|-----------|---|---------------------|----|------------------|---|----------|---|----------|----|--------|---|
| Ethnic group                    | Number of participants                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| New Zealand European            | 203                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Māori                           | 25                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Samoan                          | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Cook Islands Māori              | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Tongan                          | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Niuean                          | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Chinese                         | 7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Other                           | 57                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
|                                 | <div>Location</div> <div><div><div>Area of residence</div><table><thead><tr><th>Geographic area</th><th>Number of responses</th></tr></thead><tbody><tr><td>Not stated</td><td>20</td></tr><tr><td>Alitotown</td><td>10</td></tr><tr><td>Arakura</td><td>10</td></tr><tr><td>Ava</td><td>1</td></tr><tr><td>Avalon</td><td>13</td></tr><tr><td>Belmont</td><td>11</td></tr><tr><td>Boulcott</td><td>6</td></tr><tr><td>Eastbourne</td><td>10</td></tr><tr><td>Eastern Bays (Days Bay)</td><td>8</td></tr><tr><td>Epuni</td><td>9</td></tr><tr><td>Fairfield</td><td>8</td></tr><tr><td>Glendale</td><td>1</td></tr><tr><td>Gracefield</td><td>1</td></tr><tr><td>Harbour View</td><td>3</td></tr><tr><td>Homedale East</td><td>4</td></tr><tr><td>Homedale West</td><td>2</td></tr><tr><td>Hutt Central</td><td>10</td></tr><tr><td>Kelson</td><td>10</td></tr><tr><td>Korokoro</td><td>7</td></tr><tr><td>Maungaraki</td><td>9</td></tr><tr><td>Melling</td><td>2</td></tr><tr><td>Moerā</td><td>2</td></tr><tr><td>Naenae</td><td>14</td></tr><tr><td>Normandale</td><td>7</td></tr><tr><td>Pencarrow</td><td>2</td></tr><tr><td>Petone</td><td>22</td></tr><tr><td>Stokes Valley</td><td>20</td></tr><tr><td>Taitā</td><td>15</td></tr><tr><td>Tirohanga</td><td>3</td></tr><tr><td>Wainuiomata Central</td><td>24</td></tr><tr><td>Wainuiomata West</td><td>3</td></tr><tr><td>Waivhetū</td><td>4</td></tr><tr><td>Waterloo</td><td>12</td></tr><tr><td>Woburn</td><td>8</td></tr></tbody></table></div></div> | Geographic area | Number of responses    | Not stated           | 20  | Alitotown | 10 | Arakura | 10 | Ava                | 1 | Avalon | 13 | Belmont | 11 | Boulcott | 6 | Eastbourne | 10 | Eastern Bays (Days Bay) | 8 | Epuni | 9 | Fairfield | 8 | Glendale | 1 | Gracefield | 1 | Harbour View | 3 | Homedale East | 4 | Homedale West | 2 | Hutt Central | 10 | Kelson | 10 | Korokoro | 7 | Maungaraki | 9 | Melling | 2 | Moerā | 2 | Naenae | 14 | Normandale | 7 | Pencarrow | 2 | Petone | 22 | Stokes Valley | 20 | Taitā | 15 | Tirohanga | 3 | Wainuiomata Central | 24 | Wainuiomata West | 3 | Waivhetū | 4 | Waterloo | 12 | Woburn | 8 |
| Geographic area                 | Number of responses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Not stated                      | 20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Alitotown                       | 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Arakura                         | 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Ava                             | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Avalon                          | 13                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Belmont                         | 11                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Boulcott                        | 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Eastbourne                      | 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Eastern Bays (Days Bay)         | 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Epuni                           | 9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Fairfield                       | 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Glendale                        | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Gracefield                      | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Harbour View                    | 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Homedale East                   | 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Homedale West                   | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Hutt Central                    | 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Kelson                          | 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Korokoro                        | 7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Maungaraki                      | 9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Melling                         | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Moerā                           | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Naenae                          | 14                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Normandale                      | 7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Pencarrow                       | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Petone                          | 22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Stokes Valley                   | 20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Taitā                           | 15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Tirohanga                       | 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Wainuiomata Central             | 24                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Wainuiomata West                | 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Waivhetū                        | 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Waterloo                        | 12                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Woburn                          | 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Top themes from free text:      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Infrastructure and Maintenance  | <p>Respondents highlighted significant concerns about the ageing water infrastructure in Lower Hutt, particularly the deteriorating condition of pipes and frequent leaks.</p> <p>Many stressed the need for major replacement programs to mitigate the risk of outages and service failures.</p> <p>Additionally, there were frustrations with delayed repairs and short-term maintenance solutions, with calls for a more proactive approach to asset management focusing on systematic upgrades rather than reactive patching.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Service Delivery and Governance | <p>There was widespread dissatisfaction with the quality and reliability of water services, with frequent disruptions and a lack of responsiveness to issues being common complaints.</p> <p>Wellington Water Ltd was a focal point of criticism, with respondents citing poor management practices, lack of cost control, and perceived inefficiency.</p> <p>Concerns about transparency and public accountability were also evident, with calls for greater openness and clearer governance structures.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |
| Financial Sustainability        | <p>Affordability emerged as a strong theme, with many respondents worried about rising rates and charges related to water services.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                 |                        |                      |     |           |    |         |    |                    |   |        |    |         |    |          |   |            |    |                         |   |       |   |           |   |          |   |            |   |              |   |               |   |               |   |              |    |        |    |          |   |            |   |         |   |       |   |        |    |            |   |           |   |        |    |               |    |       |    |           |   |                     |    |                  |   |          |   |          |    |        |   |

## Attachment 1 to Report 25.250

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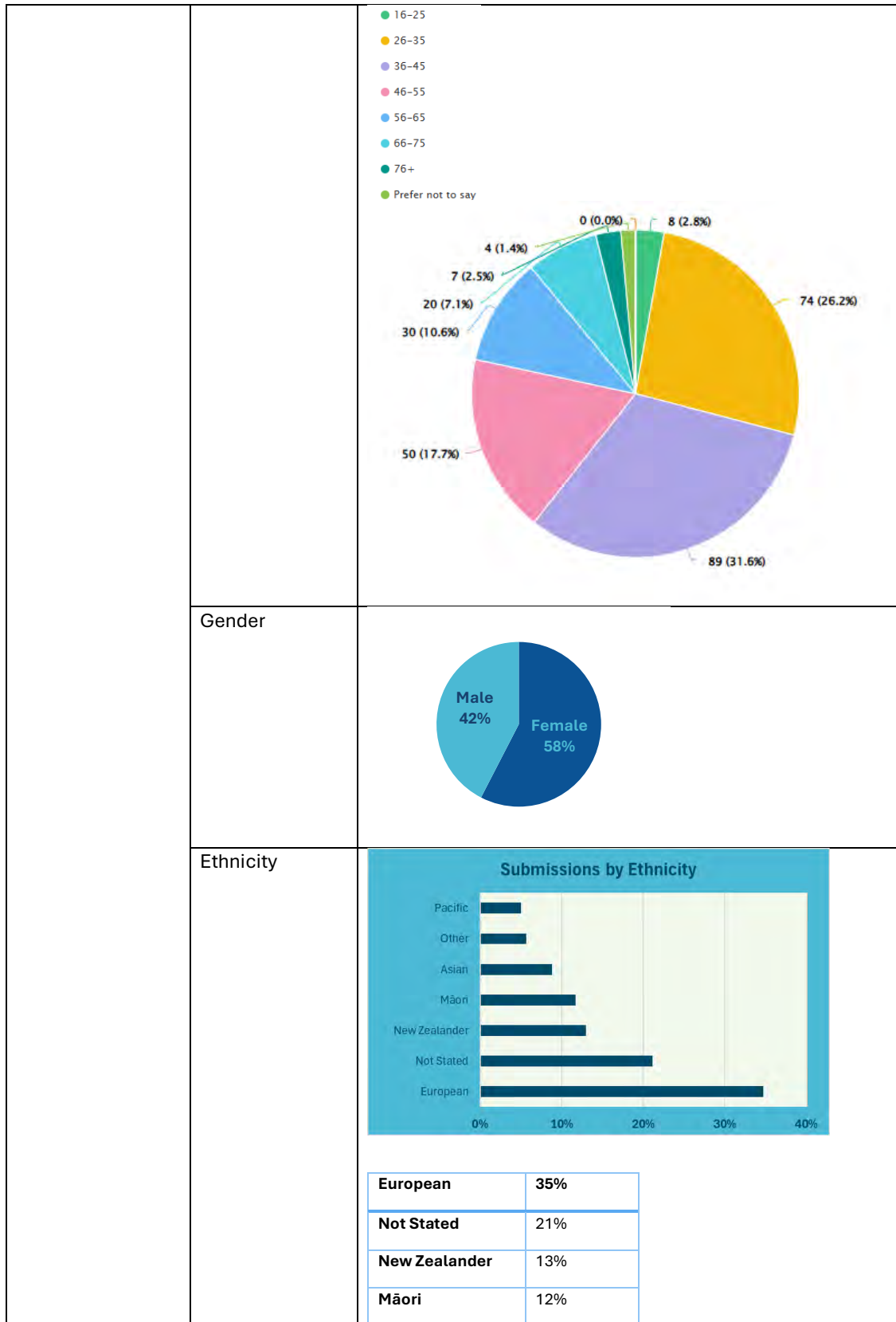
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|-----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                               | <p>There were anxieties about the ability to continue paying for essential services if costs rise unchecked.</p> <p>Some participants questioned whether existing funding was being used effectively, calling for more rigorous financial oversight and better prioritization of essential infrastructure investment over non-core projects.</p>                                                                                                                                                    |
| <b>Water Quality and Environmental Health</b> | <p>Respondents frequently mentioned the need for clean, safe drinking water, with concerns about chlorination, contamination risks, and the overall trustworthiness of the water supply system.</p> <p>The Seaview Wastewater Treatment Plant was singled out for its odour issues, pollution risks, and perceived non-compliance, with calls for urgent upgrades and tighter environmental controls.</p> <p>Stormwater management and urban flooding were also raised as significant concerns.</p> |
| <b>Future Planning and Climate Resilience</b> | <p>Respondents emphasised the importance of long-term planning and investment to future-proof water infrastructure.</p> <p>Participants stressed the need for sustained investment, strategic asset management, and resilience-focused approaches.</p> <p>Concerns about the effects of climate change on the water network were also raised, with increased rainfall intensity, sea level rise, and the potential for more frequent flooding identified as challenges requiring urgent action.</p> |

## Porirua City Council

|                       |                          |        |
|-----------------------|--------------------------|--------|
| Consultation dates:   | 20 March – 20 April 2025 |        |
| Submissions received: | 271                      |        |
| Preferences           | Option 1                 | 77.1 % |
|                       | Option 2                 | 22.9 % |
| Demographics          | Age                      |        |

## Attachment 1 to Report 25.250

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## Attachment 1 to Report 25.250

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|                                 |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------|------------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
|                                 |                                                                                                                                                                                                                                                                                | <table><tr><td>Asian</td><td>9%</td></tr><tr><td>Other</td><td>6%</td></tr><tr><td>Pacific</td><td>5%</td></tr></table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Asian      | 9%         | Other      | 6%        | Pacific   | 5%        |          |          |          |          |          |          |          |          |          |
| Asian                           | 9%                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| Other                           | 6%                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| Pacific                         | 5%                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
|                                 | Location                                                                                                                                                                                                                                                                       | <table><tr><td>68 (25.2%)</td></tr><tr><td>41 (15.2%)</td></tr><tr><td>41 (15.2%)</td></tr><tr><td>20 (7.4%)</td></tr><tr><td>18 (6.7%)</td></tr><tr><td>11 (4.1%)</td></tr><tr><td>9 (3.3%)</td></tr><tr><td>9 (3.3%)</td></tr><tr><td>8 (3.0%)</td></tr><tr><td>8 (3.0%)</td></tr><tr><td>7 (2.6%)</td></tr><tr><td>7 (2.6%)</td></tr><tr><td>6 (2.2%)</td></tr><tr><td>6 (2.2%)</td></tr><tr><td>4 (1.5%)</td></tr></table> <ul style="list-style-type: none"><li>Ranui, Porirua</li><li>Camborne, Porirua</li><li>Pukerua Bay, Pukerua Bay</li><li>Kenepuru, Porirua</li><li>Takapuwahia, Porirua</li><li>Porirua City Centre, Porirua</li><li>Plimmerton, Porirua</li><li>Waitangirua, Porirua</li><li>Pauatahanui, Porirua</li></ul> | 68 (25.2%) | 41 (15.2%) | 41 (15.2%) | 20 (7.4%) | 18 (6.7%) | 11 (4.1%) | 9 (3.3%) | 9 (3.3%) | 8 (3.0%) | 8 (3.0%) | 7 (2.6%) | 7 (2.6%) | 6 (2.2%) | 6 (2.2%) | 4 (1.5%) |
| 68 (25.2%)                      |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 41 (15.2%)                      |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 41 (15.2%)                      |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 20 (7.4%)                       |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 18 (6.7%)                       |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 11 (4.1%)                       |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 9 (3.3%)                        |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 9 (3.3%)                        |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 8 (3.0%)                        |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 8 (3.0%)                        |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 7 (2.6%)                        |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 7 (2.6%)                        |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 6 (2.2%)                        |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 6 (2.2%)                        |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| 4 (1.5%)                        |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| Top themes from free text:      |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| Affordability                   | People are worried about how the new water service plan will affect their finances. Many fear that costs will rise for households, especially for big families and those already struggling. Concerns include the introduction of water meters and separate charges for water. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| Management and Responsibility   | There's a strong desire for better management and accountability in the new water management setup. Many don't trust current management because of past failures and lack of expertise. People want independent oversight and clear decision-making processes.                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| Infrastructure and Resource Use | Feedback points out problems with current infrastructure, like leaks and poor planning. While there's support for centralising water services to boost efficiency, there's scepticism due to past management issues.                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |
| Fairness and Social Impact      | Concerns are raised about fair distribution of costs and resources, especially for low-income communities and underfunded councils. There's worry that less affluent councils might bear more burden due to previous underfunding.                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |            |            |            |           |           |           |          |          |          |          |          |          |          |          |          |

## Attachment 1 to Report 25.250

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| <b>Environment and Sustainability</b>                   | Many emphasise the need to address environmental issues like stormwater pollution and sustainable water management. There's support for initiatives like grey water recycling and protecting local ecosystems.                                                                                                                                                                        |
| <b>Support for Multi-Council Model and transparency</b> | Majority favour a water organisation owned by multiple councils as a solution to existing challenges. However, there are concerns about how it will be implemented and want clear communication about costs. There's a strong call for more openness and community input in planning and decisions. People want to be informed and have a say in managing and funding water services. |

## Upper Hutt City Council

| Consultation dates:   | 24 March – 27 April                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-------------------|-----|----|----------|-----|----|-----------|-----|----|--------------------|-----|-----|----------|------------|----------|----|-------|----|---------|----|----------------|----|-------------------|----|-----------|----|------------|----|---------------------|----|-----------|----|-----------|----|-----------|----|-----------|----|-------------|----|------------|----|-----------|----|------------|----|-----------|----|--------------|----|---------------|-----|----------|-----|--------------|-----|
| Submissions received: | 104                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Preferences           | Option 1 - Establish a new multi council owned CCO (preferred option)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 84% |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
|                       | Option 2 – Modified version of the current Wellington Water model (with a new planning, regulatory and accountability framework)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 16% |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
|                       | (5 responses selected neither option)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
|                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Demographics          | <table><tr><th>Type of submitter</th><th>Yes</th><th>No</th></tr><tr><td>Resident</td><td>98%</td><td>2%</td></tr><tr><td>Ratepayer</td><td>92%</td><td>8%</td></tr><tr><td>Work in Upper Hutt</td><td>27%</td><td>73%</td></tr></table> <div><p>Where submitters live</p><table><thead><tr><th>Location</th><th>Percentage</th></tr></thead><tbody><tr><td>Te Marua</td><td>1%</td></tr><tr><td>Taita</td><td>1%</td></tr><tr><td>Kaitoke</td><td>1%</td></tr><tr><td>Blue Mountains</td><td>1%</td></tr><tr><td>Whiteman's Valley</td><td>2%</td></tr><tr><td>Maoribank</td><td>2%</td></tr><tr><td>Heretaunga</td><td>2%</td></tr><tr><td>Riverstone Terraces</td><td>2%</td></tr><tr><td>Ebdentown</td><td>3%</td></tr><tr><td>Timberlea</td><td>3%</td></tr><tr><td>Pinehaven</td><td>3%</td></tr><tr><td>Akatarawa</td><td>4%</td></tr><tr><td>Totara Park</td><td>4%</td></tr><tr><td>Upper Hutt</td><td>4%</td></tr><tr><td>Brown Owl</td><td>4%</td></tr><tr><td>Birchville</td><td>5%</td></tr><tr><td>Elderslea</td><td>6%</td></tr><tr><td>Wallaceville</td><td>6%</td></tr><tr><td>Clouston Park</td><td>11%</td></tr><tr><td>Trentham</td><td>14%</td></tr><tr><td>Silverstream</td><td>18%</td></tr></tbody></table></div> |     | Type of submitter | Yes | No | Resident | 98% | 2% | Ratepayer | 92% | 8% | Work in Upper Hutt | 27% | 73% | Location | Percentage | Te Marua | 1% | Taita | 1% | Kaitoke | 1% | Blue Mountains | 1% | Whiteman's Valley | 2% | Maoribank | 2% | Heretaunga | 2% | Riverstone Terraces | 2% | Ebdentown | 3% | Timberlea | 3% | Pinehaven | 3% | Akatarawa | 4% | Totara Park | 4% | Upper Hutt | 4% | Brown Owl | 4% | Birchville | 5% | Elderslea | 6% | Wallaceville | 6% | Clouston Park | 11% | Trentham | 14% | Silverstream | 18% |
| Type of submitter     | Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | No  |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Resident              | 98%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 2%  |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Ratepayer             | 92%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 8%  |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Work in Upper Hutt    | 27%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 73% |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Location              | Percentage                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Te Marua              | 1%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Taita                 | 1%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Kaitoke               | 1%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Blue Mountains        | 1%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Whiteman's Valley     | 2%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Maoribank             | 2%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Heretaunga            | 2%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Riverstone Terraces   | 2%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Ebdentown             | 3%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Timberlea             | 3%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Pinehaven             | 3%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Akatarawa             | 4%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Totara Park           | 4%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Upper Hutt            | 4%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Brown Owl             | 4%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Birchville            | 5%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Elderslea             | 6%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Wallaceville          | 6%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Clouston Park         | 11%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Trentham              | 14%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |
| Silverstream          | 18%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |     |                   |     |    |          |     |    |           |     |    |                    |     |     |          |            |          |    |       |    |         |    |                |    |                   |    |           |    |            |    |                     |    |           |    |           |    |           |    |           |    |             |    |            |    |           |    |            |    |           |    |              |    |               |     |          |     |              |     |

## Attachment 1 to Report 25.250

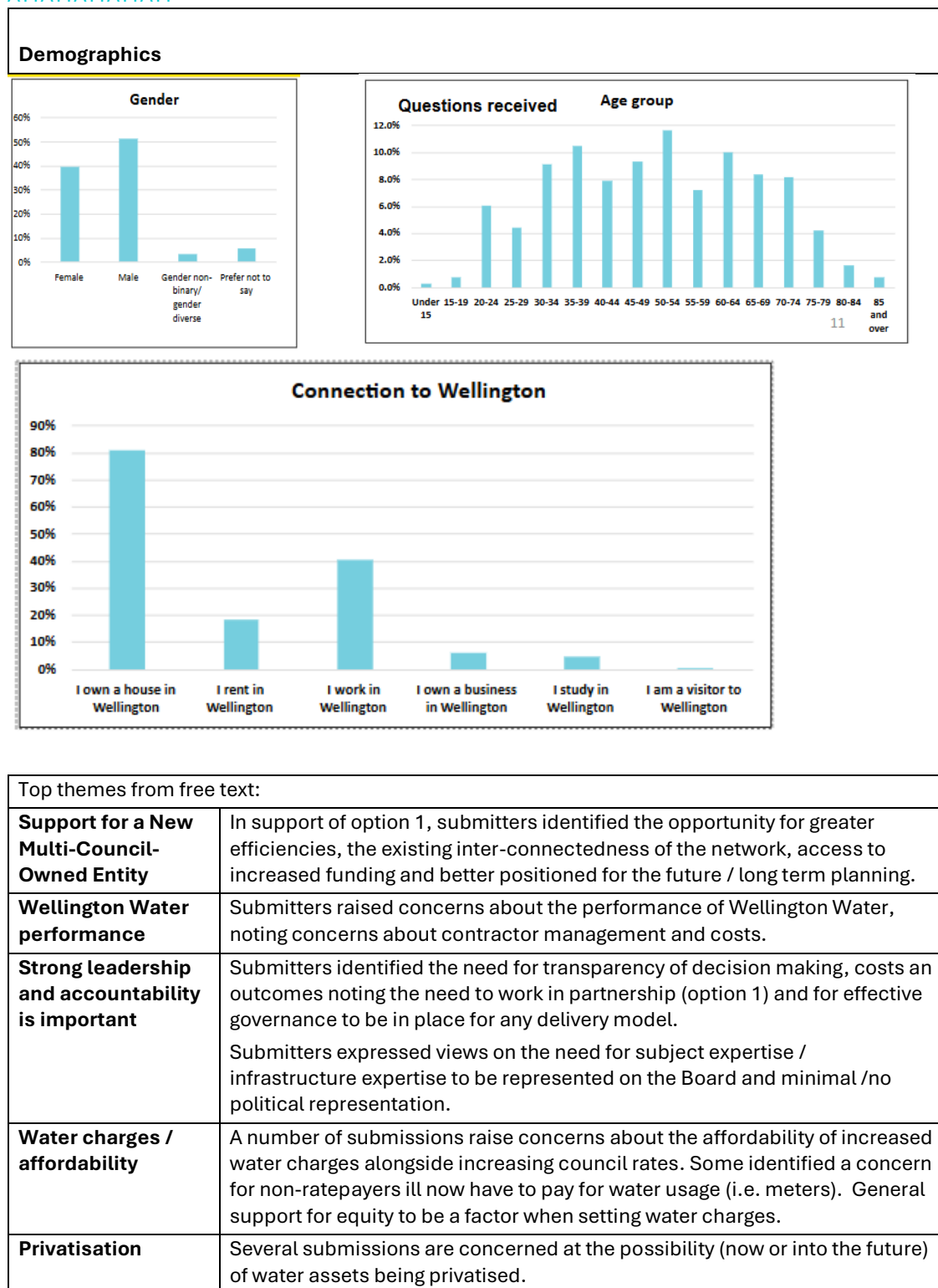
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| Top themes from free text:                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>General Support for change</b>                      | <ul style="list-style-type: none"> <li>• A clear majority support Option 1 (preferred option for a new multi-council owned water organisation), along with comments that change is needed to address aging infrastructure and systemic issues.</li> <li>• General sentiment that urgent action is needed to fix water infrastructure and governance.</li> <li>• Underlying frustration with a long history of mismanagement, rate increases, and poor service delivery.</li> <li>• A significant number of comments were on concerns, frustration and issues with the current Wellington Water model and its performance.</li> </ul> |
| <b>Cost, Rates and Affordability</b>                   | <ul style="list-style-type: none"> <li>• Extensive comments and concerns regarding high rates, financial modelling being unclear or lacking detail, and criticism of debt-driven spending.</li> <li>• Comments on the cost of establishing a new entity.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Better Infrastructure Investment and Management</b> | <ul style="list-style-type: none"> <li>• Strong asset management planning and information are essential before any new billing systems are introduced.</li> <li>• Infrastructure upgrades and pipe replacements and must be accelerated. Reactive leak repairs are inefficient; proactive full pipe replacement should be prioritised.</li> <li>• Mixed views on water meters: some strongly opposed to water meters, citing affordability concerns and fear of hidden charges. Others support water metering for conservation and fairness, especially if essential water use remains free or subsidized.</li> </ul>                |
| <b>Governance, Capability and Accountability</b>       | <ul style="list-style-type: none"> <li>• Numerous comments of distrust in the current governance, lack of water expertise, and mismanagement over decades.</li> <li>• Concerns a new entity might just replicate Wellington Water's failures unless governance and leadership are entirely overhauled.</li> <li>• Calls for greater public accountability, including transparent audits.</li> <li>• Comments against potential future privatization, and in support of having protections for consumers and vulnerable users.</li> </ul>                                                                                             |

## Wellington City Council

|                                                        |                                                                                     |                                           |
|--------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------|
| <b>Consultation dates:</b>                             | 20 March – 21 April 2025                                                            |                                           |
| <b>Submissions received:</b>                           | 713                                                                                 |                                           |
| <b>Preferences</b><br>(Submission / Residents' Survey) | Option 1 – establish multi council CCO (preferred option)                           | Submission: 72%<br>Residents' survey: 82% |
|                                                        | Option 2 – establish WCC only CCO                                                   | Submission: 15%<br>Residents' survey: 8%  |
|                                                        | Option 3 – retain existing arrangements (modified to meet legislative requirements) | Submission: 13%<br>Residents' survey: 10% |

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## Greater Wellington

| Consultation dates:         | 20 March – 22 April                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-------|--------------|-------------------------|----------------------|------|-----------------------------|---|-------------------|-------|--------|-------|--------------------|----|-------------------|-------|----|-------|-------|----|-------|-------|----|-------|-------------------|---|------|-------------------|---|------|
| Submissions received:       | 113                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Preferences                 | Option 1                                                                                                                                                                                                                                                                                                                                                                              | 79.6 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
|                             | Option 2                                                                                                                                                                                                                                                                                                                                                                              | 20.4 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Demographics                | Age                                                                                                                                                                                                                                                                                                                                                                                   | <table><thead><tr><th>Age Group</th><th>Count</th><th>Percentage</th></tr></thead><tbody><tr><td>15 years old or younger</td><td>1</td><td>0.9%</td></tr><tr><td>16-24</td><td>6</td><td>5.5%</td></tr><tr><td>25-34</td><td>15</td><td>13.6%</td></tr><tr><td>35-44</td><td>13</td><td>11.8%</td></tr><tr><td>45-54</td><td>19</td><td>17.3%</td></tr><tr><td>55-65</td><td>21</td><td>19.1%</td></tr><tr><td>65-74</td><td>22</td><td>20.0%</td></tr><tr><td>75 years or older</td><td>5</td><td>4.5%</td></tr><tr><td>Prefer not to say</td><td>8</td><td>7.3%</td></tr></tbody></table> | Age Group  | Count | Percentage   | 15 years old or younger | 1                    | 0.9% | 16-24                       | 6 | 5.5%              | 25-34 | 15     | 13.6% | 35-44              | 13 | 11.8%             | 45-54 | 19 | 17.3% | 55-65 | 21 | 19.1% | 65-74 | 22 | 20.0% | 75 years or older | 5 | 4.5% | Prefer not to say | 8 | 7.3% |
|                             | Age Group                                                                                                                                                                                                                                                                                                                                                                             | Count                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Percentage |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
|                             | 15 years old or younger                                                                                                                                                                                                                                                                                                                                                               | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 0.9%       |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| 16-24                       | 6                                                                                                                                                                                                                                                                                                                                                                                     | 5.5%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| 25-34                       | 15                                                                                                                                                                                                                                                                                                                                                                                    | 13.6%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| 35-44                       | 13                                                                                                                                                                                                                                                                                                                                                                                    | 11.8%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| 45-54                       | 19                                                                                                                                                                                                                                                                                                                                                                                    | 17.3%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| 55-65                       | 21                                                                                                                                                                                                                                                                                                                                                                                    | 19.1%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| 65-74                       | 22                                                                                                                                                                                                                                                                                                                                                                                    | 20.0%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| 75 years or older           | 5                                                                                                                                                                                                                                                                                                                                                                                     | 4.5%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Prefer not to say           | 8                                                                                                                                                                                                                                                                                                                                                                                     | 7.3%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Gender                      | <table><thead><tr><th>Gender</th><th>Count</th></tr></thead><tbody><tr><td>As a man/boy</td><td>69</td></tr><tr><td>As a woman/girl</td><td>28</td></tr><tr><td>A gender not specified here</td><td>2</td></tr><tr><td>Prefer not to say</td><td>9</td></tr></tbody></table>                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Gender     | Count | As a man/boy | 69                      | As a woman/girl      | 28   | A gender not specified here | 2 | Prefer not to say | 9     |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Gender                      | Count                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| As a man/boy                | 69                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| As a woman/girl             | 28                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| A gender not specified here | 2                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Prefer not to say           | 9                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Ethnicity                   | <table><thead><tr><th>Ethnicity</th><th>Count</th></tr></thead><tbody><tr><td>Māori</td><td>8</td></tr><tr><td>New Zealand European</td><td>84</td></tr><tr><td>Pacific Peoples</td><td>1</td></tr><tr><td>Chinese</td><td>1</td></tr><tr><td>Indian</td><td>2</td></tr><tr><td>Other ethnic group</td><td>12</td></tr><tr><td>Prefer not to say</td><td>11</td></tr></tbody></table> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Ethnicity  | Count | Māori        | 8                       | New Zealand European | 84   | Pacific Peoples             | 1 | Chinese           | 1     | Indian | 2     | Other ethnic group | 12 | Prefer not to say | 11    |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Ethnicity                   | Count                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Māori                       | 8                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| New Zealand European        | 84                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Pacific Peoples             | 1                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Chinese                     | 1                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Indian                      | 2                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Other ethnic group          | 12                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |
| Prefer not to say           | 11                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |       |              |                         |                      |      |                             |   |                   |       |        |       |                    |    |                   |       |    |       |       |    |       |       |    |       |                   |   |      |                   |   |      |

## Attachment 1 to Report 25.250

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|                                                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------------------------------------------------|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                            | Location | <p>Pie chart showing the distribution of responses by location:</p> <ul style="list-style-type: none"> <li>Te Awa Kairangi ki Tai   Lower Hutt: 32 (29.4%)</li> <li>Te Awa Kairangi ki Uta   Upper Hutt: 10 (9.2%)</li> <li>Te Whanganui-a-Tara   Wellington city: 47 (43.1%)</li> <li>Wairarapa: 4 (3.7%)</li> <li>Porirua: 12 (11.0%)</li> <li>I don't live in the Wellington Region: 3 (2.8%)</li> <li>Kāpiti: 1 (0.9%)</li> </ul> |
| Top themes from free text:                                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Distrust in Current Management</b>                      |          | <ul style="list-style-type: none"> <li>Many comments express a lack of trust in Wellington Water's ability to manage water infrastructure effectively. There are concerns about poor management, blame culture, and inefficiency.</li> <li>The submitters feel that Wellington Water has failed to deliver on its promises and has wasted resources, leading to a call for a new management structure.</li> </ul>                     |
| <b>Support for a New Multi-Council-Owned Entity</b>        |          | <ul style="list-style-type: none"> <li>A significant number of comments supported the preferred option (out of the two presented), a new multi-council-owned water organization. This is seen to improve accountability, efficiency, and long-term planning.</li> <li>The new entity is expected to leverage regional assets better and provide a more unified approach to water management.</li> </ul>                               |
| <b>Need for Improved Accountability and Transparency</b>   |          | <ul style="list-style-type: none"> <li>There is a strong demand for greater accountability and transparency in water management. The submitters indicated that clear oversight and democratic control over the new water entity is very important.</li> <li>Ensuring that the new organization operates with public ownership and transparency is a priority for many respondents.</li> </ul>                                         |
| <b>Environmental improvements and Te Titiri</b>            |          | <ul style="list-style-type: none"> <li>Many respondents emphasised the importance of environmental responsibility and long-term planning in water management. They want the new entity to prioritize climate resilience and sustainable practices.</li> <li>There is a call for the new organization to uphold Te Tiriti o Waitangi obligations and involve Māori groups in governance.</li> </ul>                                    |
| <b>Concerns About Privatisation and GW's land holdings</b> |          | <ul style="list-style-type: none"> <li>Several comments express concerns that centralising water assets could lead to future privatisation, despite current assurances to the contrary</li> <li>The public wants guarantees that water resources will remain publicly owned and managed for the benefit of all</li> <li>Submitters also want to ensure that GW-owned lands stay in GW ownership.</li> </ul>                           |

**RESTATED TERMS OF REFERENCE****Updated Terms of Reference for the Advisory Oversight Group****Regional approach to a water services plan**

Councils in the Wellington region have committed to a process of working together to develop a water services plan in response to the Government's *Local Water Done Well* policy. Councils have agreed to establish a joint governance oversight group called the 'Advisory Oversight Group' (AOG) made up of council elected members and Iwi representation.

This process represents a collaborative partnership approach between councils in the Wellington region and Iwi / Māori partners. This will ensure that the regions' councils can collaboratively work through this process robustly and efficiently.

**Outcomes and options**

The water services plan and future models and options to be considered will need to respond to agreed objectives and consider future approaches that are workable, affordable, sustainable and meet the needs of communities and the environment.

The key deliverables from this joint process include:

- developing a joint water services plan for the region, including options for future delivery models based on strategic option selection and high-level design; and
- taking initial steps to give effect to the agreed water services delivery model, including undertaking specific establishment activities (as set out in these Terms of Reference) until a Stakeholders Committee of the participating councils and Iwi can be established.

This process and outputs do not preclude any council from choosing to develop its own water services plan.

Critical success factors for the plan and any future delivery model include:

- supported by all participating councils and Iwi / Māori partners,
- supported by the Government policy and enabled through legislative change,
- based on a sustainable funding model,
- enables councils and Government to commit to subsequent phases of detailed design, delivery and implementation.

**Advisory Oversight Group**

As part of this approach, councils have agreed to establish a joint governance oversight group called the 'Advisory Oversight Group' (AOG) made up of elected members. Iwi / Māori partner representatives will also form part of this group, with the approach to be confirmed working with Iwi / Māori partners during the establishment phase. It is the intention of all parties that the Advisory Oversight Group will be disestablished by or before the local elections on 11 October 2025 and a Stakeholders Committee of the participating councils and Iwi will be established following ratification of a Stakeholders Agreement by the participating councils and Iwi.

**Decision making and delegations**

Once the water services delivery model is agreed by the participating councils, each council will:

- 
- delegate to its elected member on the AOG, and that person's alternate, all responsibilities and powers in relation to the following establishment activities:
  - o the appointment, removal and remuneration of the interim directors of any new water organisation established pursuant to the agreed water services delivery model); and
  - o approval of the draft Constitution and  Stakeholder Agreement for any new water organisation

**("Establishment Activities")**

All other decision-making powers, including ratifying any final Constitution and Stakeholders Agreement for a new water organisation, will remain with each council.

The AOG is not a formal joint committee. Formation of the AOG forms part of the commitment by councils and Iwi / Māori partners to work together through a collaborative process.

Where direction on the process or options being considered is required from the AOG, this will as far as possible be undertaken by consensus.

**Key tasks and partnerships outcomes**

The AOG will work in partnership to:

- Provide political oversight and alignment of this process to demonstrate visible and collaborative leadership.
- Build trust and stronger organisational relationships.
- Build better understanding of partners' perspectives and identify shared objectives and areas of alignment.
- Operate at a strategic level owning key relationships for the future water model process and supporting the mitigation of any escalated risks.
- Test and confirm the direction for the process, including investment objectives, options analysis and required analysis in order to provide confidence and certainty to stakeholders and the community.
- Provide advice and direction and to assist the responsible staff to manage and resolve issues and risks including alignment with wider strategic regional issues, the expectations of key partners, stakeholders and the community.
- Assist information sharing, efficient and effective working including opportunities to collaborate, and provide a stronger voice when advocating to others including a shared story for the people of the Wellington region and for investment.
- Undertake the Establishment Activities to give effect to the agreed service delivery model.

**Advisory Oversight Group membership and structure****Membership**

The Advisory Oversight Group shall consist of:

- an independent Chair,
- an elected representative from each of the partner councils,
- representative from Iwi / Māori partners-to be confirmed working with Iwi / Māori partners,
- any other person considered necessary by the AOG to ensure the effective functions of the group.

Attendance at meetings would include council Chief Executives, **and the Board Chair and Chief Executive of Wellington Water Limited.**

**Structure for AOG**

- A quorum will be the majority of members, or half the members where there is an even number of members. No business may be transacted at a meeting if a quorum is not present.
- Members are expected to attend all meetings, except in exceptional circumstances, as notified to and agreed by the Chair.
- In the event that the Chair is unavailable, attendees shall agree an alternative Chair to chair the meeting.
- In the event that any member is unavailable for a meeting, **an alternate will represent the relevant organisation.**
- The AOG will be supported by a Secretariat and Project Team. The role and focus of this Secretariat is set out below.
- The AOG shall meet at least four times during the concept phase, or as otherwise required.



**Attachment 2 to Report 25.250**

Meetings shall be hosted by one of the partners as agreed. Invites and coordination of meetings shall be managed by the project team.

- Wider invites to relevant partner organisations (such as DIA), shall be determined by the meeting agenda.
- The meetings are not public but shall be transparent in terms of agenda and outcomes. Effort will be made to distribute any meeting papers at least 3 working days ahead of the meeting date. Papers shall be brief and avoid duplication with matters best dealt with through existing council decision making processes and delegations.
- Membership shall be reviewed and reconfirmed on an annual basis or if the project moves beyond confirmation of a plan to the implementation of a delivery model.
- The AOG will strive to make all decisions by consensus. In the event that a consensus on a particular matter before the AOG is not able to be reached, each AOG Member will be entitled to one vote. In that situation the particular matter must be approved by a vote of at least a majority of AOG members at any meeting at which a quorum is present. **To avoid doubt, the Chair is not entitled to a vote.**
- Other than for those matters for which the AOG has decision-making capacity through these Terms of Reference, each participating council retains its powers to make its own decisions on matters referred to it by the AOG, **including the final decision to approve and ratify the new water organisation's Constitution and Stakeholders Agreement.**

## **Chief Executives' group**

The AOG will be supported by a Chief Executives' group of the partners. This will consist of Chief Executives or nominees from each partner organisation (CE or GM level).

This group will be chaired by a nominated Chair.

The role and focus of the Chief Executives' Group is to ensure advice and support to the AOG is effective and efficient, including:

- Provide senior management oversight and alignment of this process to demonstrate visible and collaborative leadership.
- Test and confirm the direction for the process including objectives, options analysis and analysis to provide confidence and certainty to stakeholders and the community.
- Provide advice and direction and to assist the responsible staff to manage and resolve issues and risks including alignment with wider strategic regional issues, the expectations of key partners, stakeholders and the community.
- Support the identification, mitigation or management of key risks and issues.
- Assist information sharing, efficient and effective working, and provide a stronger voice when advocating to others including a shared story for the people of the Wellington region and for investment.
- Ensure that the project team is resourced and supported.

## **Project team and secretariat – role, responsibilities, and membership**

Support for the AOG will be provided by the project team based on a small core team supported by resources from partners.

- Project Director reporting to the lead Chief Executive. This role will lead the project and be responsible for coordination of the agenda for AOG meetings (including actions) and programme design and delivery across the partners.
- Technical Director reporting to the lead CE. This role is responsible for coordination of financial and funding requirements, governance and legal requirements, and to manage and coordinate concept design.
- 3-4 technical resources providing expertise and workstream leadership for:
  - o secretariat support for AOG and Chief Executives' group project management,
  - o financial and options analysis,
  - o high level design of financial, funding, legal, and governance elements for the preferred

**Attachment 2 to Report 25.250**

- option,
  - o evidence, options, reporting and change management,
  - o communications planning and delivery for partners and support for iwi engagement,
  - o DIA relationship,
  - o operational requirements.
- Nb. Other resources and functions to be confirmed by agreement of the scope and timeline e.g. financial analysis, options analysis, change management / HR requirements etc as detailed in the project plan.

**Funding**

Funding required for this process will include the independent Chair, project lead, workstream leads, secretariat and programme resources.

The partners will confirm a budget. A funding plan shall be developed with the costs split on an agreed basis. This budget and funding plan shall be reviewed and updated at least on an annual basis.

**Communications and media protocols**

The partners commit to working together to ensure a coordinated communications and engagement approach to ensure a no surprises basis. This includes utilisation of agreed key messages and communications plan along with any developed communications brand and website as required.

The partners will develop and agree a communications plan that sets out key messages, protocols and channels in more detail as required for each phase of the project. This shall be reviewed and updated at least on an annual basis.

**Council**  
**26 June 2025**  
**Report 25.296**



**For Decision**

## **REPORT ON THE REGIONAL PUBLIC TRANSPORT PLAN HEARING**

### **Te take mō te pūrongo**

#### **Purpose**

1. To provide Council with a report from the Transport Committee Chair on the hearing by the Transport Committee (Hearing Committee) of submissions on the draft Te Mahere Waka Whenua Tūmatanui o te Rohe o te Upoko o te Ika a Maui - Wellington Regional Public Transport Plan.

### **He tūtohu**

#### **Recommendations**

That Council:

- 1 **Notes** that the Transport Committee heard submissions on the draft Te Mahere Waka Whenua Tūmatanui o te Rohe o te Upoko o te Ika a Maui - Wellington Regional Public Transport Plan (Wellington Regional Public Transport Plan) from Tuesday, 6 May to Wednesday, 7 May 2025.
- 2 **Agrees** to the recommendations arising from Transport Committee deliberations, as set out in [Attachment 1](#) to this report.

### **Te tāhū kōrero**

#### **Background**

2. The Wellington Regional Public Transport Plan (RPTP) is the primary planning and policy document for public transport in the Wellington Region and describes how we will deliver the high-level strategic direction for public transport outlined in both the Greater Wellington Regional Land Transport Plan (RLTP) and Long-Term Plan (LTP). The RPTP has been under active review since 2023.
3. Council approved the draft RPTP for public consultation on 27 February 2025 (Approval of Draft Regional Public Transport Plan for Statutory Consultation – Report 25.06) with consultation running from Monday 3 March to Friday 28 March 2025. Consultation activities included inviting submissions and four online workshops. Consultation was publicised by a mix of print and online media, emails to stakeholders and interested groups, and flyer distribution at Wellington Railway Station via our Warranted Transport Officers and Policy Officers.

4. 996 individual submissions were received through the consultation process (Analysis of submissions to the Draft Wellington Regional Public Transport Plan 2025-35 – Report 25.127).
5. At the 27 February 2025 meeting, Council agreed that the Transport Committee (the Committee) convene as a hearing committee to consider the submissions on the draft RPTP and to make its recommendations to Council.

## **Te tātaritanga**

### **Analysis**

6. Public hearings on the draft RPTP were held from Tuesday 6 May to Wednesday 7 May 2025, with the Committee convening as a hearings committee. 35 speakers presented to the Committee on their submissions including speakers for 27 individual business, community or civic organisations. The details of the Committee’s recommendations are set out in [Attachment 1](#).
7. Following deliberations on Wednesday 7 May 2025, the Committee made a series of recommendations to officers for final drafting of the RPTP. The Committee delegated to the Committee Chair authority to approve minor editorial changes to the RPTP prior to submission to Council.
8. Officers have worked with the Committee Chair to finalise the RPTP in line with the Committee’s recommendations. The adoption report (Report 25.295) for the final RPTP addresses this work.
9. Territorial Local Authorities (TLAs) and our other key partners have been sent a letter from the Council Chair on the outcomes of the consultation process, and submitters who spoke at the Hearings were also sent an email from Greater Wellington on the outcomes of the consultation process.
10. I am pleased with the quality of submissions. We received 996 submissions covering the breadth of the Wellington region and the communities we serve. These submissions along with the submitters who presented in person to the Hearings provided plenty of thoughts and feedback on the public transport services we provide and how these are performing (or not) and where improvements are needed.
11. As a result of submissions, the Committee has recommended adding a new Vision to the strategic front-end of the RPTP to be worded “Promote more efficient land use and urban development that maximises access to public transport services and minimises the cost of delivering them”.
12. This includes adding a new policy to underpin the new Vision statement, to be worded “Explore a development levy for public transport infrastructure that would support public transport infrastructure and services and incentivise urban development that is cost effective for public transport”.
13. The growth of the Wellington Region will provide a challenge to Greater Wellington in ensuring that our rate payers are able to access our public transport services and those delivering new homes should help contribute towards expanding our services to meet the demand in these new areas. A key purpose of a development levy would

be to make developments more financially viable around public transport hubs and it should be revenue neutral across a TLA area.

14. A consistent theme in submissions was for service improvements in areas currently underserved by our public transport services. Many of the areas have experienced significantly low levels of service, mostly in lower density residential developments. The Committee has recommended Metlink pursues improvements to public transport bus services in the following areas in the final RPTP, subject to available funding:
  - a Wainuiomata – increased frequency of services and better connections to Hutt Hospital. – in advance of a review of the wider Hutt City network in 2026
  - b Waikanae-Ōtaki-Levin (inter-regional services) – route extension/direction changes and increased frequency.
  - c Porirua – extending services into Aotea.
  - d Tawa – extending service into Grenada North and increased frequency.
  - e Implement changes already proposed for Ōwhiro Bay (two additional AM and PM trips to improve access to Wellington hospital).
  - f Officers to investigate extending #1 and #7 to Ōwhiro Bay.
  - g Investigate changes to service scheduling to Ōwhiro Bay to facilitate school drop-off.
15. Since the confirmation of the Happy Valley depot purchase, officers will have more planning scope to consider further augmenting services to nearby suburbs like Ōwhiro Bay.
16. Another consistent theme in submissions was the public's frustration with the performance of the Wairarapa Rail Line. The Committee has recommended that Greater Wellington acknowledges and shares the immense frustration surrounding rail performance to and from the Wairarapa and reaffirms our commitment to taking urgent action with regard to operation of the services and maintenance and renewal of the infrastructure to provide better services and better value for money to the community.
17. We heard from our Accessibility community that while the public transport network is becoming more accessible, more work is needed to encourage those with accessibility issues to use our services. Therefore, the Committee recommends officers investigate the following accessibility measures:
  - a Options for remedial action on wharfs and ferry for accessibility on the harbour ferry service.
  - b Assess feasibility of converting 81 (Eastbourne-Petone- Wellington) route and services back to the previous 85x (express) service.
  - c Carry out a review/audit of all printed timetables at bus stops.
  - d Investigate additional accessibility measures for bus stops including potential audio announcements at bus stops.

- e Review progress of previous Council action towards procurement of council owned mobility vehicles and report back to Committee.
  - f Establish fixed stops for the new bus Tawa service and consider increasing frequency.
  - g Take action to ensure On Board Announcements on bus are delivered to Council expectations and Metlink infrastructure.
  - h Ensure accessibility requirements are included in standards for any new or refurbished ferry infrastructure and any other Metlink infrastructure.
18. Another consistent theme in submissions was around land use and public transport services and infrastructure. Urban development and growth were viewed as not being aligned with transport planning leading to a disconnect between them and inefficient urban development that is fiscally imprudent for councils over the medium to long term. Greater Wellington research has highlighted the fiscal benefits to councils of encouraging and facilitating higher density residential development close to urban city centres.
19. I note the high levels of public support, in consultation and at the hearings, we received for our first TOD at Waterloo Station. We are trying to achieve alignment between transport planning and development through initiatives like Transport Orientated Developments (TODs) and by aligning the RPTP with the Future Development Strategy, but more can be done in this area to improve liveability outcomes for our region.
20. Johnsonville and Porirua have also been identified as opportunities for TODs and it is important for Council to pursue a balanced work on TODs.
21. A final noteworthy consultation theme related to service-to-service connections on our network. In line with our drive for a fully integrated network, the Committee recommends that a new focus area is included in the RPTP relating to 'enhanced journey integration', in particular, transfers from:
- a bus to bus
  - b bus to rail
  - c bus to ferry, and
  - d better shelter at transfer points, better timetable connections, bus services waiting for train services where possible.

### **Ngā hua ahumoni**

#### **Financial implications**

22. There are no financial implications from the matters for consideration. Funding to implement the initiatives outlined in the Wellington RPTP 2025-35 will be covered by the Greater Wellington LTP and RLTP processes.

### **Ngā Take e hāngai ana te iwi Māori**

#### **Implications for Māori**

23. Greater Wellington has worked through the Long-Term Plan process to engage with mana whenua to build direct enduring relationships that will allow co-development of responses to transport issues of specific interest to individual mana whenua and these have been reflected in the Wellington RPTP 2025.

### **Te huritao ki te huringa o te āhuarangi**

#### **Consideration of climate change**

24. As a statutory instrument with a public transport planning and provision focus, the RPTP is an expression of Greater Wellington's decarbonisation and climate change policies and actions as they relate to transport in the Wellington region.
25. Climate change mitigations are a key focus for the RPTP with its strategic priority an "efficient, accessible, affordable and low carbon public transport network".
26. The RPTP Strategic Focus Area relating to climate change is to reduce public transport emissions by accelerating decarbonisation of the vehicle fleet.
27. The RPTP key measures related to climate change are:
- a Reduce tonnes of CO<sub>2</sub> emitted per year by public transport emissions to 16,300 tonnes by 2030
  - b Reduce CO<sub>2</sub> per KM travelled by half by 2035.
28. The RPTP themes related to climate change are:
- a Reduce public transport emissions by accelerating decarbonisation of the vehicle fleet
  - b Minimise gross emissions for Metlink's public transport fleet, reducing the offsets required to reach net carbon neutrality
  - c Drive environmental and cost sustainability by pursuing smart commercial opportunities and lower carbon technologies
  - d Continue to decarbonise the Metlink bus fleet
  - e Explore ways to further decarbonise the Metlink rail and ferry fleet.

### **Ngā tikanga whakatau**

#### **Decision-making process**

29. The process for deciding this matter is prescribed by Part 5 of the LTMA. The Committee has prepared the draft RPTP, completed public consultation in accordance with the requirements of the LTMA and Local Government Act 2002, and recommended approval of the final RPTP to Council (Report 25.295).

## **Te hiranga Significance**

Officers considered the significance (as defined by Part 6 of the LGA) of this matter, taking into account Council's Significance and Engagement Policy and Greater Wellington's Decision-making Guidelines. Consideration of the Hearings Committee recommendations is part of a process that will lead to the Council making a decision of high significance when it adopts the Plan.

## **Te whakatūtakitaki Engagement**

30. Metlink worked with Te Hunga Whiriwhiri to ensure mana whenua perspectives were built into the RPTP.
31. Public engagement was centred on seeking the public's views on the draft RPTP through our "Have your say" webpage, through which people could access the draft RPTP and/or RPTP consultation brochure and make a submission. Promotional activities included advertisements in local and community newspapers, activities by Councillors, including at schools and community groups, promotion on social media, digital advertising and distribution of flyers at community events. Four online workshops were held.

## **Ngā tūāoma e whai ake nei Next steps**

32. Adoption of the final RPTP is addressed in Report 25.295 – Adoption of Te Mahere Waka Whenua Tūmatanui o te Rohe o te Upoko o te Ika a Maui Wellington Regional Public Transport Plan 2025-2035 to this meeting of Council.

## **Ngā āpitihanga Attachment**

| Number | Title                                                               |
|--------|---------------------------------------------------------------------|
| 1      | <a href="#">Transport Committee resolutions and recommendations</a> |

## **Ngā kaiwaitohu Signatory**

|        |                                                     |
|--------|-----------------------------------------------------|
| Writer | Councillor Thomas Nash – Chair, Transport Committee |
|--------|-----------------------------------------------------|



| <p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b><br/><b>Summary of considerations</b></p>                                                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>Preparation of the RPTP is a function of the Regional Council under section 119 of the Land Transport Management Act 2003.</p> <p>Preparation of the RPTP is a specific responsibility of the Transport Committee in its Terms of Reference</p> |
| <p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The Wellington RPTP 2025 is a key regional policy document and is consistent with the Long-Term Plan (LTP), Annual Plan, Wellington Future Development Strategy and the Wellington Regional Land Transport Plan (RLTP).</p>    |
| <p><b><i>Internal consultation</i></b></p> <p>In preparing this report, consultation was undertaken with relevant officers including across the Metlink group.</p>                                                                                                                                                                      |
| <p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no known risks associated with the matters for consideration in this report.</p>                                                                                                                                                                   |

**Regional Public Transport Plan 2025-35: Recommendations from Public Hearings and Deliberations 6-7 May 2025**

*Resolutions relating to RPTP final drafting*

1. Committee agrees that responsible officers work with the Committee Chair to make editorial changes to the draft RPTP in line with Committee deliberations prior to the final RPTP being presented to Council for adoption.

*Resolutions relating to consultation focus questions*

2. Committee recommends that Council retains the activities and policies outlined in the draft RPTP as they will contribute to a public transport network that is efficient, equitable, accessible and low carbon.
3. Committee recommends that the work programme to implement a network of high-frequency bus corridors in the Wellington Region is retained.
4. Committee recommends that officers continue to align the timing of the park and ride demand management workstream in line with integrated ticketing and to consider rail patronage stabilisation and introduction of congestion charging.
5. Committee recommends that the work programme to redevelop Waterloo Station be retained noting further direction and decisions will be sought from the Council on 21 August 2025.
6. Committee recommends that the current rules for animals travelling on public transport services is retained without further liberalisation.
7. Committee recommends that officers investigate opportunities to accelerate the phase out of cash payments prior to the introduction of integrated electronic ticketing including through promotions to make Snapper usage more affordable and accessible.

*Resolutions relating to RPTP content*

8. Committee recommends adding a new Vision to the strategic front-end of the RPTP to be worded "Promote more efficient land use and urban development that maximises access to public transport services and minimises the cost of delivering them".
9. Committee recommends adding a new policy to underpin the new Vision statement, to be worded "Explore a development levy for public transport infrastructure that would support public transport infrastructure and services and incentivise urban development that is cost effective for public transport".
10. Committee recommends that officers report back to the Committee on the delivery of previously planned bus improvements from RPTP 2021-31 and on the viability of new services proposed in the RPTP but not yet delivered.
11. Committee recommends that a new focus area is included in the RPTP relating to 'connections protection', in particular:
  - a. bus to bus and
  - b. bus to rail
  - c. better shelter, better connections, bus waiting for train.

**Attachment 1 to Report 25.296**

12. The Committee requests officers include in RPTP indications on timetable frequency of future Melling services post-Riverlink.

*Resolutions relating to individual submissions*

13. Committee acknowledges and shares the immense frustration surrounding rail performance to and from the Wairarapa and reaffirms the Committee's commitment to taking urgent action with regard to operation of the services and maintenance and renewal of the infra to provide better services and better value for money to the community.
14. Committee notes NZTA's feedback on the draft RPTP and that officers will work to address most of the points raised by NZTA in the version of the RPTP that will be presented to Council at its meeting on Thursday 26 June 2025.
15. Committee notes Wellington City Council's desire for Greater Wellington to reconsider our fare zones for Wellington City.
16. Committee notes that the requests made by Kāpiti Coast District Council will need to be carefully considered against the funding available to provide new services.
17. Committee requests Committee Chair to write to Territorial Authorities on results from RPTP public submissions and deliberations.
18. Committee requests that content from the Regional Strategic Rail Plan relevant to Kāpiti transport be added to the final RPTP.
19. Committee notes the feedback from Upper Hutt City Council and approves officers rewording the Strategic Events policy in the final RPTP to make it clear Metlink considers events at regional significant venues like Brewtown for event support.
20. Committee notes the feedback in the submission from Masterton District Council.
21. The Committee notes the feedback in the submission from Horizons Regional Council.
22. The Committee recommends work with Horizons Regional Council and Horowhenua District Council continues on improvements for rail.
23. The Committee notes Bus and Coach Association's and Kinetic's submissions.
24. The Committee notes Transdev's submissions.

*Resolutions relating to emerging themes from consultation*

25. Committee recommends Metlink pursues improvements to public transport bus services in the following areas, subject to available funding, and that these improvements are included in the final RPTP for adoption by Council:
  - a. Wainuiomata – increased frequency of services and better connections to Hutt Hospital. – in advance of a review of the wider Hutt City network in 2026
  - b. Waikanae-Ōtaki-Levin (inter-regional services) – route extension/direction changes and increased frequency.
  - c. Porirua – extending services into Aotea.
  - d. Tawa – extending service into Grenada North and increased frequency.

**Attachment 1 to Report 25.296**

26. Committee recommends actions associated with public transport services to and from Ōwhiro Bay:
- a. Implement changes already proposed for Ōwhiro Bay (two additional AM and PM trips to improve access to Wellington hospital).
  - b. Officers to investigate extending #1 and #7 to Ōwhiro Bay.
  - c. Investigate changes to service scheduling to Ōwhiro Bay to facilitate school drop-off.
27. Committee recommends officers investigate the following accessibility measures:
- a. Options for remedial action on wharfs and ferry for accessibility.
  - b. Assess feasibility of converting #81 services to 85x service.
  - c. Carry out a review/audit of all printed timetables at bus stops.
  - d. Investigate additional accessibility measures for bus stops including potential audio announcements.
  - e. Review progress of previous Council action on council owned mobility vehicles and report back to Committee.
28. The Committee recommends officers action the following accessibility measures:
- a. Establish fixed stops for new Tawa service.
  - b. Take action to ensure On Board Announcements on bus are delivered to Council expectations.
  - c. Ensure accessibility requirements are included in standards for any new or refurbished ferry infrastructure.
  - d. Review language used in RPTP relating to disabled passengers to remove 'deficit framing' included in the draft.
29. The Committee requests officers review existing security of bike parking and options for improvement and report back to the Committee.
30. The Committee requests officers undertake a programme:
- a. To determine the feasibility of modernising and making more accessible all stations on the Metlink network
  - b. Rationalise stations where closely spaced or with low patronage use
  - c. Assess benefits of new stations:
    - i. North of Upper Hutt CBD
    - ii. To serve QEP
    - iii. North of Paraparaumu
  - d. A loop to connect Melling and HVL (as per KiwiRail plan)
  - e. Moving current Levin station
  - f. North-South Junction double-tracking
  - g. North of Waikanae double tracking.
31. The Committee requests officers work with Territorial Authorities to identify key roading works that are needed to support urban growth and people movement in the region.
32. The Committee recommends that officers investigate the current provision of community bus services for health and report back to the Committee on opportunities to support the provision of health-related transport.

Council  
26 June 2025  
Report 25.295



#### For Decision

### **ADOPTION OF TE MAHERE WAKA WHENUA TŪMATANUI O TE ROHE O TE O UPOKO O TE IKA A MAUI WELLINGTON REGIONAL PUBLIC TRANSPORT PLAN 2025-2035**

#### **Te take mō te pūrongo Purpose**

1. To present Council with the Te Mahere Waka Whenua Tūmatanui o te Rohe o te Upoko o te Ika a Maui Wellington Regional Public Transport Plan 2025-2035 for adoption.

#### **He tūtohu Recommendations**

That Council:

- 1 **Adopts** Te Mahere Waka Whenua Tūmatanui o te Rohe o te Upoko o te Ika a Maui Wellington Regional Public Transport Plan 2025-2035 attached as [Attachment 1](#) to this report.
- 2 **Notes** that a regional public transport plan takes effect 20 working days after the date on which the regional council adopts the plan.

#### **Te horopaki Context**

2. The statutory requirements relating to regional public transport plans (RPTP) are set out in Part 5 of the Land Transport Management Act 2003 (LTMA).

#### ***Requirement to have a regional public transport plan***

3. Section 119(1) of the LTMA requires a regional council to adopt a RPTP if it intends to enter into contract for the supply of any public transport service, operate a public transport service itself, or provide financial assistance to any operator or user of any other passenger service in a small passenger service vehicle.

#### ***Varying or renewing a regional public transport plan***

4. Section 119(2) of the LTMA provides that a regional council may, by resolution at any time, vary or renew a RPTP previously adopted by it.

#### ***Purpose of a regional public transport plan***

5. As set out in section 117 of the LTMA, the purpose of a RPTP is to provide:

- a a means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure; and
- b an instrument for engaging with the public in the region on the design and operation of the public transport network; and
- c a statement of:
  - i The public transport services that are integral to the public transport network; and
  - ii The policies and procedures that apply to those services; and
  - iii The information and infrastructure that supports those services.

***Development of a regional public transport plan***

- 6. The development of the RPTP is guided by a set of requirements published by the New Zealand Transport Agency Waka Kotahi (NZTA) as RPTP Development Guidelines. Compliance with these Guidelines is explicitly linked to NZTA investment and procurement decision making.

***Matters to be taken into account when adopting a regional public transport plan***

- 7. Section 124 of the LTMA requires Greater Wellington Regional Council (Greater Wellington) before it adopts the RPTP, to be satisfied that the Plan:
  - a Contributes to the purpose of the LTMA
  - b Has been prepared in accordance with any relevant guidelines issued by NZ Transport Agency Waka Kotahi (NZTA)
  - c Is consistent with the Regional Land Transport Plan (RLTP)
  - d Has applied the five principles specified below (see paragraph 10).
- 8. Section 124 of the LTMA also requires Greater Wellington to take account of the following matters when preparing the RPTP:
  - a Any national energy efficiency and conservation strategy
  - b Any relevant regional policy statement, regional plan, district plan or proposed regional or district plan under the Resource Management Act 1991
  - c The public transport funding likely to be available within the region
  - d The need to obtain best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services
  - e The views of public transport operators in the region.
- 9. Greater Wellington is also required to consider the needs of people who are transport disadvantaged before adopting a RPTP.

***Principles to apply when exercising powers under Part 5***

- 10. Section 115 of the LTMA requires that all persons exercising powers or performing functions under Part 5 of LTMA must be guided by each of the following principles to the extent relevant to the particular power or function:

- a Well-used public transport services reduce the environmental and health impacts of land transport, including by reducing reliance on single-occupant vehicles and using zero-emission technology
- b Public transport services support a mode shift from private motor vehicle use and equitable access to places, facilities, services, and social and economic opportunities if they are co-ordinated, integrated, reliable, frequent, accessible, affordable, and safe
- c Fair and equitable employment or engagement of people in the public transport workforce should ensure that there is a sufficiently robust labour market to sustain and expand public transport services
- d Regional councils, territorial authorities, and public transport operators should work together to co-ordinate public transport services, the provision of infrastructure, and land use as necessary—
  - i to meet the needs of passengers; and
  - ii to encourage more people to use the services
- e Public transport services should be provided in a way that assists—
  - i public transport investment to be efficient; and
  - ii public transport investment to give value for money.

**Current RPTP**

11. The existing Wellington RPTP was adopted in June 2021 and has been varied once (in May 2024) since its adoption (see report 24.181 Proposed Not Significant Variation to Te Mahere Waka Whenua Tūmatanui o Te Rohe o Pōneke Wellington Regional Public Transport Plan 2021-2031).

**Te tātaritanga**

**Analysis**

12. On 27 February 2025 Council approved the draft Wellington RPTP 2025-35 for public consultation (Approval of Draft Regional Public Transport Plan for Statutory Consultation – Report 25.06).
13. At its 27 February 2025 meeting, Council also agreed that the Transport Committee convene as a hearing committee to consider the submissions on the draft RPTP and to make its recommendations to Council.
14. The public consultation period ran from Monday 3 March 2025 to Friday 28 March 2025.
15. The consultation process and submissions analysis are addressed in Report 25.157 - Analysis of Submissions to The Draft Wellington Regional Public Transport Plan 2025-3, which was presented to the Transport Committee at the Hearings on 6 May 2025.
16. The public hearings process and Hearings Committee deliberations is addressed in Report 25.296 - Report on the Regional Public Transport Plan Hearing.

***Revisions to the draft RPTP following consultation and deliberations***

17. Following deliberations, the Hearings Committee (Transport Committee) made a series of recommendations to officers for action prior to the RPTP being brought to Council for adoption (refer Report 25.296 Report on the Regional public Transport Plan Hearing).
18. The Committee agreed that responsible officers work with the Committee Chair to make editorial changes to the draft RPTP in line with Committee deliberations prior to the final RPTP being presented to Council for adoption.
19. Following deliberations, subsequent editorial points were raised by elected members and officers and have been amended with Committee Chair guidance. These were:
  - a Amending the te reo title of the RPTP to better reflect geographic coverage of the RPTP
  - b Amending the new focus area relating to 'enhanced journey integration' to include 'bus to ferry' connections.
20. Officers note that since the draft RPTP was publicly consulted on, work on the Greater Wellington Bus Services Procurement (part of the wider Public Transport Services Procurement) has been progressed. At this stage, the Greater Wellington Bus Services Procurement is proposing that the current bus Units outlined in the draft RPTP be consolidated into the following six new Units:
  - a Unit 22 – North-South (commencing 2028): current Units 1(North-South Spine), 6 (Taranaki), 7 (Brooklyn/Ōwhiro) and 8 (Newlands)
  - b Unit 23 – Porirua-Tawa (commencing 2028): current Units 13 (Porirua) and 18 Tawa)
  - c Unit 24 – Hutt Valley (commencing 2029): current Units 9 (Lower Hutt), 10 (Upper Hutt), 11 (Wainuiomata) and 12 (Eastbourne)
  - d Unit 25 – Wairarapa (commencing 2029): current Unit 15 (Wairarapa)
  - e Unit 26 – East-West (commencing 2030): current Units 2 (East-West Spine), 3 (University), 4 (Khandallah/Aro), 5 (Central) and 20 (Airport)
  - f Unit 27 – Kapiti (commencing 2030): current Unit 14 (Kāpiti)
21. Officers recommend we signal this planned consolidation in the final RPTP so that we are being clear about our intentions to consolidate the Units even if they won't commence until 2028 at the earliest. This may remove any need to vary the RPTP in the short term to address the upcoming Greater Wellington Bus Services Procurement.
22. A full list of editorial changes is documented in [Attachment 2](#).
23. Officers have subsequently worked with the Committee Chair to revise the draft RPTP to give effect to the resolutions, address subsequent points raised by elected members and officers, and make minor editorial and format changes. The finalised RPTP is attached as [Attachment 1](#).



24. Submitters who spoke at the Hearings were also sent an email from Greater Wellington on the outcomes of the consultation process.

### **Ngā hua ahumoni**

#### **Financial implications**

25. There are no financial implications from the matters for decision. Funding to implement the initiatives outlined in the Wellington RPTP 2025-35 are covered by the LTP and RLTP processes.

### **Ngā Take e hāngai ana te iwi Māori**

#### **Implications for Māori**

26. Greater Wellington has worked through the Long-Term Plan process to engage with mana whenua to build direct enduring relationships that will allow co-development of responses to transport issues of specific interest to individual mana whenua, and these have been reflected in the Wellington RPTP 2025.
27. The 'Mana Whenua, Mātāwaka, and our Public Transport Journey' section of the new RPTP builds upon the work done in the current RPTP. It expands from aiming to build effective partnership with mana whenua to encompass effective Mana whenua partnerships and welcomed mana whenua co-design, collaboration, engagement, and/ or participation to encourage greater use of public transport services.
28. This section also sets out the expectation that Māori perspectives are considered in all Metlink projects.

### **Te huritao ki te huringa o te āhuarangi**

#### **Consideration of climate change**

29. As a statutory instrument with a public transport planning and provision focus, the RPTP is an expression of Greater Wellington's decarbonisation and climate change policies and actions as they relate to transport in the Wellington region.
30. Climate change mitigations are a key focus for the RPTP with its strategic priority an "efficient, accessible, affordable and low carbon public transport network".
31. The RPTP Strategic Focus Area relating to climate change is to reduce public transport emissions by accelerating decarbonisation of the vehicle fleet
32. The RPTP key measures related to climate change are:
  - a Reduce tonnes of CO<sub>2</sub> emitted per year by public transport emissions to 16,300 tonnes by 2030
  - b Reduce CO<sub>2</sub> per KM travelled by half by 2035.
33. The RPTP themes related to climate change are:
  - a Reduce public transport emissions by accelerating decarbonisation of the vehicle fleet

- b Minimise gross emissions for Metlink’s public transport fleet, reducing the offsets required to reach net carbon neutrality
- c Drive environmental and cost sustainability by pursuing smart commercial opportunities and lower carbon technologies
- d Continue to decarbonise the Metlink bus fleet
- e Explore ways to further decarbonise the Metlink rail and ferry fleet.

### **Ngā tikanga whakatau**

#### **Decision-making process**

- 34. The process for deciding this matter is prescribed by sections 119, 120, 121, 122, 124 and 125 of the LTMA. Section 119(2) states that “a regional council may, by resolution at any time, vary or renew a regional public transport plan previously adopted by it”. Section 119(3) states that “the production in proceedings of a copy of a regional public transport plan purporting to have been adopted, varied, or renewed by a regional council under this section is, in the absence of evidence to the contrary, sufficient evidence of the plan and of the fact that it has been adopted, varied, or renewed in accordance with this section”. Section 122 states that “a regional public transport plan takes effect on the day that is 20 working days after the date on which the regional council adopts the plan”.
- 35. Under section 119(4) a regional council may not delegate the responsibility for adopting, varying, or renewing a regional public transport plan to a committee or other subordinate decision-making body. To this end, the decision to adopt the final RPTP following this submissions and deliberation process will be put to the full Council meeting on Thursday 26 June 2025.
- 36. Consultation for the draft RPTP has been in accordance with the consultation principles in section 82 of the Local Government Act 2002 (LGA). In this case, Council decided at its meeting on Thursday 27 February 2025 to use the special consultative procedure specified in section 83 of the LGA.
- 37. In compliance with section 125 of the LTMA, Greater Wellington has consulted with territorial authorities in the Wellington Region and our public transport operators, and with central government agencies including NZTA and the Ministry of Education.

### **Te hiranga**

#### **Significance**

- 38. Officers considered the significance (as defined by Part 6 of the LGA) of this matter, considering Council’s Significance and Engagement Policy and Greater Wellington’s Decision-making Guidelines. The adoption of the Wellington RPTP 2025 is a decision of high significance. The LTMA sets out the process that is required to be followed when preparing and adopting an RPTP; this process has been followed.

## Te whakatūtakitaki

### Engagement

39. Metlink worked with Te Hunga Whiriwhiri to ensure mana whenua perspectives were built into the RPTP.
40. Public engagement was centred on seeking the public’s views on the draft RPTP through our “Have your say” webpage, through which people could access the draft RPTP and/or RPTP consultation brochure and make a submission. Promotional activities included advertisements in local and community newspapers, promotion on social media, digital advertising and distribution of flyers at community events. Four online workshops were held, as outlined above.
41. Letters have been sent to TLAs and our other key partners to advise them of the results of the Hearings process and the resolutions that are of importance to their relevant city or district of the Wellington region.

## Ngā tūāoma e whai ake nei

### Next steps

42. Section 121 of the LTMA requires Council to provide notification of adoption of the plan to specific stakeholders and the public and to make available copies of the Plan for public inspection. As per s.121, officers will notify NZTA, the Secretary of Transport, the Minister of Education, KiwiRail, territorial authorities, Kāinga Ora, and the Regional Transport Committee within 20 working days of Council’s adoption of the RPTP.
43. Public notification of adoption will be made through media channels specified in s.121 of the LTMA and through standard Greater Wellington communications channels.
44. Officers will advise Council if a variation to the RPTP is required over the coming 18 months, earlier than the standard triennial review cycle, to support the upcoming Greater Wellington Bus Services Procurement.

## Ngā āpitihanga

### Attachments

| Number | Title                                                                                                                                   |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------|
| 1      | <a href="#">Te Mahere Waka Whenua Tūmatanui o te Rohe o te Upoko o te Ika a Maui tWellington Regional Public Transport Plan 2025-35</a> |
| 2      | <a href="#">Edits to Final RPTP from Draft</a>                                                                                          |

**Ngā kaiwaitohu**

**Signatories**

|           |                                                                                                             |
|-----------|-------------------------------------------------------------------------------------------------------------|
| Writers   | Scott Walker, Senior Advisor, Metlink<br>Emmet McElhatton, Manager Policy, Metlink                          |
| Approvers | Tim Shackleton, Senior Manager, Strategy, and Investments, Metlink<br>Samantha Gain, Group Manager, Metlink |

| <p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b><br/><b>Summary of considerations</b></p>                                                                                                                                                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>Adoption of the RPTP is a function of the Regional Council under section 119 of the LTMA.</p>                                                                                                                                                |
| <p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The Wellington RPTP 2025 is a key regional policy document and is consistent with the Long-Term Plan (LTP), Annual Plan, Wellington Future Development Strategy and the Wellington Regional Land Transport Plan (RLTP).</p> |
| <p><b><i>Internal consultation</i></b></p> <p>In preparing this report, consultation was undertaken with relevant officers including across the Metlink group.</p>                                                                                                                                                                   |
| <p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no known risks and impacts arising from the decision to adopt the RPTP.</p>                                                                                                                                                                     |



**Te Mahere Waka Whenua Tūmatanui o te Rohe  
Te Upoko o te Ika a Maui**  
**Wellington Regional  
Public Transport Plan**  
**2025-2035**



## Contents

|                                                                                                    |    |
|----------------------------------------------------------------------------------------------------|----|
| <a href="#"><u>He Kupu n? te Tiamana</u></a>                                                       |    |
| Chair's Message .....                                                                              | 6  |
| <a href="#"><u>He Kupu n? te Tiamana o te Komiti Waka</u></a>                                      |    |
| Transport Committee Chair's Message.....                                                           | 8  |
| <a href="#"><u>1. He Kupu Whakar?popoto</u></a>                                                    |    |
| Introduction .....                                                                                 | 10 |
| <a href="#"><u>2. He Aha t? M?tou e Whai Ana</u></a>                                               |    |
| Vision and What we Want to Achieve.....                                                            | 12 |
| <a href="#"><u>3. Ko te Tikanga o te Waka T?matanui</u></a>                                        |    |
| Role of Public Transport .....                                                                     | 16 |
| <a href="#"><u>4. Me Pehea te Putea Moni</u></a>                                                   |    |
| How We are Funded .....                                                                            | 19 |
| <a href="#"><u>5. Tahua me te P?tea ?whina</u></a>                                                 |    |
| Funding and Subsidy .....                                                                          | 20 |
| <a href="#"><u>6. Whakamahere me te Tutukitanga Whakauruuru</u></a>                                |    |
| Integrated Planning and Delivery .....                                                             | 21 |
| <a href="#"><u>7. Ng? Kaupapa Hoahoa Whatunga</u></a>                                              |    |
| Network Design Principles .....                                                                    | 26 |
| <a href="#"><u>8. Whakaahua Ratonga, T?tohu Hou, me te Manawanui</u></a>                           |    |
| Service Description, New Terms (ONF), and Integral Determination .....                             | 28 |
| <a href="#"><u>9. Hoahoa m? te ?hua o Anamata</u></a>                                              |    |
| Future State Schematics .....                                                                      | 36 |
| <a href="#"><u>10. Kaupapa Here Tautoko Kaupapa</u></a>                                            |    |
| Strategic Event Support Policy .....                                                               | 39 |
| <a href="#"><u>11. Kaupapa Here Pahi Kura</u></a>                                                  |    |
| School Bus Policy.....                                                                             | 40 |
| <a href="#"><u>12. Ka Tu i Runga i ng? Kaupapa Here Pahi</u></a>                                   |    |
| Standing on Buses Policy .....                                                                     | 41 |
| <a href="#"><u>13. Kaupapa Here Utu</u></a>                                                        |    |
| Fares and Pricing Policy .....                                                                     | 42 |
| <a href="#"><u>14. He Whakakotahinga Utu me T?kiti</u></a>                                         |    |
| Integrated Fares and Ticketing .....                                                               | 51 |
| <a href="#"><u>15. Ko te Mana Whenua, M?t?waka, me t? M?tou Haerenga Waka Whenua T?matanui</u></a> |    |
| Mana Whenua, M?t?waka, and our Public Transport Journey .....                                      | 53 |
| <a href="#"><u>16. Whakaitia ng? Puha Waka Whenua T?matanui m? teAukatihaukino i ng? Waka</u></a>  |    |
| Reduce Public Transport Emissions by Decarbonising the Fleet .....                                 | 55 |



|                                                             |     |
|-------------------------------------------------------------|-----|
| <b><u>17. Ko ng? Wheako Kiritaki me ng? Taipitopito</u></b> |     |
| Passenger Experience and Information .....                  | 58  |
| <b><u>18. Te Kohikohi i ng? Tirohanga a ng? Kaihihi</u></b> |     |
| Gathering Passenger Insight .....                           | 62  |
| <b><u>19. He Tautoko ki te Hunga K?ore he ?heinga</u></b>   |     |
| Supporting the Transport Disadvantaged .....                | 65  |
| <b><u>20. Tirohanga Wh?nui o Te Pane Matua Taiao</u></b>    |     |
| Greater Wellington Regional Overview .....                  | 70  |
| <b><u>21. R?rangi Ara</u></b>                               |     |
| Route List .....                                            | 81  |
| <b><u>22. Aronga ?-Rohe o Wairarapa</u></b>                 |     |
| Wairarapa Regional Focus .....                              | 84  |
| <b><u>23. Aronga ?-Rohe o Te Awa Kairangi ki Uta</u></b>    |     |
| Upper Hutt Regional Focus .....                             | 89  |
| <b><u>24. Aronga ?-Rohe o Te Awa Kairangi</u></b>           |     |
| Hutt City Regional Focus .....                              | 94  |
| <b><u>25. Aronga ?-rohe o P?neke</u></b>                    |     |
| Wellington City Regional Focus.....                         | 101 |
| <b><u>26. Aronga ?-rohe o Porirua</u></b>                   |     |
| Porirua Regional Focus .....                                | 108 |
| <b><u>27. Aronga ?-rohe o K?piti</u></b>                    |     |
| K?piti Coast Regional Focus .....                           | 112 |
| <b><u>28. Ratonga Ki r? ng? Rohe</u></b>                    |     |
| Inter-regional Services .....                               | 118 |
| <b><u>29. Waka T?matanui Tononoa</u></b>                    |     |
| Demand Responsive Transport .....                           | 121 |
| <b><u>30. Te Hunga Whaikaha</u></b>                         |     |
| Total Mobility.....                                         | 123 |
| <b><u>31. Aronga Waka Tere</u></b>                          |     |
| Ferry Focus .....                                           | 127 |
| <b><u>32. T?nga Eke</u></b>                                 |     |
| Park and Ride .....                                         | 129 |
| <b><u>33. Ko ng? Ratonga Whakaw?tea</u></b>                 |     |
| Exempt Services .....                                       | 136 |
| <b><u>34. Ko te Hokohoko, te Ratonga me te Arotake?</u></b> |     |
| Procurement, Service Delivery, and Monitoring? .....        | 137 |
| <b><u>35. Ng? R?p?</u></b>                                  |     |
| Units .....                                                 | 140 |
| <b><u>36. T?hanga Waka T?matanui</u></b>                    |     |
| Public Transport Infrastructure .....                       | 143 |

|                                                                                               |     |
|-----------------------------------------------------------------------------------------------|-----|
| <a href="#"><u>37. Ko te Ine i ? M?tou Mahi</u></a>                                           |     |
| Performance and Monitoring .....                                                              | 152 |
| <a href="#"><u>38. Ko te Kaupapa Here Hirahira</u></a>                                        |     |
| Significance Policy .....                                                                     | 156 |
| <a href="#"><u>39. He Aha te RPTP me T?na P?take?</u></a>                                     |     |
| What is the RPTP and Why is it Needed? .....                                                  | 158 |
| <a href="#"><u>40. Ko ng? Here ?-ture me ng? Hononga ki Mahere k? Atu</u></a>                 |     |
| Legal Requirements and Links to Other Plans .....                                             | 158 |
| <a href="#"><u>41. Ko t? M?tou Aronga Rautaki</u></a>                                         |     |
| Our Strategic Direction .....                                                                 | 160 |
| <a href="#"><u>42. Ko te Kaupapa Kere ?-K?wanatanga m? te Waka Whenua (GPS)</u></a>           |     |
| Government Policy Statement on Land Transport (GPS) .....                                     | 160 |
| <a href="#"><u>43. Ko te Mahere ?-Rohe Waka Whenua</u></a>                                    |     |
| Regional Land Transport Plan 2021: 2024 Mid Term Review .....                                 | 163 |
| <a href="#"><u>44. Ko te Pae Tawhiti o Te Pane Matua Taiao</u></a>                            |     |
| Greater Wellington's Long Term Plan .....                                                     | 164 |
| <a href="#"><u>45. Te Rautaki Whanaketanga ki tua a Wairarapa- Wellington- Horowhenua</u></a> |     |
| Future Development Strategy .....                                                             | 165 |
| <a href="#"><u>46. Land Transport Management Act 2003</u></a>                                 |     |
|                                                                                               | 166 |
| <a href="#"><u>47. He R?rangī Kupu</u></a>                                                    |     |
| Glossary .....                                                                                | 167 |

# He Kupu nā te Tiamana

## Chair's Message

The Wellington region continues to grow. During the next 30 years the Wellington region and neighbouring Horowhenua needs to plan for 200,000 additional residents, 99,000 more homes and a greater supply of business and industrial land. An expanded population will bring economic development and changes to where we live, learn, work and play.

Higher urban density in Wellington and Porirua Cities and the Hutt Valley and increasing residential growth in the Wairarapa and north of Waikanae, will place increasing demands on regional transport. For this growth to be sustainable, and to ensure we achieve our goals of improving safety, access and reducing emissions, Greater Wellington and its regional and central government partners will need to continue to invest in public transport infrastructure and services.

Wellington has the highest public transport use per person in New Zealand and one of the highest in Australasia. This plan will build on that strong foundation by increasing investment in the frequency and capacity of peak and off-peak services and improving connections between residential, retail, and employment hubs across the region.

Smart investment is key to improving the passenger experience, reducing reliance on private cars, and making public transport more sustainable. We prioritise cost-effective solutions that provide the greatest benefits for people across the region.

Like councils across Aotearoa New Zealand, we faced tough challenges throughout 2023 and 2024. Rising costs, increasing inflation, and higher insurance and borrowing rates placed significant pressure on our budgets. These same challenges were also felt across our communities.

As we head into the 2025/26 financial year, inflation and the cost of borrowing have begun to ease. However, Greater Wellington is now faced with new challenges, including cost-of-living pressures on our residents, reduced central government funding and new NZTA policies focused on increasing the 'private share' of our public transport operating costs, i.e. the proportion of costs covered by passenger fares and third-party revenue like advertising.

In response, we have undertaken a significant amount of work to assess our work programmes and, as a result, the delivery of several public transport projects set out in the previous RPTP and Greater Wellington's current Long Term Plan work programmes are proposed to be deferred or delayed.

In order to reduce rates, and respond to central government direction and funding shortfalls, we are proposing the following changes to how we work in 2025/26:

- Reducing the number of buses we order to simply meet expected patronage demand across the region
- A general fares increase to reflect inflation levels and change in the off-peak fare discount reduction from 50% to 30%
- Deferring a project to develop bus interchange and driver facilities in Porirua.

Optimisation of our bus network design and service levels have also been considered as part of review that has delivered this RPTP.

The next stage of our public transport journey focuses on making core services more frequent, reliable, and comfortable. Over the next decade, we'll deliver major improvements in partnership with regional and central government.

The Wellington Metro Rail Network is a key strategic asset and forms a significant focus for local and central government investment over the coming decade and beyond. Continuing to build capacity on the network while maintaining and improving safety, reliability and access will require the investment of hundreds of millions of ratepayers' and taxpayers' dollars.

An example of significant investments underway include the purchase of 18 new trains and associated infrastructure for the Lower North Island. By improving commuter connections to Wellington, Palmerston North and Masterton, the new trains will support and sustain growth in Wairarapa, Kāpiti, Horowhenua and Manawatū.

Greater Wellington, our Council partners, and iwi are focused on progressing a regional deal with Government. Continuing our delivery of an efficient, accessible and low carbon public transport network will be a key enabler of a regional deal and this Regional Public Transport Plan will support our discussions and planning with the Crown.

This is an exciting time for public transport in our region. With the support of all our central and local government partners, our operators and our communities, we can continue to make informed decisions on public transport over the life of this plan and keep our extraordinary region thriving, connected, and resilient.



A handwritten signature in blue ink that reads "Daran Ponter". The signature is written in a cursive, flowing style.

**Daran Ponter**

Greater Wellington Regional Council Chair

# He Kupu nā te Tiamana o te Komiti Waka

## Transport Committee Chair's Message

Public response to the Transport Committee's March 2025 consultation on the draft version of this RPTP has demonstrated the critical role public transport plays in the daily life of people in the Wellington region.

We received 996 individual submissions on the draft RPTP from local residents, businesses, community and advocacy groups, our local government partners in the region, and public transport operators. Submissions were wide-ranging in their coverage, focusing on every aspect of public transport provision in our region from individual bus stops to high-level programmes and policies.

While submissions expressed a range of opinions and perspectives – supportive and critical – on our draft RPTP, overall the submissions reflected Wellingtonians' desire for a public transport network with wide geographic coverage, frequent services and high capacity as an alternative to private-vehicle use.

Following public hearings, the Transport Committee deliberations recommended a range of amendments to the draft RPTP which have since been adopted by Council. Notable of these included in this final Plan include:

- Adoption of a new strategic focus area "Promote more efficient land use and urban development that maximises access to public transport services and minimises the cost of delivering them".
- Inclusion of new focus on improving bus-to-bus, bus-to-ferry and bus-to-rail connections, and on the provision of improved shelter while waiting for those connections.

- Improvements to service provision for specific bus routes in Wainuiomata, Ōtaki, Porirua, Tawa and Ōwhiro Bay.
- Improvements to accessibility across the network.
- New work associated with planning future rail infrastructure, including potential new rail stations.

In addition, our consultation focused on five public transport topics: the creation of high-frequency bus corridors; introducing demand management for Metlink Park and Ride; the redevelopment of Waterloo Station; allowing passengers to travel with large pets on public transport; and phasing out cash on board buses. We have evaluated these initiatives based on the considerable and varied public response and our final position on each initiative is highlighted in this final version of the plan.

This RPTP sets out a busy work programme over the coming decade to achieve our goals. Our work on delivering the new Lower North Island Rail Integrated Mobility (LNIRIM) trains for the Wairarapa and Manawātū rail lines is progressing at pace and long-distance travel in the lower North Island will be transformed, with considerable economic benefit, by the end of this decade.

Our current bus partnering contracts started in 2018 and most expire in either 2027 or 2030. We will need to consider how we approach procurement of new contracts and how we may enhance these to deliver the best possible outcomes for our region's public transport users. Standing by our commitment to work with operators to build a sustainable workforce is a central part of our approach to the new bus

contracts. This RPTP prepares Greater Wellington for this important procurement.

We are working with Wellington City Council, and our other partners to make it easier for travel to and from destinations in the region which will deliver social and economic benefits for our residents and visitors through the Wellington Rapid Transit Bus Corridors Programme. We are also continuing to work on bus priority in Wellington (including the second spine) and around the region. Supporting the major improvements to public transport links between Wellington and Lower Hutt central city through the new Melling station and city link public transport access bridge will be an important contribution to improving daily travel in the region. We highlight these projects in this plan.

Through our recent Long-Term Plan, we consulted on building new bus depots and advancing our strategic asset control plans. These are highlighted in this plan.

We continue to show national leadership in meeting our climate change commitments through investment in electrification technology for all modes of public transport travel. Through this plan, we will continue to deliver improved bus services across the region including additional EV buses over the next ten years as part of our bus growth strategy, and introducing articulated buses on our busiest route, the number 2, to double its capacity.

Metlink is committed to making it easier for disabled people to access public transport across the Wellington region. The Transport Committee adopted an Accessibility Charter in 2021 and continuing to improve accessibility is one of the key areas of focus of this plan.

Land use and transport planning is an emerging focus for this plan. Our region's sustainable growth will depend on land use and transport planning that is integrated and value for money, with a focus on densification where the cost of infrastructure is amply off-set through lower per-dwelling costs. Our Council's contribution to urban development will continue through the redevelopment of Waterloo Station into a high-amenity, integrated transport hub.

While we have an ambitious but necessary public transport work programme, we are also faced with a constrained funding and policy environment. Our Council will need to focus on optimisation and making tough choices in the years ahead.

While patronage on bus is at record levels, we still have much to do in the coming decade to achieve our decarbonisation, travel choice and passenger experience goals.

Ngā mihi



A handwritten signature in blue ink, appearing to be 'TN' or similar, written on a light blue background.

**Thomas Nash**  
Chair, Transport Committee

# 1. He Kupu Whakarāpopoto

## Introduction

The Wellington Regional Public Transport Plan (RPTP) guides the design and delivery of public transport services, information and infrastructure in the Wellington region. The RPTP has a ten-year strategic focus with particular attention to the coming three-yearly operational cycle. This RPTP focuses on the period from 2025 to 2035.

Metlink is the Greater Wellington Regional Council (Greater Wellington) public transport authority which plans and delivers public transport within the wider Wellington region. Metlink connects people within the Wellington region through a public transport network that stretches from Wellington north to Ōtaki and east to Masterton. We have five rail lines, 90 public bus routes, more than 80 school bus services and a harbour ferry service.

The network is managed by Greater Wellington and is currently serviced by six transport operators:

- **Bus** - Kinetic, Tranzit Group (Tranzurban), Mana Coach Services, Uzabus
- **Rail** - Transdev
- **Ferry** - East by West

Subsidised taxi services across ten operators provide travel support where regular public transport services cannot meet the needs of people through the Te Hunga Whaikaha Total Mobility Scheme.

Metlink's goal is to deliver an efficient, accessible, affordable and low-carbon public transport network. Greater Wellington works in partnership with the NZ Transport Agency Waka Kotahi (NZTA), KiwiRail and territorial authorities to plan and fund the region's public transport network. Greater Wellington also works with other regional councils like Horizons Regional Council on inter-regional transport initiatives. Metlink is focused on providing a great service to our communities across the region and on the welfare and wellbeing of our passengers and staff.





## Our policy framework

Greater Wellington's public transport policies are distributed throughout the sections of this document. The policy table number, objective of each policy, and page where the policy table can be found is listed below:

| Policy table number | Objective                                                                                                                           | Page    |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------|---------|
| P1.                 | Integrate public transport services into the design of urban environments                                                           | 22      |
| P2.                 | Enhanced Metlink capacity and capability through regional and national collaboration                                                | 22      |
| P3.                 | Balance patronage and coverage-oriented services                                                                                    | 27      |
| P4.                 | Encourage and enable multi-modal journeys, improving access to public transport                                                     | 35      |
| P5.                 | Provide targeted public transport to help people get to and from strategic events safely and in a climate friendly manner           | 39      |
| P6.                 | Provide public transport services that provide students with an efficient, safe and affordable method of travel to and from school  | 40      |
| P7.                 | Standing on Buses policy targets                                                                                                    | 41      |
| P8.                 | Providing greater choice and flexibility for journey planning, fares and fare payment options including integrated fares            | 46      |
| P9.                 | Balance user contribution with public funding                                                                                       | 47      |
| P10.                | Providing greater choice and flexibility for journey planning, fares and fare payment options including integrated fares            | 52      |
| P11.                | Māori perspectives are considered at a level that mana whenua and mātāwaka consider appropriate                                     | 54      |
| P12.                | Continue to decarbonise the Metlink fleet                                                                                           | 57      |
| P13.                | Deliver a public transport service that is responsive to passenger needs                                                            | 60-61   |
| P14.                | Improve the access of public transport for all                                                                                      | 68      |
| P15.                | Provide, maintain and continue to improve a high quality, high capacity, high frequency core public transport network               | 118     |
| P16.                | Promote fairness and equity in the provision of public transport services                                                           | 122     |
| P17.                | Improve the accessibility of public transport for all                                                                               | 125     |
| P18.                | Develop asset and infrastructure management strategies                                                                              | 133     |
| P19.                | An approach to procurement and monitoring of services that supports the efficient delivery of services and provides value for money | 138-139 |
| P20.                | The creation and design of units supports the efficient delivery of services and provides value for money                           | 142     |
| P21.                | Prioritise safety through continuous improvements to both infrastructure and operations                                             | 146     |
| P22.                | Provide commercial offerings and opportunities linked to our public transport services and infrastructure                           | 147     |

### We are focussed on providing a high quality, high capacity, high frequency core public transport network so our services:

- a. Go where people want to go, at the times they want to travel
- b. Provide competitive journey times against other modes of transport
- c. Provide value for money
- d. Are easy to understand and use
- e. Are safe, comfortable, and reliable
- f. Provide flexibility, allowing people to change their plans
- g. Are accessible by providing information, and facilities that are available to everyone.

Under the Land Transport Management Act 2003 (LTMA), Greater Wellington must review the RPTP after changes are made to the public transport components of the Regional Land Transport Plan (RLTP). A midterm review of the RLTP occurred in late 2024 in which the public transport components were changed. This review reflects those changes.

Throughout this RPTP, the terms 'Metlink' and 'Greater Wellington' are used interchangeably given Metlink operates as part of Greater Wellington.



## 2. He Aha tā Mātou e Whai Ana

### Vision and What we Want to Achieve

To plan effectively, Greater Wellington has identified problems that we need to try and solve, and opportunities to address these. Through this identification, we have developed four strategic focus areas which are outlined as follows:

#### 1. Decarbonisation of the public transport fleet

- Diesel buses and trains are emitting Carbon dioxide (CO<sub>2</sub>) and harmful emissions into the air and are responsible for 52% of Greater Wellington's carbon footprint
- This RPTP sets out a target of reducing the tonnes of CO<sub>2</sub> emitted per year by public transport emissions to 16,300 tonnes by 2030. Greater Wellington will continue reducing emissions from our bus fleet, through the staged replacement of diesel buses. This will support the reduction of CO<sub>2</sub> and other harmful emissions and increase access and social inclusion.

#### 2. Travel choice options to increase the attractiveness of public transport compared to private vehicle travel

- Improving access to the public transport network outside of Wellington city will be beneficial for the projected growth and will result in people using private vehicles less. This will have added benefits as peak congestion will reduce on the main roads into and out of Wellington city and also therefore reduce carbon emissions and increase access and social inclusion
- Currently, 18% of commuters into central Wellington use rail, and 16% use bus during peak travel periods. Investing in public transport will help to increase the share of commuters using public transport.

#### 3. Improving passenger experience

- Improvements to the passenger experience will attract and retain more public transport users. Many projects are under way which will enhance passenger experience including accessibility improvements, RTI system 2.0 rollout, new fare payment options including integrated fares, and demand management mechanisms for parking
- This RPTP sets Metlink a target for passenger satisfaction that is greater than 92% for the overall trip on our network.

#### 4. Improve access to public transport for those with specific needs

- A 2023 analysis of access to public transport identified some areas of the region that Metlink should consider improvements to access for public transport, particularly for those who are transport disadvantaged. How these are better served requires consideration in this plan.

#### 5. Promoting more efficient land use and urban development that maximises access to public transport services and minimises the cost of delivering them

- Exploring a development levy and alternative funding sources for the growth of public transport infrastructure to support services and incentivise urban development that is cost effective.



**Vision: Efficient, accessible, affordable, and low carbon public transport network**

| <b>Strategic Focus Areas</b>                                                                                       | <b>Key Measures</b>                                                                                                                                                                                                                                                                                                                                                                         | <b>Themes</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Decarbonisation of the public transport fleet</b>                                                               | <ul style="list-style-type: none"> <li>- Reduce tonnes of CO<sub>2</sub> emitted per year by public transport emissions to 16,300 tonnes</li> <li>- Reduce CO<sub>2</sub> per Km travelled by half by 2035</li> </ul>                                                                                                                                                                       | <p>Reduce public transport emissions by accelerating decarbonisation of the vehicle fleet</p> <p>Minimise gross emissions for Metlink's public transport fleet, reducing the offsets required to reach net carbon neutrality</p> <p>Drive environmental and cost sustainability by pursuing smart commercial opportunities and lower carbon technologies</p> <p>Continue to decarbonise the Metlink bus fleet</p> <p>Explore ways to further decarbonise the Metlink rail and ferry fleet</p>                                                                                                                                                                   |
| <b>Travel choice options to increase the attractiveness of public transport compared to private vehicle travel</b> | <ul style="list-style-type: none"> <li>- Increase annual public transport boardings to 75.4 per capita by 2030 (from 67.7 in 2022/23)</li> </ul>                                                                                                                                                                                                                                            | <p>Promote and encourage people to move from private vehicles to public transport</p> <p>Provide, maintain, and continue to improve a high quality, high capacity, high frequency core public transport network</p> <p>Improve access to public transport</p> <p>Promote behaviour change</p> <p>Integrate public transport services into the design of urban environments</p> <p>Encourage and enable multi-modal journeys</p> <p>Develop asset and infrastructure management strategies</p> <p>Advocate for and work with central and local government on strategies to encourage increased public transport use</p>                                          |
| <b>Improve passenger experience</b>                                                                                | <ul style="list-style-type: none"> <li>- Maintain a passenger satisfaction rating of greater than 92% for Metlink public transport overall</li> <li>- 40% reduction in serious injuries on the public transport network by 2030</li> </ul>                                                                                                                                                  | <p>Provide a consistent and high-quality passenger experience across the public transport network</p> <p>Provide fit-for-purpose vehicles, infrastructure and services to continually deliver a high-quality core network that meets ongoing demand</p> <p>Improve the quality and accessibility of public transport</p> <p>Prioritise the safety and maintenance of the public transport network to encourage safe behaviours</p> <p>Provide greater choice and flexibility for journey planning, fares and fare payment options including integrated fares</p> <p>Prioritise safety through continuous improvements to both infrastructure and operations</p> |
| <b>Improve access to public transport for those with specific needs</b>                                            | <ul style="list-style-type: none"> <li>- Increase from 74.4% the percentage of people within a 5-10 minute walk of an all-day, 7 day a week public transport service with minimum 60-minute daytime frequency</li> <li>- Increase boardings by people that use the Accessible Concession (as a percent of total boardings) by equal to or greater than 4% (from 0.9% in 2022/23)</li> </ul> | <p>Improve the accessibility of public transport for all</p> <p>Promote fairness and equity in the provision of public transport services</p> <p>Maintain and improve access to public transport for all</p> <p>Increase access of public transport by people with an activity limitation</p> <p>Increase availability of public transport for people with low incomes</p>                                                                                                                                                                                                                                                                                      |

**Vision:** Efficient, accessible, affordable, and low carbon public transport network

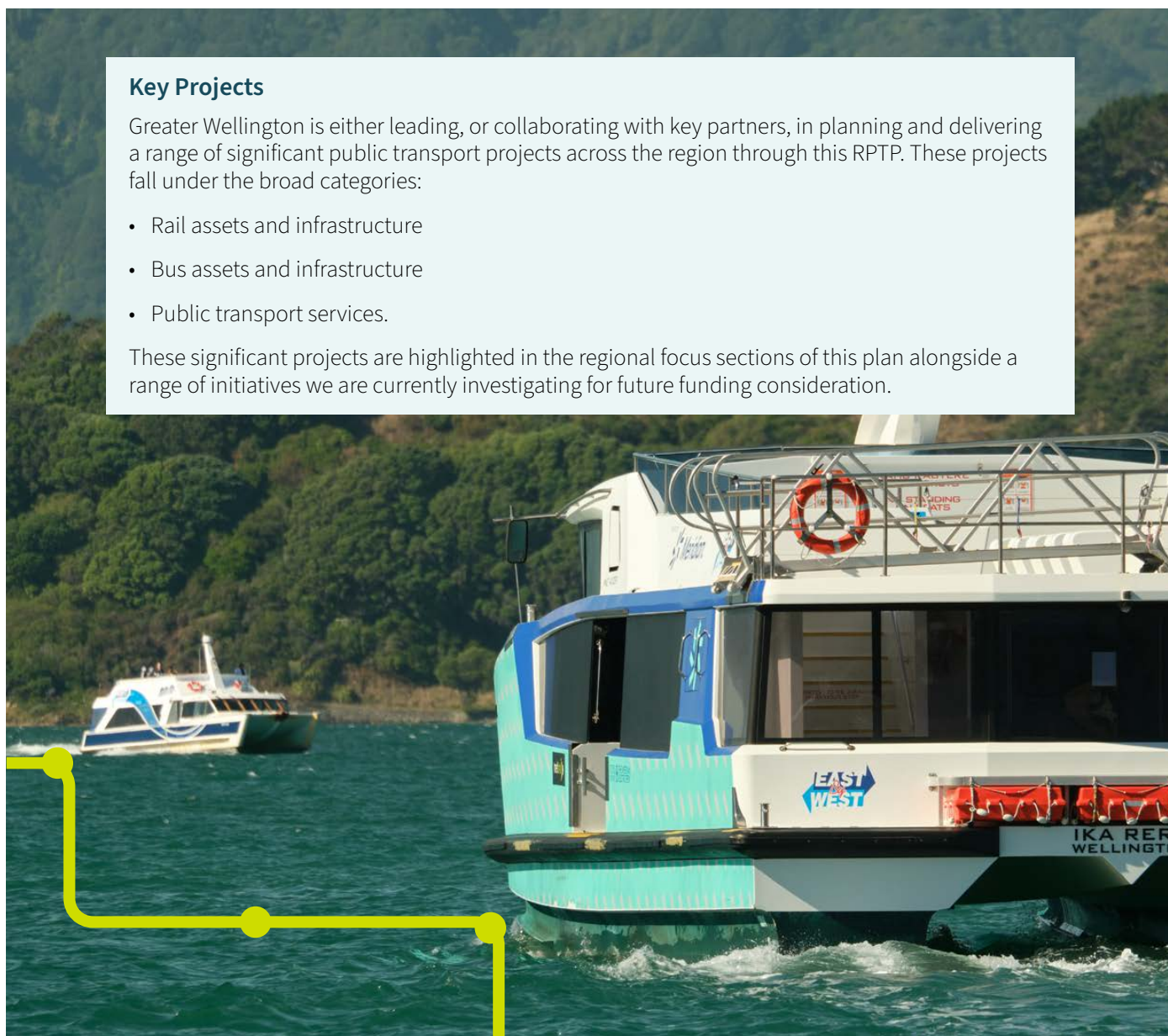
| Strategic Focus Areas                                                                                                                                       | Key Measures                                                                                                                                                                                                               | Themes                                                                                                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Promoting more efficient land use and urban development that maximises access to public transport services and minimises the cost of delivering them</b> | <ul style="list-style-type: none"> <li>- 50% increase in Rapid Transit Bus Corridors by 2035 across Wellington, Porirua, and Hutt City</li> <li>- Region's first Transit-Oriented-Development delivered by 2030</li> </ul> | <ul style="list-style-type: none"> <li>Integrate public transport services into the design of urban environments</li> <li>Encourage and enable multi-modal journeys</li> <li>Develop asset and infrastructure management strategies</li> </ul> |

**Key Projects**

Greater Wellington is either leading, or collaborating with key partners, in planning and delivering a range of significant public transport projects across the region through this RPTP. These projects fall under the broad categories:

- Rail assets and infrastructure
- Bus assets and infrastructure
- Public transport services.

These significant projects are highlighted in the regional focus sections of this plan alongside a range of initiatives we are currently investigating for future funding consideration.







### 3. Ko te Tikanga o te Waka Tūmatanui

#### Role of Public Transport

Greater Wellington's Long-Term Plan describes the community outcomes that we aim to achieve in the long term to improve the quality of life of residents in the region.

##### We see the role of public transport as facilitating:

- **A strong economy** – a thriving and diverse economy supported by high quality infrastructure that retains and grows businesses and employment.
- **A connected community** – people are able to move around the region efficiently and communications networks are effective and accessible.
- **A healthy environment** – an environment with clean air, fresh water, healthy soil and diverse ecosystems that supports community needs.

The provision of public transport in Wellington region also contributes to the central government's objectives as set out in the Government Policy Statement on Land Transport.

##### Overall, the public transport network:

- Decreases traffic congestion, particularly in the morning and afternoon peak periods, which in turn improves journey times, and journey time reliability for other transport users
- Provides transport choices including during off-peak periods especially for those without access to private transport
- Contributes to reducing carbon and other pollutants from transport
- Enables efficient land use and a compact, well designed and sustainable urban form
- Connects people to their communities, and contributes to social, and well-being outcomes for people by getting them where they want to go, when they want to go
- Improves health and safety on our roads and improves public health through additional physical activity.

##### Value proposition for public transport

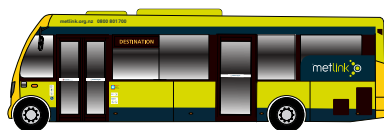
- NZTA research shows public transport increases productivity between 3% and 23% over other modes such as private cars
- Public transport also triggers direct economic activity – Australian research shows every \$1 million spent on public transport creates more than 30 jobs
- Research shows that public transport provides further economic benefits by saving around \$3.5 billion every year by reducing the number of people being excluded from New Zealand society
- Public transport contributes to reducing transport related emissions and delivers a range of co-benefits: health and wellbeing, improved air quality, less congestion, improved safety and provision of more affordable transport options
- Public transport supports economic prosperity through the efficient movement of people (and, indirectly, goods and services).

**Very Small Vehicle**

Operates in Tawa  
Number in fleet: 5  
Length: 8.2m  
Height: 2.3m

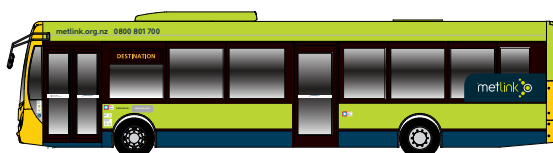
Max  
Capacity  
**20**

Not to scale.  
There are variations between different models of bus for example differences between the electric and diesel buses. Not all models and variations are displayed here.

**Small Bus**

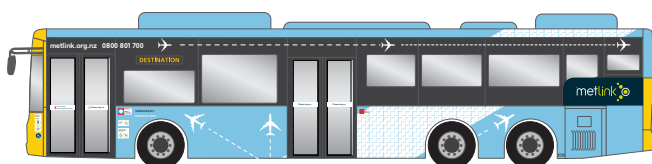
Operates in Kāpiti  
Number in fleet: 15  
Length: 10.4m  
Height: 2.8m

Max  
Capacity  
**51**

**Medium Bus**

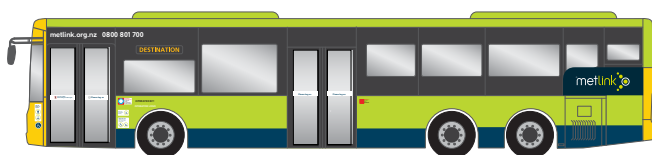
Operates region-wide  
MV number in fleet: 101  
Length: 11.7m  
Height: 2.8m

Max  
Capacity  
**55**

**Airport Bus**

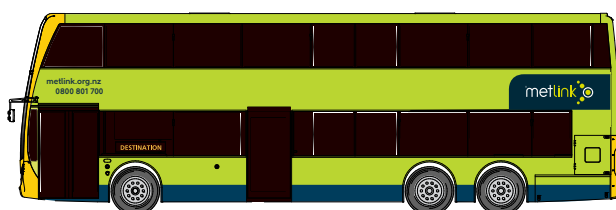
Operates Airport Express  
AXELV number in fleet: 10  
Length: 12.8m  
Height: 2.9m

Max  
Capacity  
**70**

**Large Bus**

Operates region-wide  
LV number in fleet: 199  
Length: 13.6m  
Height: 3.4m

Max  
Capacity  
**75**

**Double Decker Bus**

Operates region-wide  
DD number in fleet: 51  
ELVDD: 41  
Length: 13.4m  
Height: 4.2m

Max  
Capacity  
**101**

**Articulated Bus**

Coming to Wellington City Mid 2025  
Length: 18m  
Height: 3.6m

Max  
Capacity  
**112**



**Our Metlink fleet**

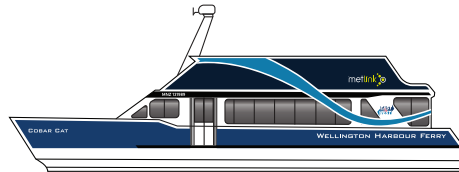
Not to scale.



#### Matangi Train

Matangi operate across the region to as far as Waikanae and Upper Hutt

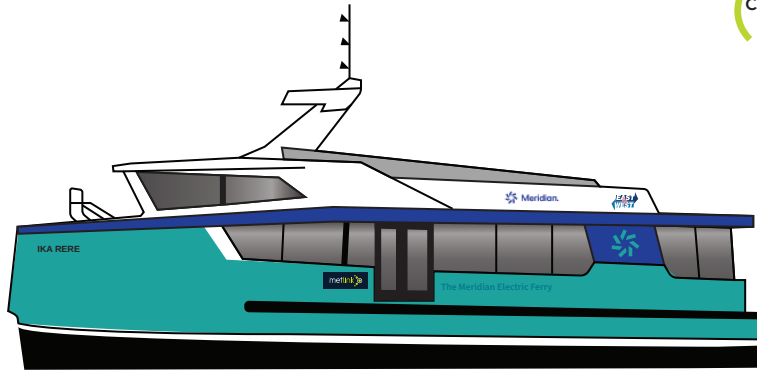
**Max Capacity**  
 Powered carriage: **185**  
 Trailer carriage: **192**  
 Number in fleet: 83  
 Length of unit: 43m  
 (includes couplers)



#### East West Ferry (City Cat and Cobar Cat)

Operates in Wellington Harbour  
 Number in fleet: 2

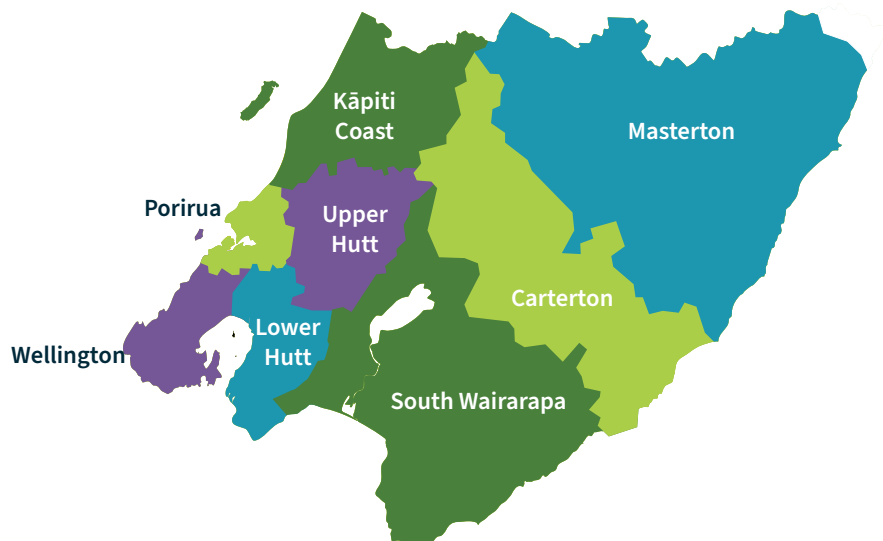
**Max Capacity**  
 City Cat: **91**  
 Cobar Cat: **99**



#### Electric Ferry (Ika Rere)

Operates in Wellington Harbour  
 Number in fleet: 1

**Max Capacity**  
**132**



Our Metlink fleet

## 4. Me Pehea te Putea Moni

### How We are Funded

Public transport is funded through fares, Greater Wellington rates, and funding assistance from NZTA. We set the level of expenditure and the rates contribution as part of the Long-Term Plan and Annual Plan processes, and review public transport fares every year. The share of funding provided by NZTA is set by the Financial Assistance Rate.

The following graph outlines the expected funding of public transport operational costs for financial year 2025.

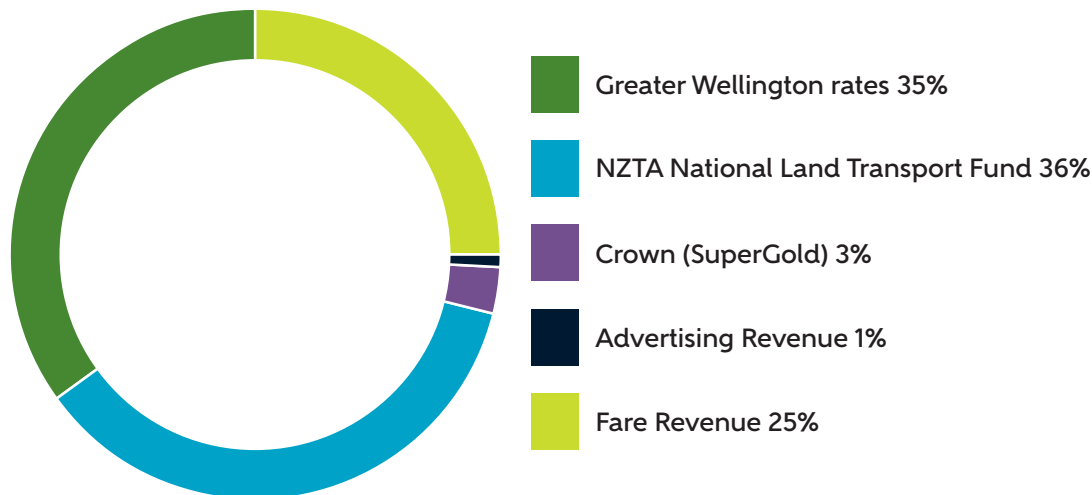
Maintaining levels of service, meeting priorities and addressing challenges require spending on renewals and new capital. The majority of our

capital expenditure is infrastructure related and is explained in detail in our Long-Term Plan.

In developing proposals to be included in the RPTP, Greater Wellington takes account of the public transport funding that is likely to be available, considering the forecast fare revenue (including increased revenue from patronage growth), government funding policy indicating the level of funding likely to be allocated to public transport services and infrastructure, and the level of rates funding likely to be available based on the Greater Wellington Long-Term Plan.

If the level of funding available from any of these sources changes, proposals in the RPTP will need to be reviewed to ensure they are still affordable.

**Funding for Metlink Public Transport  
Financial Year 2025**





## 5. Tahua me te Pūtea Āwhina

### Funding and Subsidy

This section sets out the difference between subsidised integral services and financial assistance provided to fund exempt services as required by the Land Transport Management Act 2003. These definitions are important as they set the legislative requirements on how Greater Wellington identifies and classifies our public transport services to ensure they can be funded by the relevant parties.

#### Subsidy definition and implications

Integral services must be delivered by or under contract to Greater Wellington irrespective of whether the service requires subsidy to operate. If a subsidy is required, it can only be provided to a public transport service that is identified in this RPTP as being integral to our public transport network.

The integral services must operate in a Unit or part of a Unit by or under contract to Greater Wellington.

#### Funding Assistance definition and implications

Exempt services operate without subsidy. For an exempt service to receive subsidy from Greater Wellington or from the National Land Transport Fund it would need to be reclassified as an integral non-exempt service and be regulated accordingly.



## 6. Whakamahere me te Tutukitanga

### Whakauruuru

### Integrated Planning and Delivery

Under the Land Transport Management Act 2003 (LTMA), Greater Wellington has the overall responsibility for the planning and delivery of public transport services to the Greater Wellington region. However, we are not able to do this alone.

We work closely with and collaborate with our partners to help create and maintain an integrated, efficient and effective public transport service.

#### Roles and Responsibilities in the Region

This section sets out at a high level the roles and responsibilities of each partner that plays a critical role in the planning, funding and delivery of public transport infrastructure and services in the Greater Wellington region.

#### Greater Wellington

Under the LTMA, we are recognised as the Public Transport Authority (PTA) for the Greater Wellington region. Therefore, we are responsible for:

- The planning, procurement and design of public transport services
- Co-funding public transport infrastructure and services through rates, fare revenue and other revenue generated from our public transport offering (e.g. advertising on buses and at stations)
- Seeking funding from NZTA through the Regional Land Transport Plan for public transport infrastructure and services
- Setting the policies that apply to our services
- Implementing government policy decisions in regard to public transport

#### New Zealand Transport Agency Waka Kotahi (NZTA)

NZTA set high level national policy that PTAs must adhere to for the public transport services they procure and provide. They are also a co-funder of public transport services and thus have a strong interest in how PTAs operate public transport services across the whole of New Zealand.

#### Local councils

Local councils (or Territorial Local Authorities) play a critical role in ensuring our public transport services are able to operate efficiently and effectively. Under the LTMA, local councils are also recognised as Road Controlling Authorities (RCAs). RCAs are responsible for the management of local roads and if we require a new bus stop, bus lane or other roading change for public transport, we need to seek the relevant RCAs approval. We actively work with eight local councils in the Greater Wellington region:

- Wellington City Council
- Porirua City Council
- Kāpiti Coast District Council
- Hutt City Council
- Upper Hutt City Council
- South Wairarapa District Council
- Carterton District Council
- Masterton District Council

#### Regional Sector

Regional councils, unitary authorities and Auckland Transport as public transport authorities work together through forums including the Transport Special Interest Group to proactively collaborate on policy and strategy development, knowledge sharing, operational initiatives and joint advocacy on matters of mutual interest.

#### KiwiRail

KiwiRail Holdings Limited is the state-owned enterprise responsible for rail operations in New Zealand and also operates the Interislander ferries. We work closely with KiwiRail as our rail services operate on the KiwiRail network. Access to a fit for purpose rail network is critical to the successful operation of our rail services so we work constructively with KiwiRail to ensure the rail network and the associated infrastructure is improved and maintained to deliver our passengers the best service possible.

## Ministry of Education

The Ministry of Education is responsible for the funding, procurement and provision of school bus services in New Zealand to students eligible for transport assistance. In the Wellington region this means the provision of school bus services to rural rated areas where no suitable public transport services are available. Within urban areas school bus services are only provided by Metlink where required to complement the regular Metlink public transport network.

## Public Transport Operators

Our operators are contracted to Greater Wellington to deliver the public transport services our passengers use daily. They are:

- Bus - Kinetic, Tranzit Group (Tranzurban), Mana Coach Services, Uzabus
- Rail - Transdev
- Ferry - East by West.

The operators are also responsible for hiring front-line staff and ensuring public transport services operate on the timetables set by Greater Wellington.

## Objectives and policies

### P1. Objective: Integrate public transport services into the design of urban environments

| Policies                                                                                                               | Actions                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Work with our partners to help create and maintain an integrated, efficient and effective public transport service. | i. Encourage our partners to consider the integrated, efficient and effective provision of public transport service when making changes to their district plans<br>ii. Maintain constructive relationships with our key partners.<br>iii. Legislative and regulatory opportunities to advance new funding solutions providing for urban growth are followed |

### P2. Objective: Enhanced Metlink capacity and capability through regional and national collaboration

| Policies                                                                                                                                                                                                                            | Actions                                                                                                                                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Actively work with regional sector partners and industry, through forums and organisations including the Transport Special Interest Group, to collaborate and advocate on regional transport matters including public transport. | i. Participate in regional and national policy and operational initiatives that enhance Metlink capability and capacity and benefit passengers and ratepayers. |

## Urban Development and Public Transport

Wellington's public transport network, particularly its bus and train services, play a key role in driving urban intensification and shaping the city's development. By providing efficient and reliable connections between suburbs and the central city, public transport supports higher-density living around transport hubs. This encourages compact urban growth, reduces car dependency, and makes better use of land and infrastructure.

Public transport also influences where and how new developments occur. Areas with good access

to services like buses and rail are more attractive for residential and commercial investment. As a result, public transport is both a catalyst for and a response to growing urban populations.

Greater Wellington plays a central role in planning and delivering these services to align with regional growth and development goals. We continue to do this through exploring and delivering development opportunities including Transit-Oriented Development.

### Relationship approach

Greater Wellington has strong relationships with our key partners and places an emphasis on making sure the relationships are constructive, well maintained and that information is provided to our partners in a timely manner. This is critical to ensuring that our public transport services are delivered in an integrated manner across the Wellington region to:

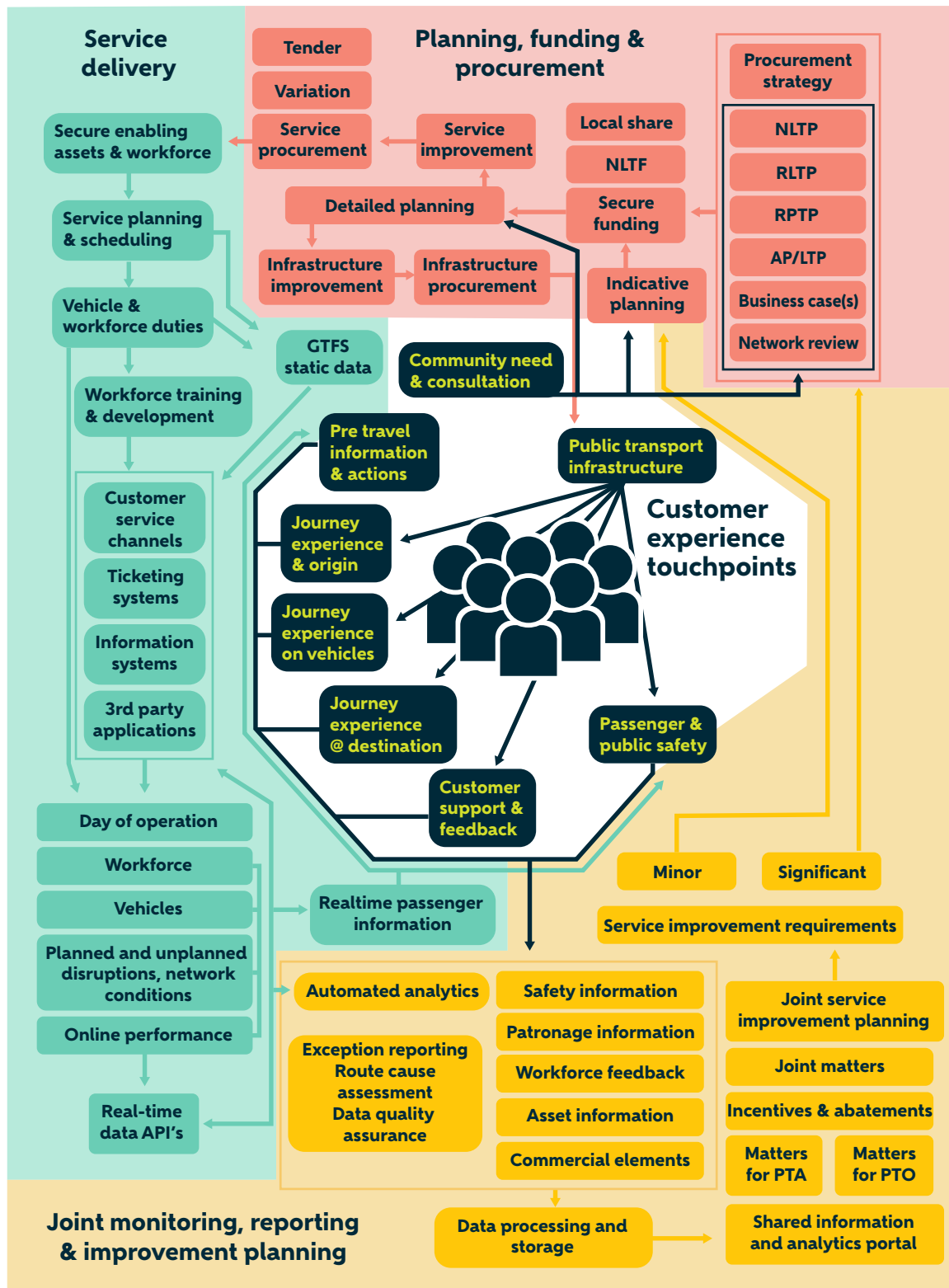
- Meet the needs of our passengers
- Encourage more people to use our public transport services
- Support people in the Wellington region to have a choice between public transport services and private vehicle journeys
- Provide equitable access to social, cultural, recreational and economic opportunities
- Reduce the environmental and health impacts of land transport
- Enable public transport investment to be efficient and give value for money.

### Key elements in delivering public transport infrastructure and services

The figure that follows from NZTA provides a generalised outline of key elements relevant to the delivery of public transport services and infrastructure in New Zealand.

Our partners all play a role in helping deliver public transport services and infrastructure in the Greater Wellington region and contribute to the experience our passengers have on the public transport services they choose to use.







## 7. Ngā Kaupapa Hoahoa Whatunga

### Network Design Principles

The design of the public transport network is based on an integrated approach, which aims to provide a simple, cohesive and consistent route structure, where routes meet at logical transfer points, and where arrival and departure times are coordinated. With this approach, services are designed so customers will experience a simple, connected, consistent network that:

- Has a clear structure that is easy to understand
- Enables a wide range of journeys to be made, including using connections to make journeys for which there is low demand. Where connections need to be made, we aim for these to occur at a logical place in the network with high quality infrastructure to enable easy transfers
- Provides a consistent customer experience across the network that recognises demand and wider community outcomes
- Improves journey times and makes the most efficient use of resources to achieve the best outcome and value for money.

Being clear about the role of public transport in different contexts and the benefits sought are also key factors for identifying the function of integral services. For Greater Wellington:

- Patronage (capacity) oriented service design will be required where mode shift, alleviating congestion, emission reduction and enabling productive urban form are key outcomes being sought
- Coverage-oriented service design will be required where inclusive access and meeting the needs of transport disadvantaged are identified as key outcomes being sought.

Patronage (capacity) and coverage-oriented services are neither better nor worse than each other. Rather they result in different outcomes that are in the public interest. Often communities seek both patronage (capacity) and coverage-oriented outcomes. The LTMA supports both service types. For example:

- The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest (LTMA s3)
- The LTMA s115 principles reference the role of public transport in supporting:
  - Mode shift and reducing the environmental and health impacts of land transport (outcomes requiring patronage-oriented service design)
  - Equitable access to places, facilities, services, and social and economic opportunities, (outcomes requiring coverage-oriented service design)
  - Encouraging more people to use public transport services
  - Efficiency and value for money.
- LTMA s120 (1) (vii) requires that PTAs, in a regional public transport plan must describe how the network of public transport services will assist the transport-disadvantaged. Under the LTMA, “Transport-disadvantaged means people who the regional council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example, work, education, health care, welfare, and shopping)” (LTMA s5).

Each approach utilises limited resources and funding in different ways and to some extent one approach must be prioritised over the other.

**P3. Objective: Balance patronage and coverage-oriented services**

|                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| a. Appropriate density and land use characteristics                                 | <ul style="list-style-type: none"> <li>Minimum 15 dwellings per hectare; and</li> <li>Minimum 2,700 usual resident population within the catchment area. A catchment area refers to a 5-10 minute walking distance around stops on the proposed route. If there is employment in the area, this can be added to the population to meet the threshold</li> <li>Location of urban hubs, employment and education centres, and other destinations of significance</li> <li>Location on strategic transport corridors and other planning measures as determined by the National Policy Statement on Urban Development and other national planning policies and instruments.</li> </ul>                                                     | 30% |
| b. Sufficient demand                                                                | <ul style="list-style-type: none"> <li>Minimum regular use of 4 or more passengers per trip and aims for at least 20% cost recovery</li> <li>Whether there is demand for any specific trip that exceeds the total vehicle capacity</li> <li>Specific cultural, sporting, and social events</li> <li>There are places in the region where the demand may not be high enough to justify an all-day public bus service, but there is sufficient demand for a targeted bus service.</li> </ul>                                                                                                                                                                                                                                             | 30% |
| c. Increased transport network efficiency and improved environmental outcomes       | <ul style="list-style-type: none"> <li>Upcoming developments and population growth</li> <li>Efforts to connect different regions and sub-regions</li> <li>Improving efficiency of key transport spines, particularly during peak</li> <li>Consideration of route location, speed and directness.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                            | 20% |
| d. Inherent social utility – improved network access and demographic considerations | <ul style="list-style-type: none"> <li>Proportion of people living in disadvantaged areas, with limited access to private vehicles, or with other transport access issues</li> <li>Services providing for travel to school in urban areas where the school is not on the regular network or where additional capacity is required to meet demand</li> <li>Bringing public transport to within a 5-10 minute walk of bus stops</li> <li>Public transport needs to balance mass movement of people with coverage of the areas served</li> <li>Indirect coverage routes are good for providing a base level of access to those who are transport disadvantaged, but will be less appealing to people who have access to a car.</li> </ul> | 10% |
| e. Other considerations                                                             | <ul style="list-style-type: none"> <li>Upcoming housing and business developments and population growth and demographic change</li> <li>Technology changes and innovations</li> <li>Efforts to connect different parts of our regions and/or different regions</li> <li>Creating a network that allows people to choose to live car-free.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                   | 10% |



## 8. Whakaahua Ratonga, Tūtohu Hou, me te Manawanui

### Service Description, New Terms (ONF), and Integral Determination

The [One Network Framework \(ONF\)](#) brings transport and land use together to help guide investment decisions. The framework consists of three pillars: movement and place classification, levels of service and future network planning.

#### Service description and new terms

To align with NZTA's One Network Framework (ONF), Metlink will be developing new maps which indicate each of the different classes of public transport that we run.

As signalled in the ONF:

| Class | Public Transport Service Level descriptor | Strategic Significance (Role in Public Transport Network)                                                                                                                                                                                                                                             | Indicative vehicle volume (Bi-directional)    | Indicative People Movement (Bi-directional) | Description                                                                                                                                                                                                                                                                                                                                    |
|-------|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PT1   | Rapid                                     | Strategically significant corridors where rapid transit services are operated providing a quick, frequent, reliable and high-capacity service that operates on a permanent route (road, rail, or sea) that is dedicated to public transport or largely separated from other traffic                   | Greater than or equal to 4 services per hour  | Greater than or equal to 1000 per day       | Dedicated or largely separated public transport corridors provide for the fast and efficient movement of people by rapid transit. They only service public transport (except rail lines that can also provide a goods movement function under the freight mode).                                                                               |
| PT2   | Spine                                     | Strategically significant corridors where many frequent services operate and many different public transport services merge together to create very high frequencies and overall passengers' movement. Any deficiencies on these corridors affect multiple services and large parts of an urban area. | Greater than or equal to 20 services per hour | 1000 to 10,000+ per day                     | Spine corridors are where many public transport services operate on the same corridor, usually within city centres or near major transport interchanges as public transport services converge. Much of the street space can be dedicated to public transport infrastructure, including significant space that could be utilised for bus stops. |

| Class | Public Transport Service Level descriptor | Strategic Significance (Role in Public Transport Network)                                                                                                                       | Indicative vehicle volume (Bi-directional)   | Indicative People Movement (Bi-directional) | Description                                                                                                                                                                                                                                                                                                                                 |
|-------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|---------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PT3   | Frequent                                  | Strategic corridors where frequent public transport services operate, providing regular services across most of the day, seven days a week                                      | Greater than or equal to 4 services per hour | Greater than or equal to 500 per day        | Primary public transport corridors occur on the parts of the network where frequent service can be expected. This could be for a part of a route where the collection of services operating results in a better than 15-minute headway frequency of that part of the route. These corridors are more likely to be on major arterial routes. |
| PT4   | Connector                                 | Corridors where PT services operate at most times of the day, but less frequently. The main focus of PT services using these corridors is to provide basic access and coverage. | Less than 4 services per hour                | 100 to 1000 per day                         | Secondary public transport corridors occur in the parts of the network providing local access and coverage, but at reduced schedules. Routes typically traverse local streets and minor arterial roads.                                                                                                                                     |
| PT5   | Targeted                                  | Corridors where services only operate at certain times of the day (e.g., peak only) or for specific trip purposes (e.g., school buses only).                                    | N/a                                          | Variable                                    | These services provide a basic level of access to public transport, but on a much-reduced schedule, typically only once per day return, such as school bus services, and long-distance commuter services, or at peak times only                                                                                                             |

To simplify this:

### Urban network terminology

**Rapid:** these services provide rapid transit that is separated from other travel modes and unaffected by congestion. For Wellington this applies only to our core Rail network and potentially the future rapid transit bus corridors.

**Frequent (previously defined as ‘core’):** these services operate on core routes that provide fast, frequent and reliable services along key urban corridors. This includes our bus services from the Golden Mile and city to:

- Johnsonville
- Karori
- Miramar
- Newtown

**Connector (previously defined as ‘local’):** these services provide coverage and enable access to essential services including education, employment and social. These are less frequent services provided across wider and less densely populated areas.

**Targeted (unchanged in terminology):** these services target specific community needs and are provided in both urban and more rural areas.

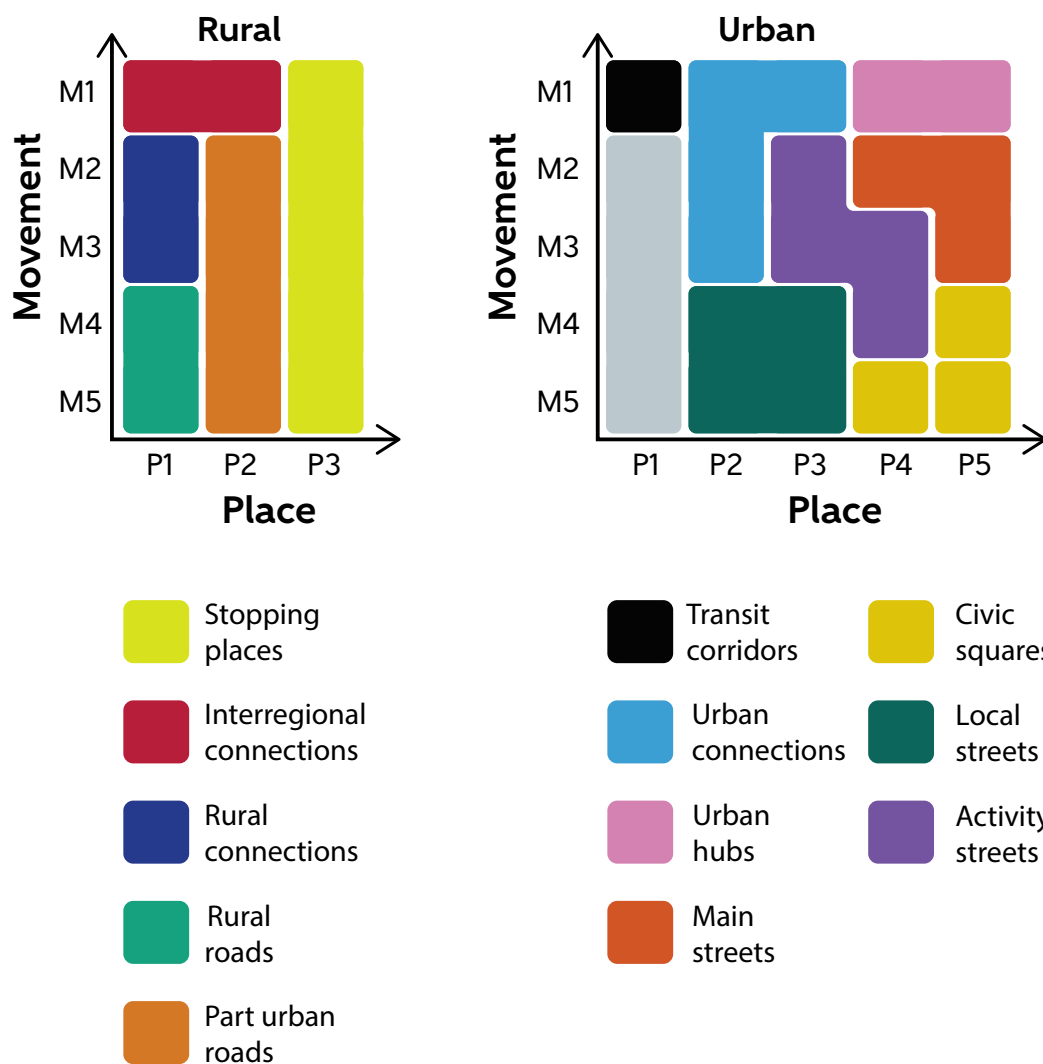
### Regional network terminology

**City Connector:** these services provide comprehensive coverage to enable regular access to essential services and education, employment, and social opportunities between cities and large urban areas.

**Regional Connector:** these services provide basic coverage to enable regular access to essential services and education, employment, and social opportunities within or between nearby regions.

**Targeted Connector:** these services target specific community needs and are provided in both urban and more rural areas but on a less than daily basis.

The terms used here; replace the previous terms we used as service descriptors to bring Wellington in line with the ONF.



## Criteria for integral determination

Integral services are identified by PTAs as being integral to the functioning of a regional public transport network. Integral services are regulated under the Land Transport Management Act 2003 (the Act) and can only be delivered by or under contract to a PTA unless exempt.

Section 116A of the Act states:

“(1) A public transport service identified in a regional public transport plan as integral to the public transport network—

(a) must be operated in a unit or part of a unit; and

(b) may only be operated by—

(i) the regional council; or

(ii) a territorial authority whose district is within the region, under a contract with the regional council; or

(iii) any other person, under a contract with the regional council.

(2) However, subsection (1) does not apply if the public transport service is an exempt service.”

This section covers the majority of Metlink’s public transport network.

However, it is worth noting that this may vary depending on context and can change over time as population, technology, and the environment changes.

## Service hours and frequency

| Service type           | Rapid                                                                                                              | Frequent                                                                                                      | Connector                                                                                                    | Targeted                                                                                                     |
|------------------------|--------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
| Key features and hours | All day rapid direct services<br>Weekdays 5.00am – Midnight<br><br>Saturday 6am – 1am<br><br>Sunday 7am – Midnight | All day frequent direct services<br><br>Weekday 6am – 11pm<br><br>Saturday 7am – 11pm<br><br>Sunday 7am – 9pm | All day local coverage and access<br><br>Weekday 7am – 9pm<br><br>Saturday 8am – 7pm<br><br>Sunday 9am – 6pm | Night buses – Midnight – 5am<br>Other services according to demand including school buses and commuter buses |
| Frequency              | Daytime at least every 15 minutes<br>(more frequent in peaks depending on demand at key stations)                  | Daytime every 10 – 15 minutes<br>(more frequent in peaks depending on demand)                                 | Daytime 20 – 60 minutes<br>(more frequent in peaks depending on demand)                                      | Subject to demand and term times for school buses                                                            |
| Destinations           | Connecting key town and activity centres along the regional rail network                                           | Connecting key town and activity centres along higher demand urban corridors                                  | Provide local access and coverage to town and activity centres along lower-demand corridors                  | As required to meet targeted demand including schools, town centres, and medical facilities                  |

## How we design the network

Metlink has an objective to balance patronage (capacity) with coverage-oriented services.

Patronage (capacity) refers to the ability to transport the greatest volume of passengers along direct, frequent services that connect important destinations. In the Greater Wellington Region this is categorised by the primary routes that facilitate transport in and out of urban hubs, such as the rail lines, and priority bus services. The benefit of a patronage (capacity) service is that it reduces strain on the wider transport network, and that its frequent direct services reduce wait times. A downside is that there may be a greater distance between the stops on these services and the destination of

passengers, as the routes prioritise connector hubs or vital services over reaching remote areas.

To offset a focus on patronage (capacity) focused public transport services, we also provide coverage-oriented services. The goal of these services is to provide services to customers in less populated or more isolated geographic areas. These services tend to have lower frequency and greater wait-times but can provide essential public transport services to people and communities away from primary transport lines.

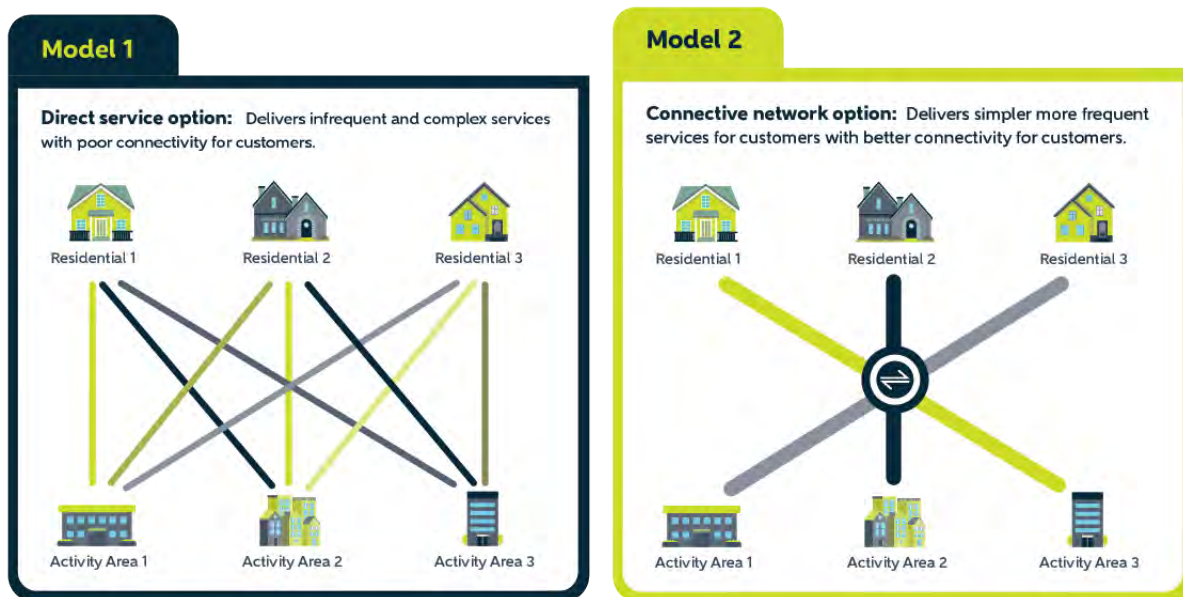
By utilising both patronage (capacity) and coverage-oriented services efficiently we can make public transport more effective and thereby encourage travel choice and influence mode-shift away from private vehicles towards public transport.

In designing an optimal public transport network to achieve both capacity and coverage, it is not always possible to provide services that take people to their desired destination in a single trip. Our policy is to provide feeder and connector services to primary public transport hubs and the rail network where the provision of a direct 'point-to-point' service is not feasible. Our policy is not to duplicate services through the provision of additional bus routes where high-capacity, frequent rail services are already available.

An additional factor in service allocation is the size of vehicle we assign to each route based on demand. Metlink monitors demand on each route on the bus network. As patronage increases, Metlink needs to increase capacity to keep up with demand. The most economical way to achieve an increase in capacity is to introduce higher capacity buses (such as double deck or articulated buses).

Deploying high capacity buses enables us to increase capacity while minimising the need for additional bus drivers and buses overall. Parts of the network also suffer from bus-related congestion so minimising the numbers of buses on key transport corridors is another benefit from the use of higher capacity buses.

Vehicle weight, and its proportionate impact on roading degradation, is a consideration for Metlink and our Road Controlling Authority partners (i.e. City and District Councils). High capacity buses are typically heavier than the standard buses currently used on the network; electric vehicles are heavier again. Our decarbonisation policies are leading to the phasing out of diesel buses across our network and their replacement with EVs. Our priority for decarbonisation is on high demand routes.



Graph recreated from Jarrett Walker's 'Human Transit'

## Bus Corridors

Greater Wellington is currently working with key transport partners including Wellington City Council and NZTA on planning work to develop new high frequency bus corridors to support growing bus demand. The Wellington City bus network currently depends on a single corridor through the central city - the Golden Mile. At peak times bus numbers on the Golden Mile now exceed what is optimal, causing 'bunching' of buses at peak time, delays and travel time variability.

To support growing bus demand Metlink are adding more buses, and it is expected that bus numbers will reach the practical limits of the current Golden Mile in 2025 for acceptable levels of service for our passengers.

With expected demand from growing regional population and employment there is an urgent need for a second spine through the city to enable public transport to meet regional objectives for public transport.

New bus corridors, particularly in Wellington central city, will provide the critical network capacity needed for faster and more frequent bus services across the city. Bus corridors are a feature of the Government Policy Statement on Land Transport, as they stimulate urban and economic development, reduce commuter travel times and enable more frequent services.

Greater Wellington consulted on this in May 2025. The following outlines what we heard through consultation:

**Statement:** The creation of a network of high-frequency bus corridors across the region, at the loss of a modest level of parking and road space, will result in improved social, economic and environmental outcomes for all.

### Level of agreement

| Strongly Agree | Agree | Neutral | Disagree | Strongly Disagree | Don't Know |
|----------------|-------|---------|----------|-------------------|------------|
| 27%            | 25%   | 14%     | 16%      | 18%               | 2%         |

### 52% Agree

### 34% Disagree

50.9% of submitters either agreed or strongly agreed that the creation of a network of high-frequency bus corridors across the region, at the loss of a modest level of parking and roading space, would result in improved social, economic and environmental outcomes for all. 33.3% of submitters either disagreed or strongly disagreed with that statement while 15.8% of submitters either were neutral or didn't know.

Feedback on creating a network of high-frequency corridors was mixed. Those who supported the high-frequency networks noted that this was important to get more people in the region using public transport services into the Wellington Central Business District (CBD).

However, a lot of submitters were not in support of removing more parking spaces from the Wellington CBD to accommodate the high-frequency corridors. This was driven by concerns on what economic impact this may have on the local business in the Wellington CBD.

A few submitters also had concerns about potentially losing road space to both buses and cycle lanes and the impact that may have on congestion in the Wellington CBD.

The feedback showed that while there is an appetite for the high-frequency corridors, how they are implemented and the impact on parking would have to be managed carefully to maintain public support for them. The feedback showed that while there is an appetite for the high-frequency corridors, how they are implemented and the impact on parking would have to be managed carefully to maintain public support for them.

## Enhanced Journey Integration

Rail is the backbone of the Wellington public transport network, and good connections between rail and bus services are a key part of our passenger journey experience.

Passengers look for seamless journeys with limited wait times and whether it involves getting on one mode and taking one trip or travelling on multiple modes and making multiple trips. Passengers can use a combination of modes or trips to make up a journey and need better connections between each. This could include connecting from:

- Bus to Bus
- Bus to Rail
- Rail to Bus
- Bus to Ferry
- Ferry to Bus.

In addition, passengers expect a better experience with infrastructure such as shelters when waiting for these connections.

Passengers frequently tell us that they want the bus to wait for the train to arrive before it leaves for its trip. Passengers do not want to have to wait for the next service to arrive or wait for a lengthy period of time on a service until its scheduled departure time.

Some of the operational challenges Metlink face in addressing this issue relate to technology, contractual and commercial arrangements, and timetabling.

## Technology

In order for bus drivers to know whether to wait for the next train service to arrive before departing, technology is needed to be installed on buses or at the bus stops so that they can be aware of how far a train service is and when it will arrive. This will help the driver decide their departure time. We are aiming to address the technology challenge through the rollout of the Real Time Information project (RTI 2.0). More about the RTI 2.0 project on page 63.

## Contract / commercial arrangements

Currently, our Partnering Agreements (contracts) set out the key measures which our operators must adhere to in order to receive the agreed payments. The two key performance measures set out in the contracts are Reliability and Punctuality. If they do not meet these measures, abatements are made to the amount we pay that operator.

Reliability and Punctuality are defined differently for each mode. This is set out on our Metlink website here: <https://www.metlink.org.nz/about-us/performance-of-our-network>

As our contracts with bus operators come up for renewal, we are considering how we can include mechanisms to ensure that bus operators are not abated when the bus driver has decided to wait for a rail service to arrive before departing on their scheduled trip.

## Timetabling

Although the timetable for rail is quite rigid and more difficult to make changes on, we do have the ability to make changes more easily for buses. We are therefore investigating ways we can better align the bus timetable to the rail timetable and align bus timetables to provide more seamless connections.

## Objectives and policies

### P.4 Objective: Encourage and enable multi-modal journeys, improving access to public transport

| Policies                                                                                                                             | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Provide a network of services that balances the need to move the largest number of people with the need to provide local coverage | i. Enable travel choice, access to economic opportunity, increase patronage and provide congestion relief through the provision of direct and frequent services serving high demand corridors and linking regional centres<br>ii. Increase coverage through the provision of less frequent and less direct services providing extensive coverage of residential areas to ensure local and regional access to employment, education, recreation and services<br>iii. Prioritise the provision of feeder and connector services to primary public transport hubs and the rail network where the provision of a direct service is not feasible<br>iv. Minimise duplication of service provision in areas where there is already access to the rail corridors. |
| b. Utilise higher capacity buses on high demand routes to manage demand                                                              | i. Collaborate with local Road Controlling Authorities (City and District Councils) to plan for, and permit higher capacity buses on high demand routes across the region.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| c. Integrate network for multi-modal journeys and create better connections experience                                               | i. Enable access and visibility of RTI signs for operator staff to plan their journey<br>ii. Incentivise timely connections between modes through contractual means including the use of abatements<br>iii. Align the bus and rail timetables<br>iv. Integrate payments through integrated ticketing<br>v. Improve shelter where connections are made<br>vi. Align bus timetables where bus to bus transfers is common<br>vii. Align bus timetables to ferry timetable where appropriate.                                                                                                                                                                                                                                                                  |

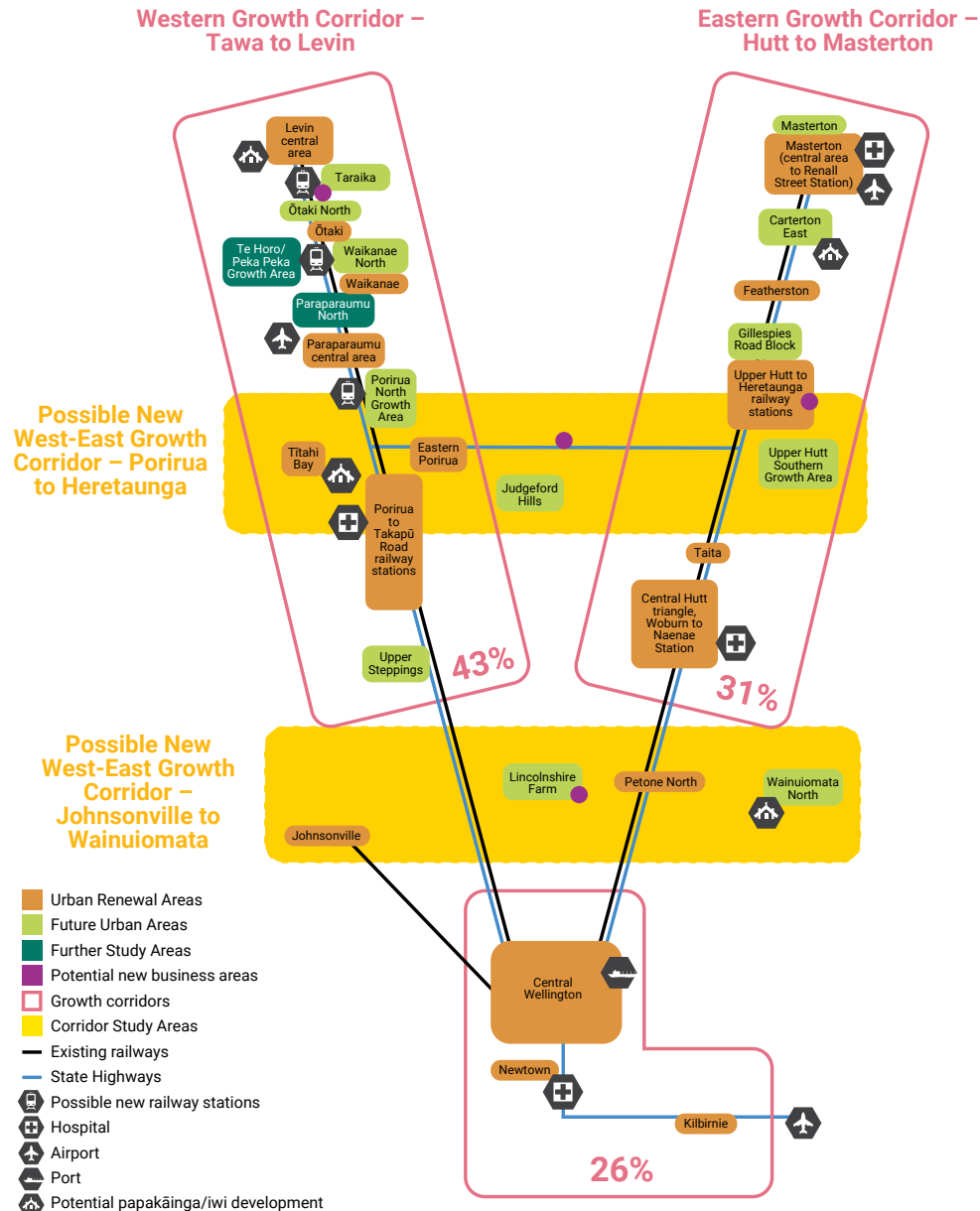


## 9. Hoahoa mō te Āhua o Anamata

### Future State Schematics

Below is a presentation of what possible future public transport corridors may look like in the Horowhenua – Wellington region based on growth projections from the Future Development Strategy.

#### A growth corridor view of the Future Urban Development Areas

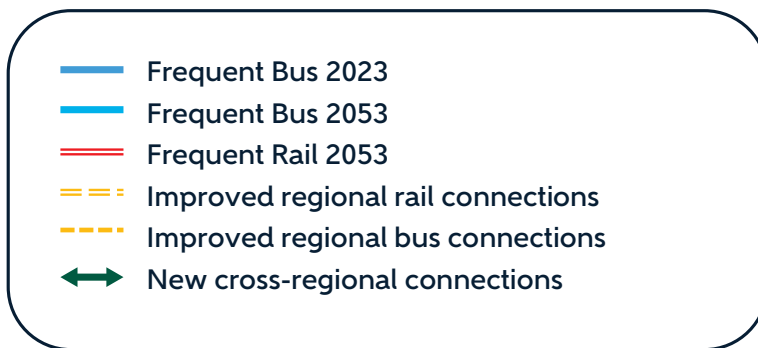


## 30 Year Vision and Future Network State – Extending Reach and Coverage





- 90% within 5 minutes' walk of a local stop or station (85% now)
- 75% within 10 minutes' walk of a high frequency service (74.4% now)



## 10. Kaupapa Here Tautoko Kaupapa

### Strategic Event Support Policy

The Wellington region regularly hosts a range of sporting, entertainment, and cultural events at key venues across the region. Metlink is proud to be able to provide strategic support for many of the region's major events. It also provides an opportunity for Metlink to generate third-party revenue while supporting events across the region.

#### When considering whether to provide support, the following will be considered:

- If there are 10,000 or more people in attendance and/or
- The event will significantly impact on the functioning of the timetabled services and create congestion in the Wellington region and/or
- Association with the event will have a positive impact on the Metlink brand and/or
- The event is socially significant in that it has regional and/or national and/or visitor/tourist participation or attendance, and/or public health benefits and/or

- The event has regional economic development impacts. For example, it is a major sporting, cultural or festive event that brings people into the Wellington region or is held at a regionally significant venue.

Where the demand for access to the public transport network exceeds the timetabled capacity, Metlink requires the ability to deploy additional resources to support the management of the event, specifically, to support the movement of attendees.

#### This will contribute to:

- Lower congestion levels by moving more people through public transport and less use of private vehicles
- Positive economic and social development within the Wellington region
- Reducing the climate impact of the event by moving people through more efficient and climate friendly means
- Contributing to travel choice by providing targeted alternative transport options other than private vehicles to attendees.

### Objectives and policies

**P.5 Objective:** Provide targeted public transport to help people get to and from strategic events safely and in a climate friendly manner

| Policies                                | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Implement a strategic events policy. | i. Work with WellingtonNZ, event venues and promoters of major events to ensure strategic events across the region are factored into Metlink public transport planning<br>ii. Work with event venues and promoters of major events to help develop and market combined event and public transport packages and ticketing<br>iii. Work with event venues and promoters of major events to fund the provision of additional services where demand cannot be accommodated on regularly scheduled services. |

# 11.Kaupapa Here Pahi Kura

## School Bus Policy

In urban areas where the Ministry of Education does not provide services, travel to school is primarily done through active modes such as walking, cycling, walking school buses, and by using existing public transport services. Greater Wellington's policy is to provide targeted school bus services only when these are required to supplement school student travel on the public transport network.

Metlink provides targeted school bus services in urban rated areas only where there is sufficient demand, and there is not enough capacity or coverage provided by nearby public services. It must also be more cost effective to provide such a service than a regular public transport service.

Services are provided to schools within the zone or nearest to the suburbs served. Secondary school students are generally more capable of independent travel and wayfinding than younger school students, and these needs are taken into account when planning school services.

Metlink will endeavour to accommodate reasonable requests by schools for school bus timetable changes. Sufficient notice, usually one year ahead, needs to be provided to enable changes to be made within contracted mandatory minimum planning, costing, and negotiation timelines. When services are shared between schools, all potentially affected schools must agree to the requested change.

We are developing school service guidelines which set out the Metlink school bus policy and the procedures to be followed by schools when requesting service changes, for example requests for bus route changes, earlier or later bus times, or different bus times on one day of the week, and include our expectations for student behavior on school services. Expectations for student behavior on public transport services are outlined in Metlink's Conditions of Carriage.

### Objectives and policies

**P6. Objective:** Provide public transport services that provide students with an efficient, safe and affordable method of travel to and from school

| Policies                                                                           | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Provide targeted school bus services to supplement the public transport network | <ul style="list-style-type: none"> <li>i. A majority of school students using public transport will travel on public Metlink services</li> <li>ii. Where there is enough demand, supplementary school bus services are provided in urban areas: <ul style="list-style-type: none"> <li>- To nearest public or zoned schools not served by the public transport network</li> <li>- Where capacity on the public transport network cannot meet school demand, and it is more cost-effective to provide a targeted school bus service than a regular public service.</li> </ul> </li> <li>iii. For travel to nearest public and zoned schools, Metlink will work to minimise the need to transfer between services. For travel to other schools with lower demand, it may continue to be necessary to connect between services</li> <li>iv. Metlink give regard to the risk classification of roads used by school buses. On rural roads with a higher risk classification Metlink aim to minimise standing on school buses. On Urban roads standing capacity is utilised consistent with other urban bus services in line with national rules and guidance</li> <li>v. Undertake regular assessment and review of the provision of services</li> <li>vi. Work with schools, and the Ministry of Education where appropriate, to find effective solutions to school travel issues.</li> </ul> |

## 12. Ka Tu i Runga i ngā Kaupapa Here Pahi

### Standing on Buses Policy

In order to encourage a safe and comfortable journey for everyone, we advise in our Conditions of Carriage that while on a service that you should take seat if one is available or move to the back of vehicle if you are standing on a bus service.

While Metlink endeavours to minimise the need for passengers to stand on our services as with any successful public transport system at busy times some passengers may need to stand as we work within available resources and balance the need to keep the public transport services affordable to users and rate payers. Metlink aims to apply the following level of service standards as far as feasible within available resources.

#### P7. Standing on Buses policy targets

| Level of service | What it looks and feels like for customers                                                                                                                                                                                                                                                      | Peak target            | Shoulder peak          | Off-peak target        |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------|------------------------|
| <b>A</b>         | <ul style="list-style-type: none"> <li>– Everyone can sit</li> <li>– Passengers don't need to sit next to someone else</li> </ul>                                                                                                                                                               |                        |                        |                        |
| <b>B</b>         | <ul style="list-style-type: none"> <li>– Everyone can sit</li> <li>– Passengers may need to sit next to someone else</li> </ul>                                                                                                                                                                 |                        |                        | <b>Target</b>          |
| <b>C</b>         | <ul style="list-style-type: none"> <li>– All seats are occupied</li> <li>– Some passengers need to stand, personal space maintained</li> </ul>                                                                                                                                                  |                        | <b>Target</b>          | Acceptable<br><15 mins |
| <b>D</b>         | <ul style="list-style-type: none"> <li>– All seats are occupied</li> <li>– Many passengers need to stand without physical contact</li> </ul>                                                                                                                                                    | <b>Target</b>          | Acceptable<br><15 mins |                        |
| <b>E</b>         | <ul style="list-style-type: none"> <li>– All seats are occupied</li> <li>– Many passengers with some physical contact</li> <li>– Passengers need to move around to allow other passengers to alight</li> </ul>                                                                                  | Acceptable<br><15 mins |                        |                        |
| <b>F</b>         | <ul style="list-style-type: none"> <li>– All seats are occupied</li> <li>– Many passengers with close physical contact (crush load)</li> <li>– Passengers cannot board, or the bus doesn't stop</li> <li>– Passengers are required to get off the bus to let other passengers alight</li> </ul> |                        |                        |                        |

Metlink follow all national guidance with regard to safety and standing on Metlink services.



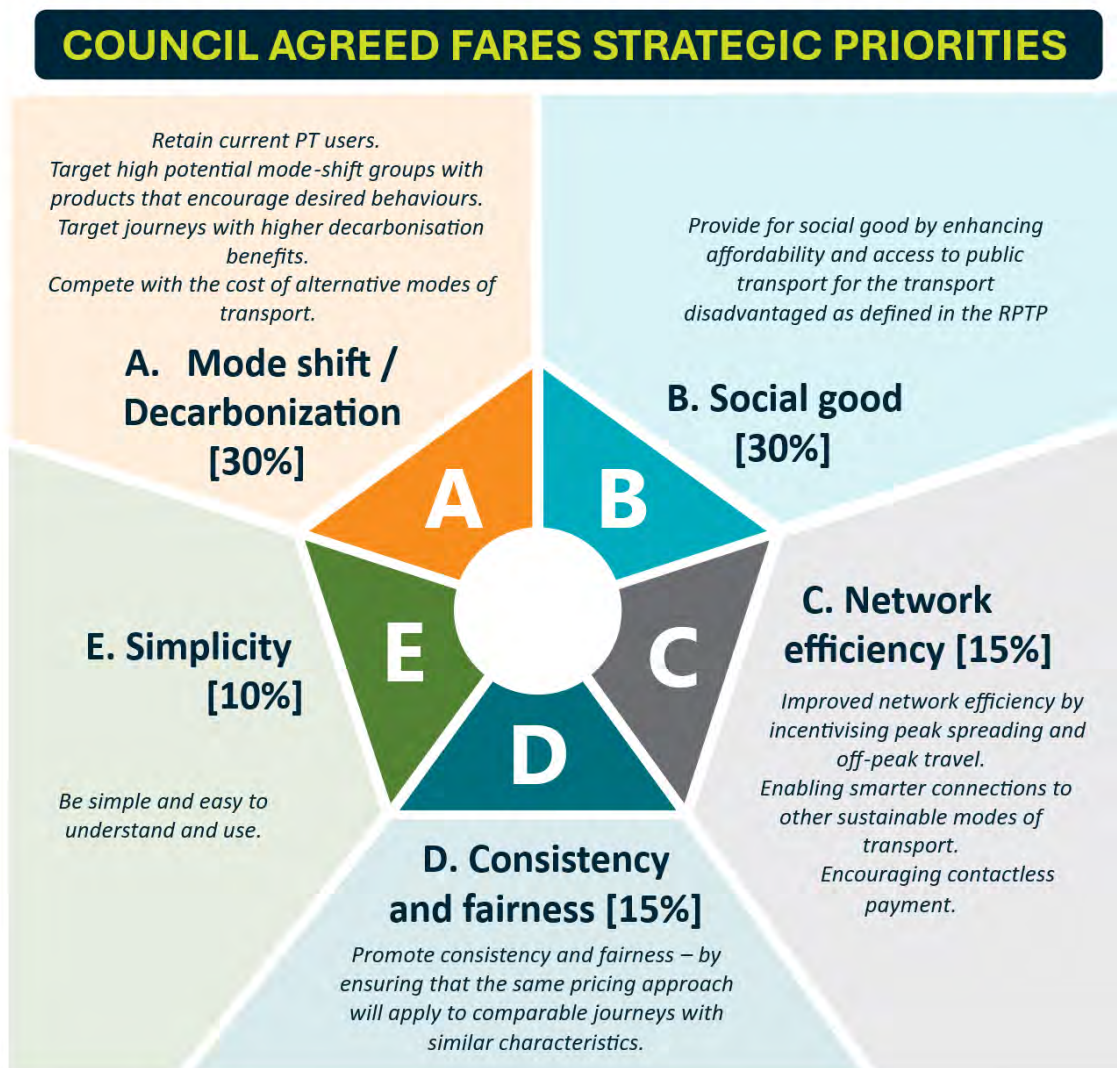


## Fares Strategic Priorities

Greater Wellington have agreed a set of Fares Strategic Priorities which are as follows:

- Mode shift / de-carbonisation
- Social good
- Network efficiency
- Consistency and fairness
- Simplicity

Each of these is explained in the following graph with the weightings applied to each priority.





## Cash On Board Bus Services

We aim to reduce cash payments on our services for a number of reasons:

- Cash handling is expensive and administratively burdensome
- It presents a higher health and safety risk for staff to handle both due to the opportunity for someone to attempt to steal the cash box, and due to cash being less sanitary
- It takes longer to issue a ticket and process payment including the provision of correct change which in turn can affect the punctuality of a service if too many cash fares are received on a service.

Our data tells us that approximately 5% of fares are paid using cash. There are some users who rely solely on cash and prefer not to use digital means of payment. Other people who typically pay cash are visitors to the region.

A majority of current cash payers are likely to adopt debit or credit card contactless payment once it is introduced. We are investigating other ways we can make our fares system work for those who will continue to choose cash as their payment method. This includes providing fare incentives, community outreach and education to lower socio-economic communities where cash use is more prevalent.

This approach has already been undertaken with some Express bus services where less than 3% of passengers paid with cash.

During the transition away from onboard cash payment we will ensure reasonable time is allowed for behaviour change and there are facilities for off-board cash payment available, such as cash vending machines at railway stations.

Greater Wellington consulted on this in May 2025. The following outlines what we heard through consultation:

**Statement:** I am supportive of Metlink phasing out cash on board buses.

### Level of agreement

| Strongly Agree | Agree | Neutral | Disagree | Strongly Disagree | Don't Know |
|----------------|-------|---------|----------|-------------------|------------|
| 16%            | 27%   | 16%     | 21%      | 19%               | 0%         |

### 43% Agree

### 40% Disagree

43.3% of submitters either agreed or strongly agreed that Metlink should phase out cash on board buses. 40.0% of submitters either disagreed or strongly disagreed with that statement while 16.7% of submitters either were neutral or didn't know.

Submitters generally favoured phasing out of cash on board buses. The rationale raised by submitters was centred on safety concerns for bus drivers (from carrying the cash boxes) and that cash payments slowed down the bus trip.

Other submitters supported the phase out but noted this should only be done after a move to integrated ticketing (Motu Move) is implemented so people can pay with their credit or debit card instead of being forced to use Snapper (or the Motu Move card once it becomes available).

Those who did not support the phasing out of cash did so for a variety of reasons including:

- a. Concerns about senior citizens and other groups who may still rely on cash
- b. Concerns about impacts on people in areas which are transport disadvantaged
- c. Concerns about tourists who are often carrying cash
- d. Noted that cash is a legal currency in New Zealand and should be accepted as payment everywhere including on public transport services.

There were also concerns about what would happen if the electronic payment systems were not working (e.g., would everyone travel for free if bus drivers could not accept cash payments).

Greater Wellington officers will continue to investigate opportunities to accelerate the phase out of cash payments prior to the introduction of integrated ticketing through promotions to make Snapper usage more affordable and accessible.



## Objectives and policies

**P8. Objective:** Providing greater choice and flexibility for journey planning, fares and fare payment options including integrated fares

| Policies                                                                                                                                      | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Integrate fares so that the cost of a journey is independent of the modes involved                                                         | <ul style="list-style-type: none"> <li>i. Develop and implement a transition plan to facilitate the changeover to integrated fares and ticketing</li> <li>ii. Simplify fare products in the lead up to integrated ticketing</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| b. Apply a consistent fare structure and pricing approach that recognises the wider benefits and costs of public transport                    | <ul style="list-style-type: none"> <li>i. Monitor passenger experience of the fare structure and their perception of fares relative to the benefits they receive from using services</li> <li>ii. Review fare structure and use passenger insights to develop and transition to a fare structure and pricing approach that provides for a consistent fare charging for comparable journeys by strengthening the relationship between fare levels and distance travelled</li> <li>iii. Ensure the future fare structure balances the cost for fare payers, ratepayers and taxpayers, and funding partners.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| c. Provide concession fares to targeted groups to increase access to affordable services for those who are most dependent on public transport | <ul style="list-style-type: none"> <li>i. Provide free travel for children under five years old</li> <li>ii. Offer concessions for school children, full-time tertiary students, and people with disabilities</li> <li>iii. Support the central government scheme providing free off-peak travel for SuperGold card holders and discounted travel for Community Services Card holders</li> <li>iv. Collaborate with central government and other regions on national and cross-regional concession schemes.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| d. Provide incentives to encourage more frequent use of public transport, more off-peak travel, and greater use of contactless payment        | <ul style="list-style-type: none"> <li>i. Offer a consistent off-peak discount to spread peak demand, where required</li> <li>ii. Provide discounted fare schemes to reward greater use of public transport and encourage off-peak travel through fare capping or other incentive schemes</li> <li>iii. Price fares to encourage greater use of cashless payment and ensure reload options are available</li> <li>iv. Encourage behaviour change away from cash payment on board services by promoting increased use of contactless fare payment</li> <li>v. Explore innovative pricing and incentive options to promote public transport use and connections with other sustainable modes of transport</li> <li>vi. Develop targeted products for corporate passengers to encourage greater use of public transport</li> <li>vii. Explore 'Mobility as a Service' options to facilitate access to public transport</li> <li>viii. Support the development and introduction of new targeted fares products for group, visitor, family and event travel across the region</li> <li>ix. Support the work programme with WellingtonNZ with regard to event travel across the region.</li> </ul> |

**P9. Objective:** Balance user contribution with public funding

| Policies                                                                                                                                          | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Ensure public transport users make a sustainable and equitable contribution towards funding of the network                                     | <ul style="list-style-type: none"> <li>i. Review fares annually through the Annual or Long-Term planning process to determine adjustments required to balance user contributions with public funding, and to align with Private Share policy requirements</li> <li>ii. Amend fare levels annually with inflation, subject to reviews and Council decisions</li> <li>iii. Consider the impacts of fare adjustments on patronage, affordability, travel choice, and the overall integrity of the fare structure within a broader policy and operational context</li> <li>iv. Review and adjust fares to be competitive with the cost of using a private vehicle for the same journey to encourage greater public transport use</li> <li>v. Investigate new funding and financing mechanisms, including advertising revenue, to ease pressure on fare payers, ratepayers, and funding partners.</li> </ul> |
| b. Ensure that all users pay the correct fares                                                                                                    | <ul style="list-style-type: none"> <li>i. Implement measures in the integrated ticketing solution to simplify and automate the collection of the correct fare</li> <li>ii. Ensure fare compliance through effective fare revenue protection measures, including through ticket checks and enforcement action, where necessary</li> <li>iii. Encourage passengers to pay the correct fare and make it more convenient to do so</li> <li>iv. Ensure operators collect fares and follow Metlink fare policies</li> <li>v. Improve operational policies, guidelines, and procedures, including the refund policy</li> <li>vi. Improve reporting and data analysis to better address fare evasion</li> <li>vii. Implement measures to introduce a nationally-supported method of validating concession eligibility.</li> </ul>                                                                               |
| c. Improve operating efficiencies to increase cost-effectiveness of the public transport network and balance operating costs with funding sources | <ul style="list-style-type: none"> <li>i. Conduct annual network efficiency reviews to assess service effectiveness, utilisation, and value for money</li> <li>ii. Undertake service reviews to identify poorly performing services with high costs and/or low patronage</li> <li>iii. Explore alternative ways of providing services.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

## Concessions and concession validation

In RTPP 2021, Metlink committed to working towards “a fare and ticketing system that attracts and retains passengers” and underwent a fares review. In addition, NZTA has set out a national concession structure of Government, National and Regionally defined concessions for PTAs to benchmark against. Our current concession structure is:

| Category                                            | Concession Group              | Eligibility Criteria                                                                              | Concession Discount            |
|-----------------------------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------|--------------------------------|
| Government (as defined by NZTA)                     | SuperGold concession          | Have a SuperGold or Veteran SuperGold card                                                        | Free off-peak travel           |
|                                                     | Community Services concession | Have a Community Services card                                                                    | 50% discount                   |
| National (as defined by NZTA)                       | Infant (Child Under 5)        | Children under 5 years old                                                                        | Free (at all times)            |
|                                                     | Youth                         | Age 5 to 18 years                                                                                 | Metlink do not currently offer |
|                                                     | Under 25                      | Age 19 to 24 years                                                                                | Metlink do not currently offer |
| Regional (as defined and set by Greater Wellington) | Off-peak travel               | Be travelling by Snapper card during off-peak times                                               | 30%, including concessions     |
|                                                     | Child concession              | School children (including 5-6 years old not in school and up to 18 years with valid school I.D). | 50% discount                   |
|                                                     | Tertiary concession           | Full time and equivalent full-time tertiary students                                              | 25% discount                   |
|                                                     | Accessible concession         | Have a Te Hunga Whaikaha Total Mobility or Blind Low Vision NZ membership card                    | 50% discount                   |

All concession levels are correct at time of publication. Concession discounts can change due to national and local policy decisions. Please refer to Metlink’s website for definitive and up to date concession information.

Greater Wellington is working with all partners on policies and procedures relating to the validation of concessions, and this will be included in a future version of the RTPP.

## Private Share

Public transport services are funded from both public and private revenue sources. Public sources include local government rates, taxation, funding from the NLTF (collected mainly from fuel excise and road user charges), and central government derived concession schemes like Super Gold. Private sources are predominantly passenger fares but also include revenue from advertising and commercial initiatives.

‘Private share’, a concept introduced in GPS 2024, is a measure of operational cost recovery and represents the proportion of public transport operating expenditure funded from private revenue sources. Government aims to increase private share to support increased levels of public transport expenditure and reduce pressure on ratepayers and taxpayers.

Public transport authorities agreed individual private share targets for the financial years 24/25 to 26/27 with NZTA in May 2025. Greater Wellington’s agreed private share targets with NZTA are:

|                                 | Actual 18/19 | Actual 23/24 | 24/25 | 25/26 | 26/27 |
|---------------------------------|--------------|--------------|-------|-------|-------|
| National private share result   | 33.2%        | 21.9%        | 25.0% | 26.3% | 27.1% |
| Wellington private share target | 36.9%        | 20.5%        | 23.9% | 25.1% | 25.7% |

This means that, for financial year 26/27 for example, Greater Wellington will be working to ensure that at least 25.7% of public transport operating costs are covered by passenger fares, advertising revenue and other commercial initiatives.





## 14. He Whakakotahinga Utu me Tīkiti

### Integrated Fares and Ticketing

Metlink fares and ticketing have changed significantly in recent years. We have reviewed our fares and developed our Future Fares Direction. Work towards the roll out of the Motu Move programme (previously the National Ticketing Solution) has also been progressing. Motu Move is a collaborative initiative of regional public transport authorities and the NZTA to deliver a nation-wide integrated ticketing and payments system.

In preparing for Motu Move, we have replaced the century old rail paper-based ticketing with Snapper which now provides a consistent and flexible payment option across our bus and rail network. With 90% of Metlink passengers now using Snapper for their journeys across the bus and rail network, cash use has significantly reduced to less than 5% of all trips.

Our focus over the years of this plan will be on delivering an integrated fares and ticketing system across the network. The introduction of integrated fares and ticketing will mean a more convenient and seamless journey experience for passengers allowing more contactless payment options, and simplified, new fare products and innovations:

- **Fare capping** Limits the total amount a passenger pays over a period (e.g. daily or weekly), so once the cap is reached, further travel is free.
- **Distance-based fares** Passengers are charged based on how far they travel, rather than by zones or flat rates.
- **Account-based payments** Fares are linked to a passenger's account (not a specific card), allowing flexibility in using different payment methods (e.g. phone, credit card, transport card).
- **Commercial employer schemes** Employers partner with Metlink to offer staff discounted or subsidised fares as part of workplace benefits.

The new system features are expected to:

- Provide a flexible, modern ticketing system which will make it easier for people to pay for public transport
- Encourage more people to use public transport, more often
- Increase public transport usage which will ultimately contribute to improving safety and reduce congestion on our roads
- Provide a deeper understanding of passenger journeys, which will mean optimised services and better targeted investment.

Our future integrated fares and ticketing system is guided by the following key principles:

- Simplicity – be simple and easy to understand and use
- Consistency and fairness – perception of equitable value for journey type and length
- Social good – enhancing affordability of fares for the transport disadvantaged
- Economic and environment outcomes – including travel choice and decarbonisation
- Network efficiency – encouraging contactless payment and off-peak travel
- Cost recovery – our ability to meet our funding and budget requirements.



Metlink is currently undertaking a major change programme in order to transition to Motu Move. Rather than being simply a technology switch, the transition includes:

- Passenger behaviour change and communication
- Supplier and service transition
- Systems and equipment replacement
- Installation of infrastructure including validators on buses and at rail stations
- Metlink operating model changes.

## Objectives and policies

**P10. Objective:** Providing greater choice and flexibility for journey planning, fares and fare payment options including integrated fares

| Policies                                                                                                                                                                                                                  | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Deliver an integrated ticketing system across the network to support integration of fares and the public transport network and enable seamless journeys across the network using a single means of contactless payment | i. Implement an integrated ticketing solution<br>ii. Ensure that the ticketing solution will be available on all services and modes and provide for the integration of fares and the network<br>iii. Ensure that the transition from the current ticketing to integrated ticketing will enable: <ul style="list-style-type: none"> <li>– A seamless passenger experience during the transition, including managing reputational risk and balancing impact on users</li> <li>– Delivery of the solutions consistently and fairly</li> </ul> iv. Managing implementation risk and operational impact by avoiding complexity for Metlink, Greater Wellington, operators and public transport users<br>v. Balancing costs and benefits to achieve value for money, with the aim of delivering to budget and timeline. |
| b. Integrate fares so that the cost of a journey is independent of the modes involved                                                                                                                                     | i. Develop and implement a transition plan to facilitate the changeover to integrated fares and ticketing<br>ii. Simplify fare products in the lead up to integrated ticketing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

## RLTP projects

**Name:** National Ticketing Solution

**Lead:** Greater Wellington

**Desc:** Wellington region's implementation of the National Ticketing Solution and payments system which will operate on multiple modes of transport across Aotearoa.

**Cost:** \$36.86 million

**Status:** Funded

.....

## 15. Ko te Mana Whenua, Mātāwaka, me tō Mātou Haerenga Waka Whenua Tūmatanui

### Mana Whenua, Mātāwaka, and our Public Transport Journey

Greater Wellington is committed to working with Māori to build strong, connected and successful whānau, hapū and iwi, and to protect our natural resources. To do that, we need to consider the articles of Te Tiriti o Waitangi and how we can apply them to our work to ensure great outcomes for Māori and non-Māori in our region. We must also consider how we partner with mana whenua and engage with urban Maori (mātāwaka) which are those who do not affiliate with mana whenua within this region. Greater Wellington has developed Te Whariki Māori Outcomes framework which formalises our commitment to Te Tiriti o Waitangi. Te Whariki, and Te Iti Kahurangi (Greater Wellington's Māori Capability framework) provide clear goals and progress indicators to track how we are doing as an organisation. We will continue to be open to new ways of doing things, and to help mana whenua and mātāwaka to participate fully in whole of community issues.

Greater Wellington wishes to uphold the 'spirit' of Sections 18(g) and 18(h) of the Land Transport Management Act 2003 in our own arrangements with mana whenua and mātāwaka. We understand that in order to provide an effective public transport network to the region, we must take into account and partner with those who have a special connection to the region.

Greater Wellington's partnership with mana whenua is described in detail in the Memorandum of Partnership. This partnership can be seen in action through mana whenua representation in Greater Wellington groups, committees, projects and land management arrangements. Greater Wellington is proud to have a specific Committee dedicated to encouraging the alignment of Te Tiriti o Waitangi articles to our mahi. We continue to take the opportunity to present to this committee on considerations we believe have impacts for Māori. Greater Wellington is also proud to have adopted a new Social Procurement Strategy in May 2025. This strategy sets targets for our procurement spend on diverse businesses

including Māori businesses. This effectively helps to support these diverse businesses to tender for our contracts. Our Social Procurement Strategy helps up to promote better social, environmental and economic outcomes.

Metlink is reviewing and developing policies and actions on partnering with mana whenua and mātāwaka in this RPTP 2025-35.

Greater Wellington has engaged with mana whenua on public transport prioritisation through the Long-Term Plan and Regional Land Transport Plan development processes and through the development of this RPTP.

#### Partnering with Mana Whenua and Māori

For over a quarter of a century mana whenua and Greater Wellington have worked together. Te Pane Matua Taiao (Greater Wellington Regional Council) and our six mana whenua partners work together in a unique way.

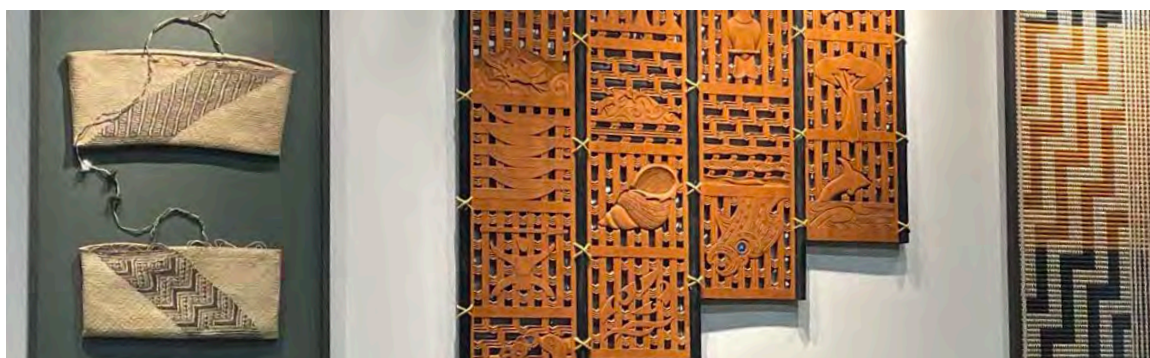
These partnerships are important to us, as our partners can be recognised and supported in maintaining their role as kaitiaki (guardians) of their ancestral lands.

We would like to ensure that their perspectives are taken into account in our mahi, but also ensure that we account for perspectives of Māori who do not affiliate with our mana whenua partners but live, work and play in this region, and call it home.

## Objectives and policies

**P11. Objective:** Māori perspectives are considered at a level that mana whenua and mātāwaka consider appropriate

| Policies                                                                                                                  | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Māori perspectives are considered in all Metlink projects                                                              | <ul style="list-style-type: none"> <li>i. Explore Māori values and Te Tiriti o Waitangi articles and sustainability interface within a responsiveness to Māori framework</li> <li>ii. Ensure that Māori values and Te Tiriti o Waitangi articles are considered in the built environment through our design principles</li> <li>iii. Ensure a historical and cultural understanding, and where possible and appropriate, an acknowledgement of any particular natural resource or area that we are undertaking work on</li> <li>iv. Extend the use of Te Reo Māori in passenger information channels and fare payment methods where appropriate and practical to do so</li> <li>v. Consider initiatives and alternative methods of engaging with Māori including mana whenua and mātāwaka</li> <li>vi. Provide support to Māori businesses to tender for public transport service contracts and public transport infrastructure projects</li> <li>vii. Apply Greater Wellington's Social Procurement Strategy to achieve better social, environmental, and economic outcomes and increase ability for diverse business to tender for our contracts</li> <li>viii. All projects will consider potential impacts for Māori</li> <li>ix. Consider Te Whariki, and Te Iti Kahurangi Greater Wellington's Māori development and capability frameworks in all the mahi that we do.</li> </ul> |
| b. Effective mana whenua partnerships and welcomed mana whenua co-design, collaboration, engagement, and/or participation | <ul style="list-style-type: none"> <li>i. Continue to provide channels for engagement to create and maintain relationships with mana whenua and co-design where mana whenua desire</li> <li>ii. Work with mana whenua to reach communities and build relationships to encourage public transport use</li> <li>iii. Where possible and appropriate, provide resource to mana whenua to allow them to partner, participate, collaborate, engage, and co-design projects and plans where Greater Wellington would particularly appreciate a mana whenua lens</li> <li>iv. Work with marae, kura and kaupapa Māori organisations to develop transport services that meet their needs.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |



## 16. Whakaitia ngā Puha Waka Whenua Tūmatanui mā te Aukatihaukino i ngā Waka

### Reduce Public Transport Emissions by Decarbonising the Fleet

Public transport is crucial to ensuring cleaner and greener access to economic and social opportunities. Public transport helps in reducing carbon emissions by getting people out of their cars.

With public transport contributing approximately 3% of our regional land transport related emissions, a move to a zero-carbon emission fleet and the development of a more efficient and reliable public transport network will help us achieve our sustainability goals and contribute to our targets in reducing carbon emissions from transport by 2030 and beyond.

**On 22 May 2025, Greater Wellington agreed to a carbon emission reduction target for all operations and areas of direct influence. The target is:**

#### Climate positive

Greater Wellington to have net emissions reduced more than 100% from 2044/2045.

Greater Wellington also endorsed a target to reduce gross emissions by 84% in 2039/2040 compared to 2018/2019.

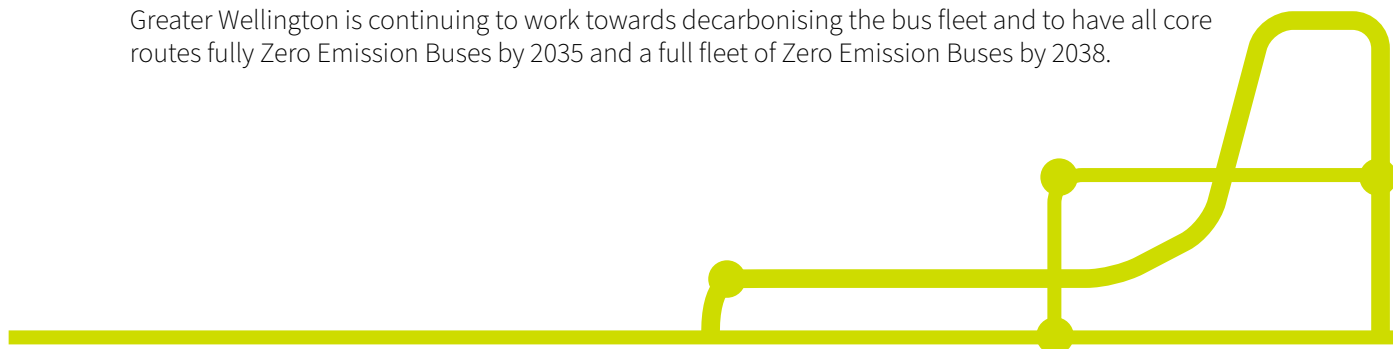
### Zero Emission Bus Strategy

The first Emissions Reduction Plan (2025 Mandate) developed by the previous Government mandated that only zero-emissions public transport buses are to be purchased from July 2025, and set a target to decarbonise the public transport bus fleet by 2035.

Replacing diesel buses with electric buses will improve local air quality by eliminating harmful exhaust emissions of nitrogen oxides and particulate matter, as well as reducing noise. While Greater Wellington is required to transition to ZEBs, the speed of transition can be managed to reduce the financial impact while still achieving our carbon reduction aspirations.

Greater Wellington has developed a Zero Emission Bus Transition Roadmap (Roadmap). The Roadmap guides the implementation of more sustainable transport fleets and the necessary infrastructure. It provides a pathway to fully decarbonise greater Wellington region's public transport bus fleet, navigate through technological changes and related risks and opportunities.

Greater Wellington is continuing to work towards decarbonising the bus fleet and to have all core routes fully Zero Emission Buses by 2035 and a full fleet of Zero Emission Buses by 2038.



Decarbonisation of the public transport fleet in the Wellington region will be a key contributor to reducing Greater Wellington's carbon footprint. Our data shows that during 2023-2024, public transport contributed to 52% of Greater Wellington's carbon footprint (37% bus, 13% rail). The upgrading and decarbonisation of the public transport fleet and infrastructure will lead to more efficient journey times and encourage people to shift from private car usage. This will result in a decrease in overall carbon emissions for the region. We have set a key measure of a 60% reduction in public transport emissions by 2030 which we will achieve through our decarbonisation initiatives.

## Bus

Greater Wellington is continuing to work towards our goal to make all core service buses electric by 2038.

## Rail

Greater Wellington has secured funding to procure new rolling stock for regional rail services on both the Manawatū and the Wairarapa train lines. The increased service frequency will encourage mode shift from private vehicles to public transport, reducing congestion and emissions. In addition, we are seeking rolling stock that can utilise the existing electrified network to reduce tail pipe emissions and may be further reduced through the use of battery technology in the non-electrified areas.

## Ferry

East by West Ferries operate the Ika Rere, the Southern Hemisphere's first fully electric, high-speed passenger ferry – and support public transport and social equity for ferry passengers. East by West Ferries is protecting the local environment and supporting the use of renewable energy as part of Wellington's transition to zero-carbon transport options.

## Challenges

There are three key challenges that need to be overcome in order to achieve full decarbonisation of our services by 2030:

1. The capital expenditure required to implement the decarbonisation agenda is significant and will require a review of existing funding models including the contributions from regional and central government
2. The ageing infrastructure on the rail network is a significant issue that we need to navigate as we explore decarbonisation opportunities for rail. The funding and operating model for rail will also need to be revisited
3. The consequences of climate change require more network resilience to withstand increasingly frequent severe weather events and other natural hazards. Higher mean temperatures increase the emissions of road surface infrastructure, which undermines decarbonisation efforts.

Alongside these challenges are opportunities for Greater Wellington and its partners:

- Decarbonisation of the Wellington regional public transport fleet will be a high-profile demonstration of leadership in achieving New Zealand's Zero Carbon 2050 target
- Modernisation and decarbonisation of the public transport fleet and infrastructure will encourage more people to shift from private cars to public transport leading to lower carbon emissions.



## Objectives and policies

### P12. Objective: Continue to decarbonise the Metlink fleet

| Policies                                                                                                 | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Provide a low emission public transport network                                                       | <ul style="list-style-type: none"> <li>i. Incorporate low emissions technology in replacement strategies for end-of-life assets to reduce the environmental impact of public transport services</li> <li>ii. Develop business cases to support early asset replacement for decarbonisation purposes</li> <li>iii. Optimise the public transport network to minimise route duplication and improve energy efficiency</li> <li>iv. Deploy low-emission vehicles and new technologies to improve the environmental sustainability of the fleet, and closely monitor vehicle performance and maintenance.</li> </ul> |
| b. Continue the decarbonisation of the Metlink bus fleet, through the staged replacement of diesel buses | <ul style="list-style-type: none"> <li>i. Budgeting for additional EV buses to meet demand over the next 10 years, which will create new bus routes and increase the frequency and capacity of our services</li> <li>ii. Electrification of all core bus routes by 2038.</li> </ul>                                                                                                                                                                                                                                                                                                                              |
| c. Investigating innovative solutions to reduce carbon emissions                                         | <ul style="list-style-type: none"> <li>i. Explore carbon-reduction innovations in urban development through the development of a high-amenity, climate-friendly integrated transport hub at Waterloo</li> <li>ii. Expanding current services along the Manawatū - Wairarapa lines with hybrid trains.</li> </ul>                                                                                                                                                                                                                                                                                                 |



## 17. Ko ngā Wheako Kiritaki me ngā Taipitopito

### Passenger Experience and Information

Delivering a consistently good experience for our passengers is essential for maintaining and increasing the use of public transport. Understanding passenger behaviour, and continually monitoring end-to-end journey experience and network performance ensures we are meeting the needs of our passengers. These insights are also central to informing the design of new routes, services and information we provide.

Reliability, usability, accessibility and safety, and the over-all consistency of the journey are the most important aspects of passenger experience. The steps in a journey consist of:



#### Network Operations Centre

Within the 2025-2026 financial year, Greater Wellington is considering the establishment of new roles which will provide out of hours support to monitor Metlink public transport in real time, support planned and unplanned service disruptions, and provide real time updates to stakeholders and passengers.

Greater Wellington will use this opportunity to test the proposed functions and benefits of establishing a Network Operations Centre.

Following the approval of Greater Wellington's Long Term Plan, the three-year budget for the Project is \$3.1m.

## Pets on Public Transport

Greater Wellington consulted on this in May 2025. The following outlines what we heard through consultation:

**Statement:** Metlink should permit customers to travel on buses and trains with pets, including small and large dogs, (noting that Disability Assist dogs are already welcome on all our services).

### Level of agreement

| Strongly Agree | Agree | Neutral | Disagree | Strongly Disagree | Don't Know |
|----------------|-------|---------|----------|-------------------|------------|
| 25%            | 22%   | 19%     | 13%      | 18%               | 3%         |

### 47% Agree

### 31% Disagree

46.6% of submitters either agreed or strongly agreed that Metlink should permit customers to travel on buses and trains with pets, including small and large dogs, (noting that Guide Support dogs are already welcome on all our services). 31.4% of submitters either disagreed or strongly disagreed with that statement while 22.0% of submitters either were neutral or didn't know.

A significant portion of submitters were enthusiastic about the possibility of bringing their pets on public transport services, that this would encourage them to use services more frequently and that some people who do not use public transport due to pet restrictions have more access to the network. Many noted this practice is common overseas and in Auckland and that Greater Wellington's policy should be in line with these jurisdictions.

While a majority of submissions favoured allowing pets on-board public transport services, there was a wide range of questions about how this would be implemented including:

- Would the dogs need to be muzzled or on a leash?
- Would they be allowed on during peak times?
- Would multiple dogs be allowed on at a time (increased risks of fights)?
- Would priority be given to guide support dogs?
- Could they take up a seat space or be under the seat?
- What happens if the bus is full – would dogs have to get off to allow passengers paying a fare on?

Submitters against allowing pets onboard public transport services focused on the potential safety and hygiene issues that could arise from allowing pets on board including:

- What happens if a dog acts aggressively or attacks a passenger or other dog?
- What happens if a dog soils the bus?
- Can a bus driver order a dog and owner off the bus?

Other submitters noted the impact this may have on passengers who have mobility issues as well as passengers who may be allergic to dogs or have a fear of dogs and could discourage them from using public transport. Some submitters, echoing previous comments from disability advocacy groups, raised concerns about guide support dogs being exposed to untrained dogs in a confined space like a bus.

These concerns raised by submitters are legitimate issues that have also been raised in previous discussions with the Greater Wellington Public Transport Advisory Group (PTAG) and during operator forums.



## Objectives and policies

### P13. Objective: Deliver a public transport service that is responsive to passenger needs

| Policies                                                                                                                                                                      | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Provide easy-to access and intuitive information to passengers using accessible, smart and accurate digital channels that keep pace with passenger expectations of quality | <ul style="list-style-type: none"> <li>i. Manage our Real Time Information, timetables, signage, our own website and app, to provide accurate, accessible, up-to-date, consistent, and user-friendly information</li> <li>ii. Continually improve the accuracy, usability, accessibility and reach of Real Time Information on digital channels</li> <li>iii. Provide real-time 'next stop' information on all buses and trains</li> <li>iv. Provide open-source public transport data to allow third-party travel planning websites and apps to develop a wide range of information solutions to improve access to information for passengers, including those in the disability community</li> <li>v. Participate in the Motu Move rollout and ensure it is seamlessly integrated with our digital channels</li> <li>vi. Maintain a contact centre that offers public transport information and collects passenger feedback</li> <li>vii. Provide physical signage and printed timetables when required to ensure access to non-digital information.</li> </ul> |
| b. Collect and use travel data and passenger insights to continually improve services                                                                                         | <ul style="list-style-type: none"> <li>i. Provide a range of opportunities for passenger feedback on all modes, including the Public Transport Advisory Group (PTAG), qualitative and quantitative research and co-design, ensuring the design of our network and services take into account the needs of passengers and communities</li> <li>ii. Continue to improve Metlink's system for recording, reporting, and responding to passenger feedback, compliments and complaints, ensuring consistency, clarity, and insight on the respective responsibilities of Metlink and operators</li> <li>iii. Use passenger data to monitor and improve the public transport network.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                        |
| c. Provide a consistent brand experience                                                                                                                                      | <ul style="list-style-type: none"> <li>i. Develop, implement, and manage Metlink branding so that it consistently covers all public transport services, information, and infrastructure to assist passengers to identify and use the public transport network. This includes infrastructure and assets owned by our partners which are required for our network</li> <li>ii. Maintain a flexible approach to branding in relation to place, heritage, and urban design considerations</li> <li>iii. Ensure that the placement of advertising or other media does not compromise accessibility, the passenger experience, and the values of Greater Wellington.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                         |

**P13. Objective:** Deliver a public transport service that is responsive to passenger needs

| <b>Policies</b>                                                                                 | <b>Actions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| d. Provide a consistent experience                                                              | <ul style="list-style-type: none"> <li>i. Provide a consistent quality of passenger service and fare products across modes and service types</li> <li>ii. Require all operator staff that are public facing to undertake and maintain passenger service and disability awareness training</li> <li>iii. Standardise levels of service for infrastructure, including stations, stops, and interchanges, through the asset management process according to levels of service</li> <li>iv. Establish a Network Operations Centre, focused on the full network (ferry, rail and bus) to provide more reliable, timely and accurate support and information to our passengers.</li> </ul>                                                                                                  |
| e. Promote public transport to influence positive behaviour change and to support travel choice | <ul style="list-style-type: none"> <li>i. Provide an array of payment methods that suit different passenger needs</li> <li>ii. Ensure compliance with Conditions of Carriage, and appropriate etiquette on our services</li> <li>iii. Ensure that service changes are communicated to affected passengers, through the appropriate channels</li> <li>iv. Ensure the specific requirements of passengers with accessibility needs are met through the Metlink Accessibility Charter and Accessibility Action Plan</li> <li>v. Use promotions, concessions, and targeted initiatives to increase utilisation of public transport services</li> <li>vi. Encourage awareness of journey planning tools and fare products to increase utilisation of public transport services.</li> </ul> |

**RLTP projects****Name:** Fully Accessible Public Transport Hubs**Lead:** Greater Wellington

**Desc:** Identifying stations with good bus service connections around the region that can be upgraded to allow full accessibility within their local area to allow barrier free access to public hospitals in the region and Wellington International Airport.

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## 18. Te Kohikohi i ngā Tirohanga a ngā Kaihihi

### Gathering Passenger Insight

#### Passenger and community engagement

Community Engagement and Customer Experience personnel are dedicated to engaging and working in the field with passengers and communities to understand their needs and work in collaboration with them to co-design and test new policies and services. As part of this, they facilitate a Public Transport Advisory Group, which is a representative citizen panel of twenty-five people who provide feedback which is used in the design of our services.

##### Data analysis

Digital payment enables the collection of detailed boarding data, which is matched with Statistics New Zealand demographic data. This provides valuable insights into travel patterns and preferences at a granular level. The analysis is used to monitor how services are working, where demand is growing and where new timetables and routes are required in the network.

##### Monitoring complaints and feedback

Greater Wellington's contact centre provides a 7 day a week passenger support which receives over 100,000 public transport related enquiries annually. Complaints and feedback are captured and categorised for response. This provides valuable data which is monitored to identify and address passenger pain-points across the network. Adding to this, Metlink's Transport Officers are out on the network daily, gathering first hand insights into passenger needs.

#### The passenger satisfaction survey

Each year, Metlink commissions an independent annual survey of Metlink passengers' satisfaction with public transport within the region.

The passenger satisfaction survey identifies and prioritises improvements and provides insights into the needs and behaviours of our passengers. The survey is part of our reporting requirements to NZTA.

The Survey's independence and thorough on-vehicle surveying methodology provides a robust benchmarked measure of the passenger experience year-on-year since 2014. Up to 4,000 passengers are surveyed on up to 240 trips across all modes in between May and June each year. The Survey has a margin of error of 1.8%.

The survey measures are:

- **Satisfaction with the trip** (a measure of the satisfaction with the journey they were surveyed on); and
- **Satisfaction with the public transport system overall** (a measure of perceptions with Metlink's overall service and performance).

The survey also provides detailed measures of a wide range of service aspects, including quality of infrastructure, passenger information, payment, value for money and likelihood to recommend. The survey collects details on gender, ethnicity, age and location which allows for analysis of trends by these variables.

## Key projects

### Real Time Information (RTI 2.0):

#### Estimated Cost



**Approx \$8m to set up with \$11m set aside for maintenance over the next 10 years**

#### Estimated Timeframe



**Completion end of 2025**

Real Time Information (RTI) provides our passengers with digital information that keeps pace with passenger expectations and ease of information. This system is highly customised and visualised with the passengers in mind, to cater for accessibility needs.

As part of enhancing this service, the RTI system is due to be replaced to improve overall network accessibility and performance for our passengers. Since its development in 2011, the RTI system has been adapted to not only provide information to our passengers via bus stops and railway stations but also through our website and app.

The inability to provide timely and accurate passenger information is one of Metlink's most significant areas to improve for our passengers. Our current satisfaction survey has signalled that inaccurate passenger information is a big focus for our passengers.

Metlink is currently developing our RTI system (RTI 2.0) for completion by end of 2025. Our target rate for passenger satisfaction is 90%, which involves improving reliability and passenger confidence in our network.

The new RTI system will improve accessibility of the network for our blind and low-vision passengers by introducing push-to-talk buttons at bus stops and a much-improved prediction algorithm which will reduce passenger dissatisfaction stemming from the inaccuracy of the current real-time system.

|                    |        |                |           |
|--------------------|--------|----------------|-----------|
| PLIM2              |        | 11:45 AM       |           |
| KPL WELL-All stops | 6 mins | WELL-All stops | 26 mins   |
|                    | 2      | WELL-All stops | Scheduled |
|                    |        | WELL-All stops | Scheduled |



## On Bus Announcements:

### Estimated Cost



**Approx \$2.15m**

### Estimated Timeframe



**Completed late 2024**

This project provides multiple benefits to the disability community, visitors, and infrequent bus users by improving access to real-time information and enhancing the overall experience of catching the bus. It delivers timely and accurate announcements about delays, disruptions, and upcoming arrival and departure stops.

Commencing in December 2021, Metlink has delivered the On Bus Announcement (OBA) system in stages. The first stage was completed in May 2024, successfully implementing the system on 220 buses. The second stage, completed in late 2024, bringing the total to 460 buses. Currently OBA is installed covering the entire bus fleet including the Interim fleet.

Since the OBA system is now a part of Metlink's procurement procedure, all new buses joining the fleet will come pre-configured with the system. Furthermore, the Greater Wellington Regional Council (GWRC) makes extensive use of the telematics data gathered by the system for performance forecasting, service analytics, and vehicle tracking.

Continuous system enhancements are being made, with a particular emphasis on improving the passenger experience by increasing accessibility for all travellers, improving dependability, and adding user-friendly features.

## 19. He Tautoko ki te Hunga Kāore he Āheinga

### Supporting the Transport Disadvantaged

The Land Transport Management Act 2003 (LTMA) defines transport disadvantage as: “people who the regional council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example, work, education, health care, welfare, and shopping).”

Metlink would like to acknowledge that people are not the cause of their disadvantage. Rather, inequities arise because the transport system creates them. Therefore, Metlink and other public transport authorities must work to create a more equitable transport system to prevent people from experiencing disadvantage.

When creating policies to address issues for transport disadvantaged people, Metlink considers the definition from the LTMA, the systematic issues that need to be addressed, and Equity and Equality. We also acknowledge that there is often a tradeoff between Equity and Equality.

#### Equality versus Equity

Greater Wellington considers both equity and equality in its mahi and must strike a balance between both acknowledging that sometimes there is a tradeoff between them.

**Equality** – an equality approach seeks to ensure public transport is generally available on an equal basis for all. This is an important component of coverage oriented public transport design, but on its own does not necessarily mean people can utilise services.

#### In order to enhance equality, Metlink:

- Aim to have the percent of people within a 5-10 minute walk of an all day, 7 day a week public transport service with minimum 60-minute daytime frequency increase over time from 74.4%
- Provide off peak fares
- Works to ensure basic access and coverage is provided to urban areas across the region.

**Equity** – an equity approach recognises that what is required to overcome transport disadvantage can vary significantly, and additional support should be targeted to people in greatest need.

#### In order to enhance equity, Metlink:

- Provides targeted fares for certain vulnerable groups including: those on low income, students, elderly, children, those with accessibility needs or disabilities
- Supports and administers the use of Te Hunga Whaikaha Total Mobility in the region
- Designs public transport with accessibility in mind (ramps, on bus announcements, screen readers etc).

We note that **both equality and equity** are important considerations when evaluating the needs of transport disadvantaged.

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Our targeted fare concessions, and the provision of accessible services recognises that an equity approach is required to overcome transport disadvantage.

Greater Wellington will continue to actively engage with reference groups to help us design bus stops, fare structures, passenger experience, and service development, as the subject matter experts in this area to ensure equity across the whole network.

Failure to address barriers that prevent people from accessing opportunities will only serve to widen inequality.



Greater Wellington is aware that a range of personal, demographic, social and geographical attributes is likely to restrict access to, and the use of, public transport services and facilities leading to transport disadvantages. These attributes or factors could include:

- Age (youth and elderly)
- Disability
- Health conditions
- Low income
- Lack of access to a private vehicle/s
- Lack of accessible public transport services.

This list is not exhaustive and it's important to note that Transport Disadvantage can be invisible.

Greater Wellington considers that the following groups are more likely to be transport disadvantaged than the general population:

- People with accessibility needs
- People without driver licences, including children under driving age
- People on low incomes, including beneficiaries
- People in households without private vehicles.

A 2023 analysis of access to public transport identified some areas of the region that could improve access to public transport for those that may be transport disadvantaged. How these are better served requires consideration in this plan. Our Regional Public Transport Plan outlines how we will assist the transport disadvantaged through:

- Provision of a basic network of services covering urban areas that put most residents within a 5-10 minute walk of public transport services to promote access to employment, education, shopping, and social services
- Continually reviewing passenger demand and adapting the reach of our network to meet that demand
- Outlining how we will co-design and consult with transport disadvantaged groups to identify and resolve network access issues
- Continuing to recognise and develop Te Hunga Whaikaha Total Mobility as a core part of the public transport network
- Reviewing our fare system to provide support to the elderly through the SuperGold Card free travel scheme, our off-peak fare discounts, and discounts for Community Services Card holders
- Our projects that specifically consider the information needs of the transport disadvantaged such as Real Time Information and On Bus Announcements
- Considering accessibility within the Asset Management Plan and future procurement processes.

Through the period of this RPTP, officers will investigate the following accessibility measures:

- Options for remedial action on wharfs and ferry for accessibility
- Assess feasibility of converting #81 services to 85x service
- Carry out a review/audit of all printed timetables at bus stops
- Investigate additional accessibility measures for bus stops including potential audio announcements
- Review progress of previous Council action on council owned mobility vehicles and report back to Committee.

Officers will also look to action the following accessibility measures:

- Establish fixed stops for new Tawa service
- Take action to ensure On Board Announcements on bus are delivered to Council expectations
- Ensure accessibility requirements are included in standards for any new or refurbished ferry infrastructure.

### **Accessibility Charter and Accessibility Action Plan**

Greater Wellington's specific commitments to support disabled people are outlined within our Accessibility Charter and Accessibility Action Plan, both of which are available on the Metlink [website](#).

In 2021 the Greater Wellington Transport Committee committed to a Public Transport Accessibility Charter. This is a policy commitment to making the Metlink public transport network accessible to all with ease and dignity. It aligns with Metlink's commitment to the United Nations Conventions on the Rights of Persons with Disabilities 2006, the New Zealand Human Rights Act 1993, and the New Zealand Disability Strategy 2016 – 2026.

To deliver on the Charter, Metlink has committed to providing an Accessibility Action Plan for prioritising and delivering accessibility improvements. In line with the principles of the Charter, this was first co-designed with the disability sector and Metlink staff in 2022 and early 2023. The approach comprehensively engaged disabled individuals and sector representatives to identify pain-points and barriers along the 'accessible journey' and solutions for resolving these.

Priorities in the 2024 Accessibility Action Plan include:

- Providing more accessibility training to operator drivers and customer facing staff
- Prioritising and investing in accessibility at stations and bus stops to create fully accessible transport hubs
- Exploring new technologies for assisting navigation on the network
- Improving the accessibility of bus services which replace train services
- Funding targeted in-person support for people with disabilities.



## Objectives and policies

### P14. Objective: Improve the access of public transport for all

| Policies                                                             | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Design public transport with accessibility in mind                | <ul style="list-style-type: none"> <li>i. Incorporate accessibility into the design and development of public transport facilities and infrastructure</li> <li>ii. Increase the provision of accessible information, and tailor this for the specific needs of the community</li> <li>iii. Engage the disability community early in the co-design process</li> <li>iv. Review and improve standards and guidelines to ensure that it meets accessibility standards (as outlined in our Accessibility Action Plan) and where appropriate, provide information and communications about public transport in accessible formats.</li> </ul> |
| b. Ensure public transport is affordable by approving targeted fares | <ul style="list-style-type: none"> <li>i. Provide concession-based fares for children, tertiary students, people with disabilities, and elderly.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| c. Address inequity by supporting targeted services                  | <ul style="list-style-type: none"> <li>i. Provide services to locations at times that serve the needs of transport-disadvantaged, including provision of basic coverage of urban areas</li> <li>ii. Consider alternative modes of transport</li> <li>iii. Support specialised services and assistance for disabled people under Te Hunga Whaikaha Total Mobility</li> <li>iv. Increase access to public transport services in identified socioeconomic deprived areas</li> <li>v. Provide targeted travel training / assisted journeys for transport-disadvantaged.</li> </ul>                                                           |

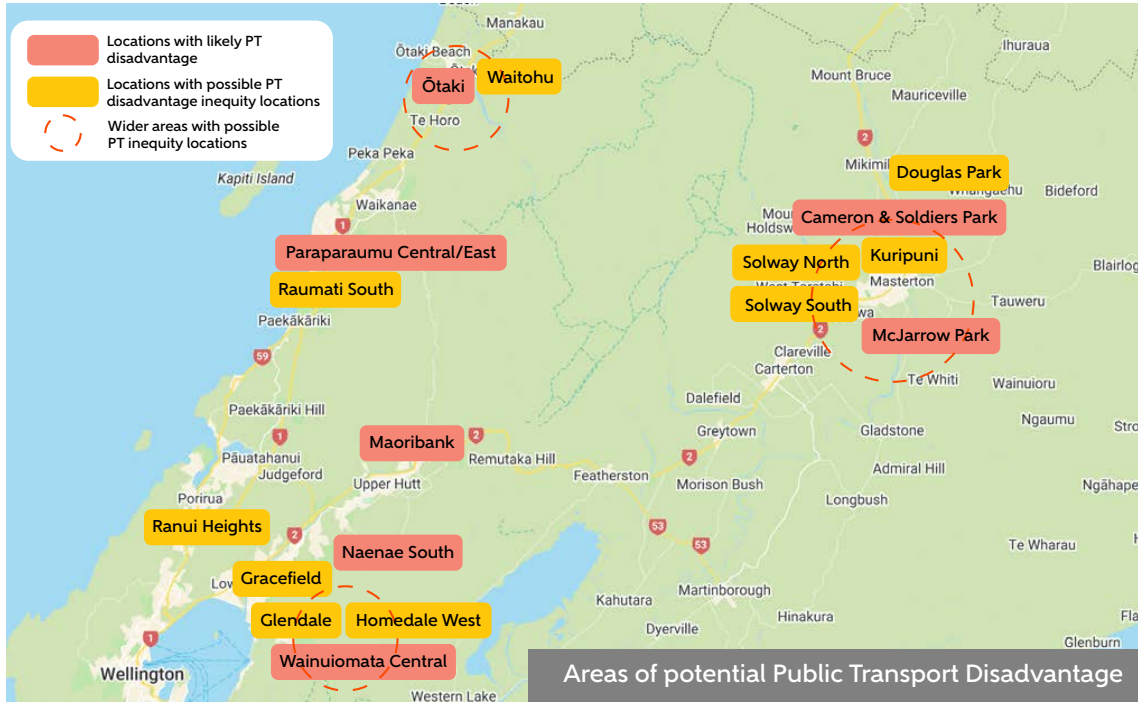
## RLTP projects

**Name:** Accessibility Training for Operator Staff

**Lead:** Greater Wellington

**Desc:** Providing additional training to drivers and customer-facing staff for them to better identify and support disabled people on their journey.

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## 20. Tirohanga Whānui o Te Pane Matua Taiao

### Greater Wellington Regional Overview

#### Key Corridors

The below map presents the Key Corridors on our network.

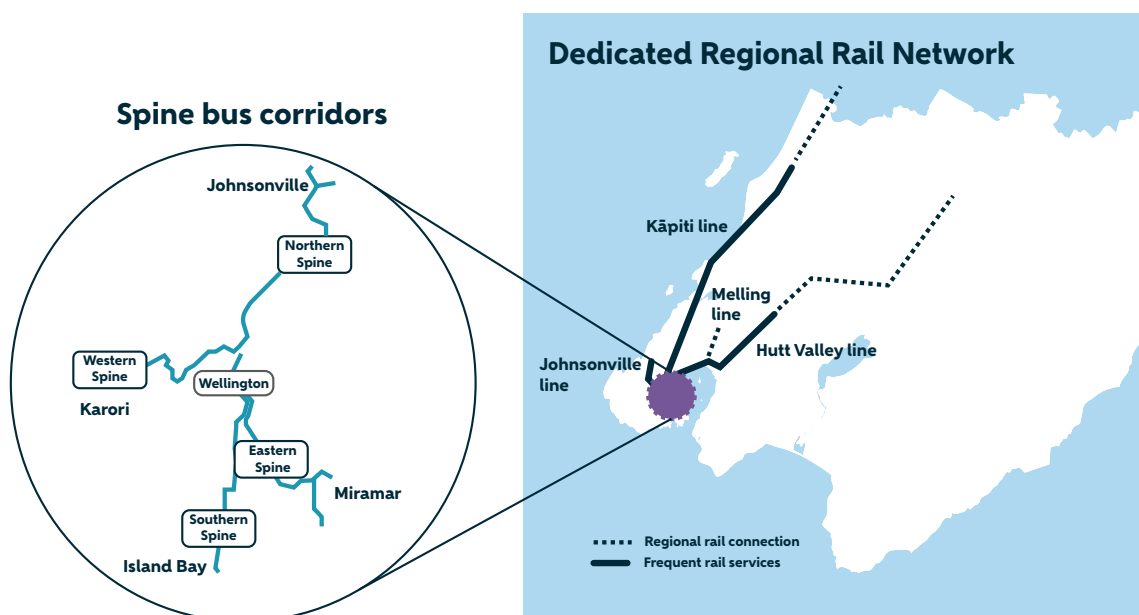
This is made up of our dedicated regional rail network and spine bus corridors which provide high frequency, high-capacity services to serve higher demand areas of the network.

The dedicated regional rail network is the backbone of the Wellington region connecting communities within the region and between the Wellington and Horowhenua regions (with the planned Lower North Island Rolling Stock from 2028). Rail currently carries two thirds of all public transport passenger kilometres travelling in the region and is critical to the ability to grow employment in Wellington city. All other parts of the Metlink network depend on core rail investment.

Complementing the dedicated regional rail are four bus spine corridors within Wellington city that service the most densely populated residential and employment areas of the region, as well as linking key regional destinations including universities, hospitals and the Airport. These are strategically significant corridors where many frequent and less frequent services operate. Currently these spines are used by services that carry 76% of passenger journeys in Wellington City. Investment in these spines, either through Mass Rapid Transit and/or enhanced bus improvements has the potential to benefit a majority of Metlink passenger Journeys in Wellington city.

Supporting the dedicated regional rail network and spine corridors, we will invest in an extensive bus network that provides local coverage and connectivity across urban areas of the region. Over time, as funding permits, service frequency, hours of operation, and coverage will be enhanced to make public transport more attractive.

However, not all areas of the city are suited to regular fixed route transport and for some, such as people with disabilities, it may not be feasible to access regular fixed route services. We will look to new opportunities to provide first mile / last mile access solutions for public transport across the region. In some cases, in addition to or instead of standard bus services, where this results in better access for communities.



## Bus Priority Action Plan (BPAP)

In 2019, Greater Wellington and Wellington City Council undertook a collaborative initiative to develop the Bus Priority Action Plan (BPAP), working with New Zealand Transport Agency Waka Kotahi (NZTA). The 2019 BPAP identified key routes, issues and opportunities to improve speed and reliability of buses across Wellington City's busiest routes. In May 2024, Tonkin + Taylor was appointed by Greater Wellington to update the 2019 Bus Priority Action Plan. The update presents the corridors which Greater Wellington believe are highest priority for implementing Bus Priority Corridors.

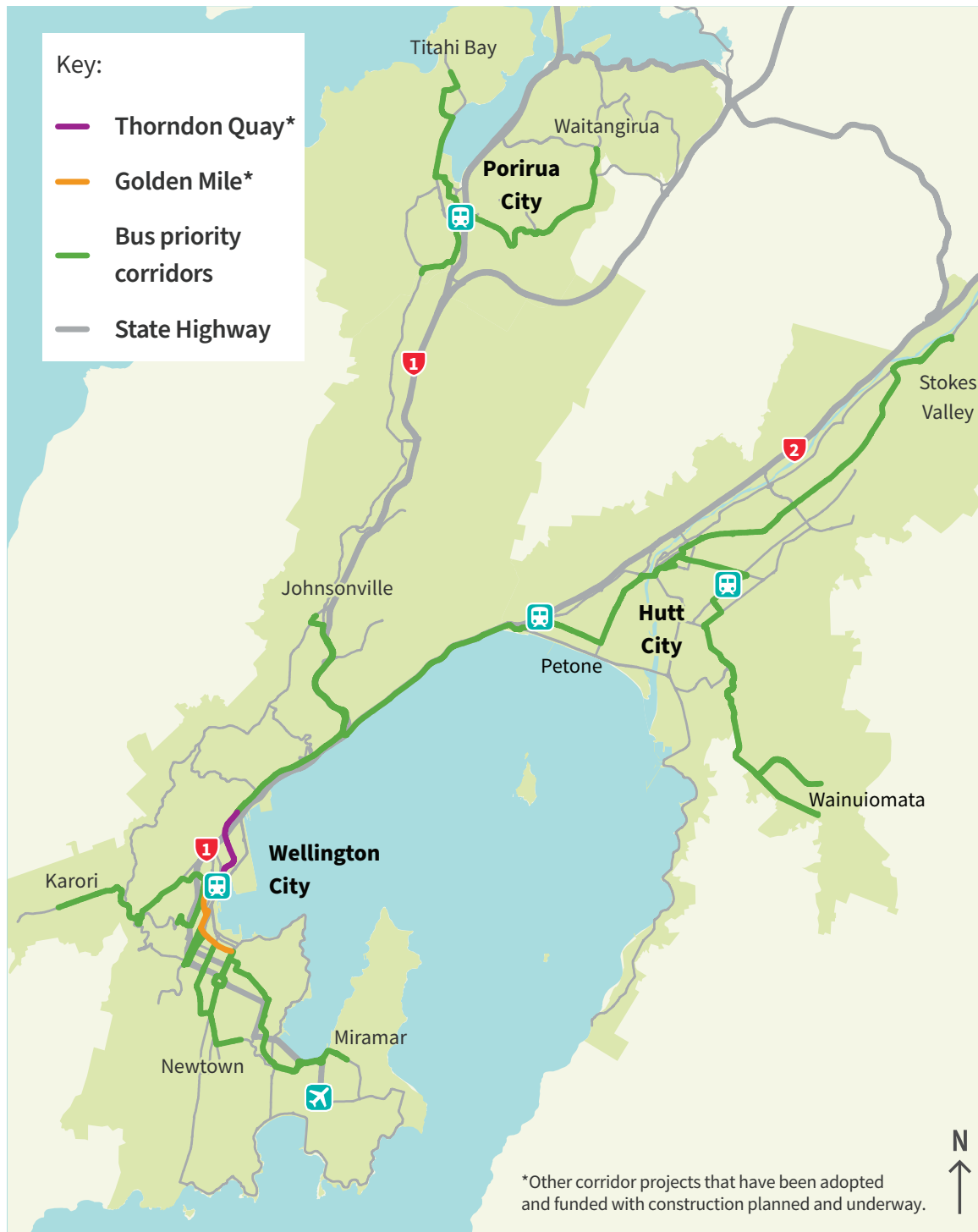
The first step of the assessment was to analyse bus performance across all bus routes in Wellington, Hutt, and Porirua at a high level and identify priority bus corridors to be taken forward for more detailed analysis. To identify the priority bus corridors, criteria were selected to determine where bus routes across the network are busy, slow, and variable. Whilst the priority corridors cover all three cities (Wellington, Hutt City, Porirua), the identification of corridors as 'priority' is based on conditions within each individual city, rather than regional performance.

Thirteen corridors were chosen because they have very high numbers of passengers and also have problems with travel times and reliability.

They are:

- Johnsonville to City
- Newtown to City
- Miramar to City
- Karori to City
- Mt Cook to City
- The Terrace/Salamanca
- Willis Street/Victoria Street
- Ngā Ūranga to Hutt Central
- Stokes Valley to Hutt Central
- Wainuiomata to Hutt Central
- Titahi Bay to Porirua Station
- Waitangirua to Porirua Station
- Kenepuru to Porirua Station

The map that follows presents a simplified view of the identified corridors.



## Time of Use Charging

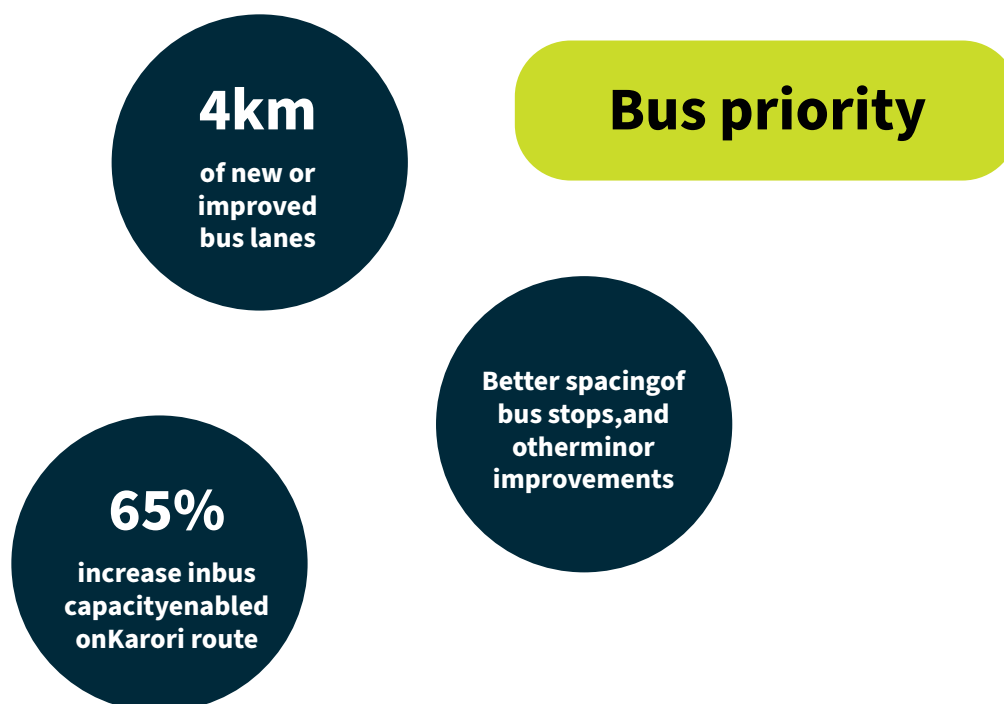
Traffic congestion across our region is a major handbrake on productivity, economic growth, quality of life and environmental sustainability. Wellington City, for example, has the second worst peak hour congestion in the country after Auckland, with peak hour trips taking 70% longer than the average drive.

Congestion charging is a commonly used policy instrument globally where a small fee is placed on people travelling into or out of a CBD at peak hours. Congestion charging encourages commuters to either drive at a different time or use public transport resulting in fewer traffic jams, quicker trips and fewer carbon emissions.

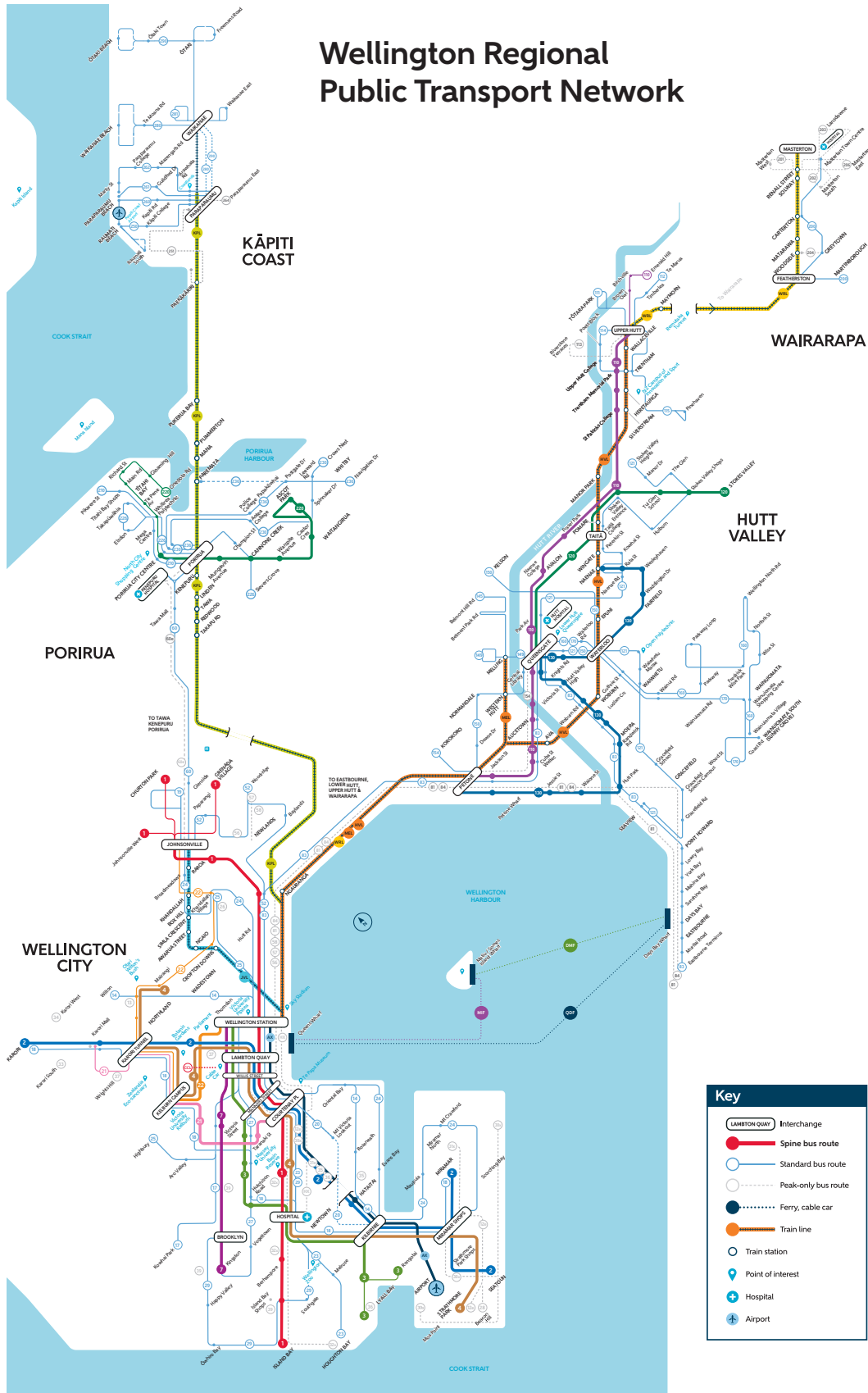
As this RPTP was being finalised in June 2025, a bill to establish a framework for implementing 'time of use charging' schemes in New Zealand was progressing through Parliament. Greater Wellington has broadly supported the introduction of congestion charging legislation, emphasising the need for a scheme that is locally led and directs scheme revenues to projects that have been identified as being of high priority to the region through the relevant regional statutory documents (RLTP and RPTP) particularly those projects that will provide additional public transport capacity.

International examples have shown that the introduction of congestion charging has an immediate impact on public transport patronage. Greater Wellington will be working with local government partners and NZTA to ensure there will be sufficient public transport capacity to meet increased demand when any local scheme commences following passage of this important legislation.

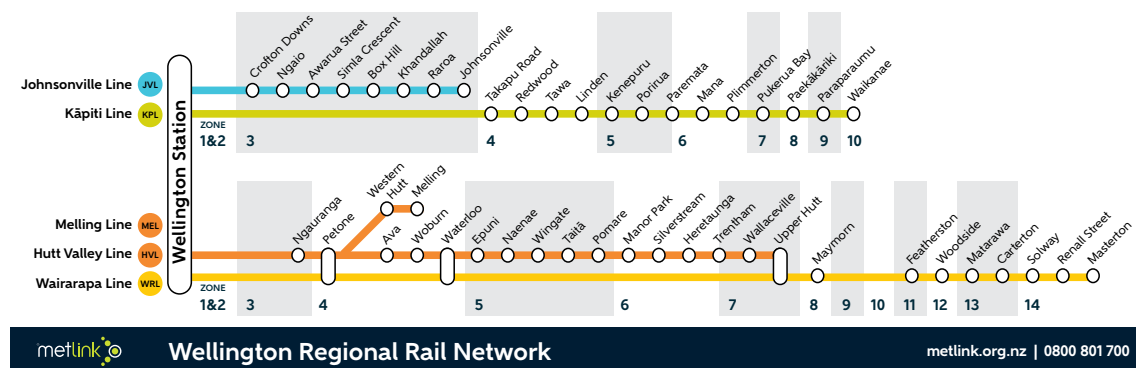
### Work delivered so far







## Rail Network Map



## Population and Growth

The Wellington Region uses Sense Partners (“Sense”) to develop its population projections for a number of reasons:

- Sense Partners estimate population and households at a national level, and work with territorial authorities in the Wellington region to capture the latest local information regarding local development plans
- Sense assumptions around annual average net migration align with recent trends and consensus forecast amongst economic experts, with Stats forecasting lower migration compared to both recent trends and the view of other economic experts
- Sense Partners and the Wellington Regional partners believe recent strong population growth in the region is likely to continue, whilst Stats have a relatively pessimistic view in relation to growth in elsewhere in the Wellington region outside of Wellington City, Lower Hutt and Porirua.

As set out in Wellington’s Future Development Strategy, an increase in population was forecast for the Wellington-Horowhenua region of around 250,000 by 2051. The latest (2023) Sense Partners projections suggest growth of around 184,000 by 2052, while Statistics NZ suggests a more modest median projection of about 79,000 between 2018 and 2048. For context, 212,000 people were living in Wellington City in June 2022. The extent of the divergence between projections highlights the uncertainty of predicting the future, and how much growth relies on international migration.

The Greater Wellington LTP 2024-34 identifies that there will be significant population growth in the Wellington region over the next few decades. Population growth is unlikely to be evenly distributed across the region, with higher growth rates expected in Porirua, Kāpiti coast and the Wairarapa. While there are high levels of uncertainty around this growth, expected impacts on public transport from the changes include patronage growth outstripping capacity in the long term, and the creation of new communities requiring additional stops or routes. With an aging population, the increases in Gold Card users will also put financial pressures on public transport.

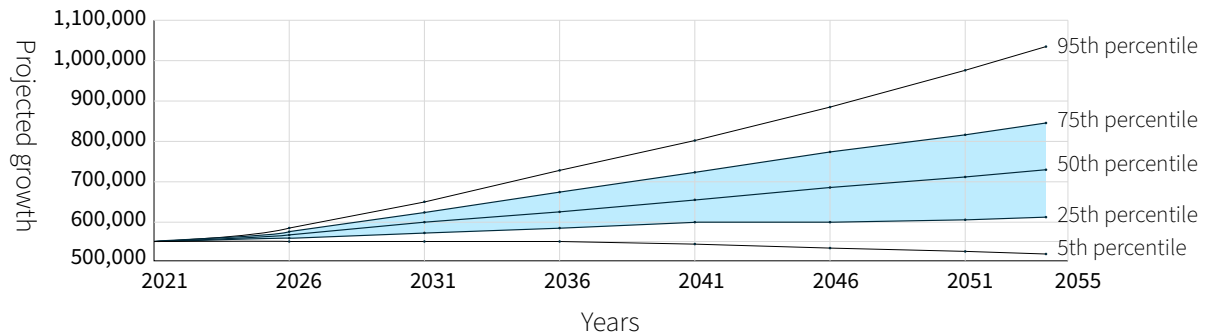
The Horowhenua-Wellington region population is forecasted to rise from 544,000 to 271,000 people in 2054. The Carterton and Masterton Districts’ populations are projected to increase by just over 50%. In Wellington City the population is projected to grow to 271,000 people - up 26% on the current population.



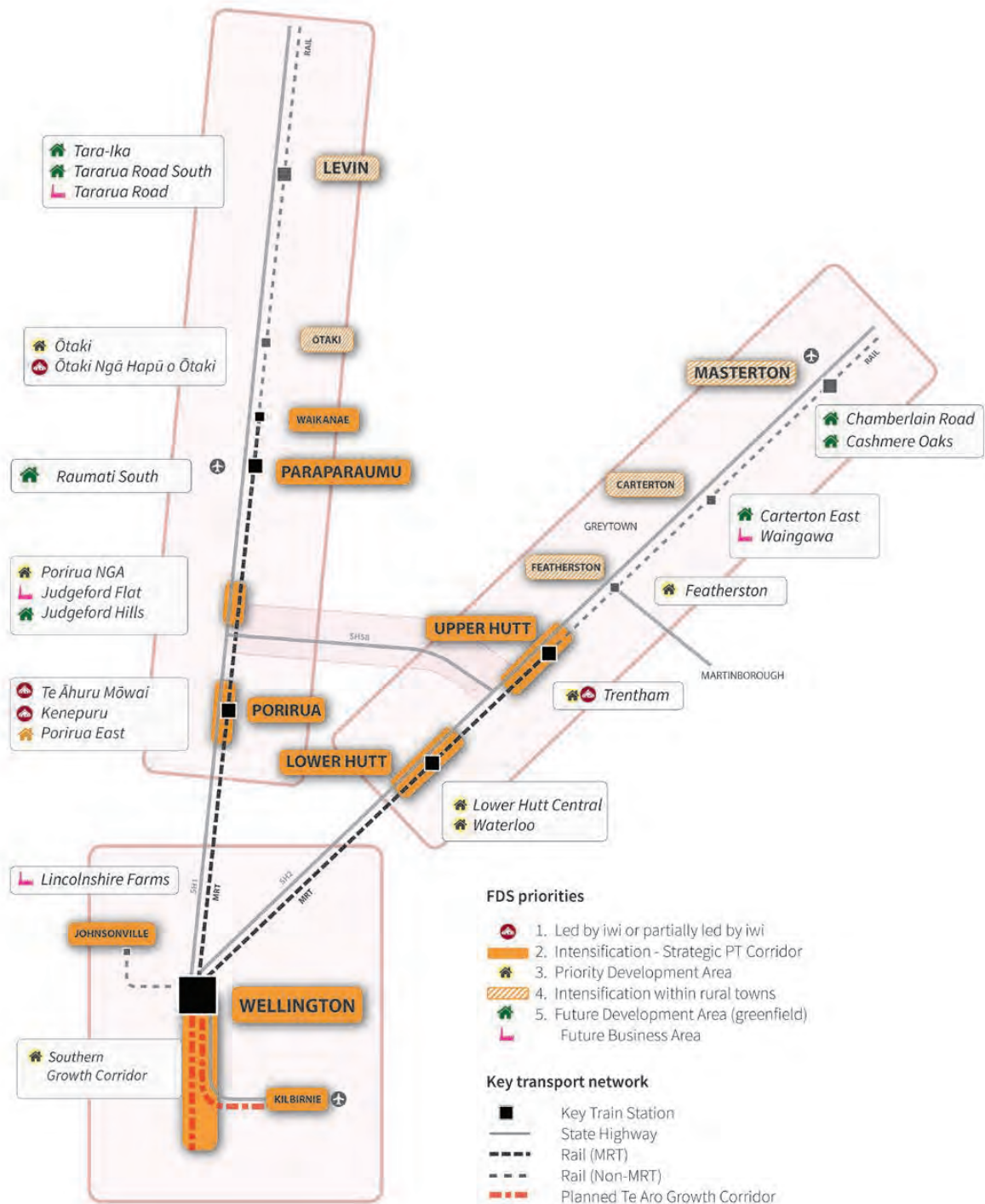
To accommodate this growth, Metlink will need to identify where the highest growth is likely to occur, where people will want to travel, and at what times. This can help to plan the routes needed, and capacity and frequency of the network to ensure that we can provide a network which moves the most amount of people possible, using the fewest vehicles.

Greater Wellington acknowledges that our regional boundary to the north borders with Horizons Regional Council and we will continue to work with them as our partners, in particular, to develop and enhance inter-regional public transport options.

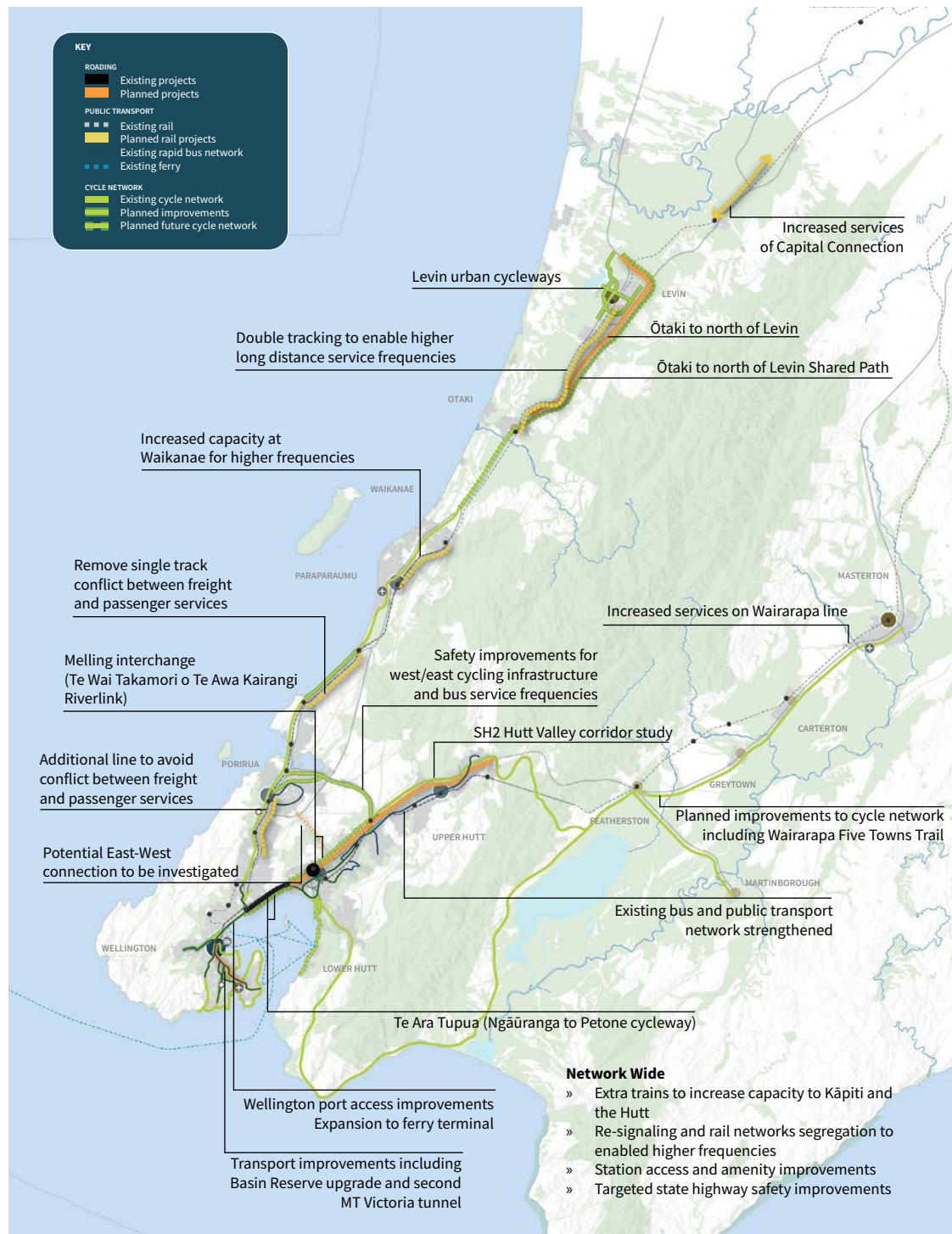
**Projected population growth Wellington - Horowhenua region over the next 30 years  
(2023 projections)**



## Future Development Strategy Priority Areas



## Key parts of our strategic transport network



## Key Regional Plans

The RPTP 2025-2035 considers and gives effect to a wide range of regional policies and strategies.

- [Future Development Strategy 2024-2054](#)
- [Greater Wellington's Long-Term Plan 2024-34](#)
- [The Wellington Regional Land Transport Plan 2021](#) (2024 Mid Term Review)
- [Metlink Asset Management Plans](#)
- [Regional Policy Statement for the Wellington Region](#)
- [Metlink Public Transport Accessibility Charter and Accessibility Action Plan.](#)

## RLTP Projects

**Name:** Wellington ETCS - Rail Network Resignalling  
**Lead:** KiwiRail  
**Desc:** Implementation of Wellington Metro Upgrade Programme. Includes replacement of mixed signalling and train control systems. Installation of European Train Control System (ETCS) Level 2.  
**Cost:** \$710.4 million  
**Status:** Unfunded / Approved

**Name:** Wellington Metro - Rail Network Rebuild (Backlog)  
**Lead:** KiwiRail  
**Desc:** Address and action renewal requests backlog for metro-rail assets. Ensuring no assets past end of life and meeting the government's commitment to fit for purpose network.  
**Cost:** \$332.8 million  
**Status:** Funding approved

**Name:** Wellington Metro - Remaining Improvements for RS1 Timetable  
**Lead:** KiwiRail  
**Desc:** Network improvements to enhance resilience of RS1 timetable, which provides a 15-minute service, increasing capacity, level of service and network resilience. Improvements include stabling at Waikanae, junction upgrades in Woburn, signal upgrades at North south junction and Pukerua Bay.  
**Cost:** \$23.9 million  
**Status:** NLTP Unfunded

**Name:** Smarter Network Technology and Innovation Programme  
**Lead:** Greater Wellington  
**Desc:** Several bespoke technology enhancements for the rail fleet and station, including WiFi provision on trains, hardware LED strips at train stations, and full-width signage across carriages.  
**Cost:** \$27.69 million

**Name:** Wellington Metro - Strategic Future Planning  
**Lead:** KiwiRail  
**Desc:** Strategic planning for future investment in the Wellington Metro rail network. Enables KiwiRail to complete Programme Business Case work and participate in key planning activities of other organisations - i.e. Regional Growth Framework, etc.  
**Cost:** \$12.0 million  
**Status:** Funding Approved

**Name:** Unlocking Capacity & Improving Resilience - Infrastructure (Substation Upgrade)  
**Lead:** Kiwirail  
**Desc:** Infrastructure network capacity improvements over next 4 years. Includes: Removal of network constraints, improve peak service frequency, higher quality passenger service, cater forecast peak demands, ensure balanced mode share between rail and road.  
**Cost:** \$137.2 million  
**Status:** Funding Approved

### Our Plan

In response to feedback provided by our key partners and acknowledging work already underway, over the next ten years Greater Wellington plans to:

- Determine the feasibility of modernising and making more accessible all stations on the Metlink network
- Rationalise stations where closely spaced or with low patronage use
- Assess benefits of new stations:
  - i. North of Upper Hutt CBD
  - ii. To serve QEP
  - iii. North of Paraparaumu
- Advocate for a loop to connect Melling and HVL (as per KiwiRail plan)
- Support regional partners to move the current Levin station
- Advocate for the double-tracking of the North-South Junction
- Advocate for double-tracking North of Waikanae.

## 21. Rārangi Ara

### Route List

| Route number | Unit number | Long Name                                                           | ONF Descriptor |
|--------------|-------------|---------------------------------------------------------------------|----------------|
| <b>1</b>     | Unit 01     | Island Bay - Johnsonville West/Churton Park/Grenada Village         | Frequent*      |
| <b>2</b>     | Unit 02     | Miramar/Seatoun - Hataitai - Wellington - Karori                    | Frequent*      |
| <b>3</b>     | Unit 06     | Wellington - Newtown - Kilbirnie - Lyall Bay/Rongotai               | Frequent*      |
| <b>4</b>     | Unit 02     | Mairangi – Kelburn – Wellington – Newtown – Strathmore Park         | Frequent       |
| <b>7</b>     | Unit 07     | Wellington - Brooklyn - Kingston                                    | Frequent       |
| <b>12e</b>   | Unit 02e    | Wellington - Hataitai - Kilbirnie - Strathmore Park                 | Targeted       |
| <b>13</b>    | Unit 03     | Brandon Street - Glenmore Street - Mairangi                         | Targeted       |
| <b>14</b>    | Unit 05     | Kilbirnie - Hataitai - Roseneath - Wellington - Wilton              | Connector      |
| <b>17</b>    | Unit 07     | Wellington - Brooklyn - Kowhai Park                                 | Connector      |
| <b>18</b>    | Unit 02     | Karori - Kelburn - Newtown - Miramar                                | Targeted       |
| <b>19</b>    | Unit 01     | Johnsonville - Churton Park - Johnsonville                          | Connector      |
| <b>19e</b>   | Unit 01     | Johnsonville - Churton Park - Johnsonville (Wellington extension)   | Targeted       |
| <b>20</b>    | Unit 03     | Wellington - Mt Victoria - Kilbirnie Local                          | Connector      |
| <b>21</b>    | Unit 03     | Courtenay Place - Kelburn - Karori (Wrights Hill)                   | Connector      |
| <b>22</b>    | Unit 03     | Wellington - Kelburn - Mairangi - Johnsonville                      | Connector      |
| <b>23</b>    | Unit 01     | Wellington - Newtown - Houghton Bay                                 | Connector      |
| <b>24</b>    | Unit 04     | Miramar Heights - Wellington - Broadmeadows - Johnsonville          | Connector      |
| <b>25</b>    | Unit 04     | Highbury - Aro Valley - Wellington - Khandallah                     | Connector      |
| <b>26</b>    | Unit 04     | Brandon Street - Ngaio - Khandallah                                 | Targeted       |
| <b>27</b>    | Unit 01     | Wellington - Vogeltown                                              | Connector      |
| <b>28</b>    | Unit 02     | Strathmore Park Shops - Beacon Hill                                 | Targeted       |
| <b>29</b>    | Unit 07     | Wellington - Newtown - Southgate - Island Bay - Ōwhiro Bay-Brooklyn | Connector      |
| <b>30x</b>   | Unit 02     | Wellington - Scorching Bay/Moa Point (Express)                      | Targeted       |
| <b>31x</b>   | Unit 02     | Wellington - Miramar North (Express)                                | Targeted       |
| <b>32x</b>   | Unit 01     | Wellington - Berhampore - Island Bay - Houghton Bay (Express)       | Targeted       |
| <b>33</b>    | Unit 02     | Brandon Street - Karori South                                       | Targeted       |
| <b>34</b>    | Unit 02     | Brandon Street - Karori West                                        | Targeted       |
| <b>35</b>    | Unit 02     | Wellington - Hataitai                                               | Targeted       |
| <b>36</b>    | Unit 06     | Wellington - Hataitai - Kilbirnie - Lyall Bay                       | Targeted       |

| Route number                 | Unit number | Long Name                                                          | ONF Descriptor     |
|------------------------------|-------------|--------------------------------------------------------------------|--------------------|
| <b>37</b>                    | Unit 03     | Brandon Street - Kelburn - Karori (Wrights Hill) (via The Terrace) | Targeted           |
| <b>39</b>                    | Unit 07     | Wellington - Brooklyn - Ōwhiro Bay - Island Bay                    | Targeted           |
| <b>52</b>                    | Unit 08     | Wellington - Newlands - Johnsonville                               | Connector          |
| <b>56</b>                    | Unit 08     | Wellington - Paparangi - Johnsonville                              | Targeted           |
| <b>57</b>                    | Unit 08     | Wellington - Woodridge                                             | Targeted           |
| <b>58</b>                    | Unit 08     | Wellington - Newlands                                              | Targeted           |
| <b>59</b>                    | Unit 18     | Greenacres - Tawa - Grenada North                                  | Secondary          |
| <b>60</b>                    | Unit 18     | Johnsonville - Tawa - Porirua                                      | Connector          |
| <b>60e</b>                   | Unit 18     | Wellington - Johnsonville - Tawa - Porirua                         | Targeted           |
| <b>81</b>                    | Unit 12     | Wellington - Petone - Eastbourne                                   | Targeted           |
| <b>83</b>                    | Unit 12     | Wellington - Petone - Lower Hutt - Eastbourne                      | Targeted           |
| <b>84</b>                    | Unit 12     | Wellington - Petone - Gracefield - Eastbourne                      | Targeted           |
| <b>85x</b>                   | Unit 12     | Wellington - Eastbourne (Express)                                  | Targeted           |
| <b>110</b>                   | Unit 10     | Petone - Lower Hutt - Upper Hutt - Emerald Hill                    | Frequent **        |
| <b>111</b>                   | Unit 10     | Upper Hutt - Totara Park - Upper Hutt                              | Connector          |
| <b>112</b>                   | Unit 10     | Upper Hutt - Maoribank - Timberlea - Te Marua                      | Connector          |
| <b>113</b>                   | Unit 10     | Upper Hutt - Riverstone Terraces                                   | Targeted           |
| <b>114</b>                   | Unit 10     | Upper Hutt - Elderslea - Trentham                                  | Connector          |
| <b>115</b>                   | Unit 10     | Upper Hutt - Pinehaven - Upper Hutt                                | Connector          |
| <b>120</b>                   | Unit 09     | Lower Hutt - Epuni - Taita - Stokes Valley                         | Frequent           |
| <b>121</b>                   | Unit 09     | Seaview - Lower Hutt - Naenae - Stokes Valley Heights              | Connector          |
| <b>130</b>                   | Unit 09     | Petone - Lower Hutt - Waterloo - Naenae                            | Frequent           |
| <b>145</b>                   | Unit 09     | Lower Hutt - Melling - Belmont - Waterloo                          | Targeted           |
| <b>149</b>                   | Unit 09     | Tirohanga - Melling - Lower Hutt - Waterloo                        | Targeted           |
| <b>150</b>                   | Unit 09     | Petone - Maungaraki - Lower Hutt - Kelson                          | Connector          |
| <b>154</b>                   | Unit 09     | Petone - Korokoro - Petone                                         | Targeted           |
| <b>160</b>                   | Unit 11     | Lower Hutt - Waterloo - Wainuiomata North                          | Connector          |
| <b>170</b>                   | Unit 11     | Lower Hutt - Wainuiomata South - Lower Hutt                        | Connector          |
| <b>200</b>                   | Unit 15     | Martinborough - Featherston - Greytown - Masterton                 | Regional connector |
| <b>201-203<br/>&amp; 206</b> | Unit 15     | Masterton Town                                                     | Targeted           |



| Route number   | Unit number  | Long Name                                                   | ONF Descriptor     |
|----------------|--------------|-------------------------------------------------------------|--------------------|
| <b>204</b>     | Unit 15      | Woodside Station - Greytown                                 | Targeted           |
| <b>210</b>     | Unit 13      | Porirua - Titahi Bay                                        | Connector          |
| <b>220</b>     | Unit 13      | Ascot Park - Porirua - Titahi Bay                           | Frequent ***       |
| <b>226</b>     | Unit 13      | Sievers Grove - Elsdon - Sievers Grove                      | Connector          |
| <b>230</b>     | Unit 13      | Porirua - Aotea - Whitby (The Crowsnest)                    | Connector          |
| <b>236</b>     | Unit 13      | Porirua - Papakowhai - Paremata - Whitby (Navigation Drive) | Connector          |
| <b>250</b>     | Unit 14      | Paraparaumu - Raumati South - Paraparaumu                   | Connector          |
| <b>251</b>     | Unit 14      | Kāpiti Health Centre - Paraparaumu - Paekākāriki            | Targeted           |
| <b>260-262</b> | Unit 14      | Paraparaumu - Paraparaumu Beach                             | Connector          |
| <b>264</b>     | Unit 14      | Kāpiti Health Centre - Paraparaumu - Paraparaumu East       | Targeted           |
| <b>280</b>     | Unit 14      | Waikanae - Waikanae Beach - Waikanae                        | Connector          |
| <b>281</b>     | Unit 14      | Waikanae Town                                               | Targeted           |
| <b>290</b>     | Unit 14      | Ōtaki - Waikanae                                            | Regional connector |
| <b>291</b>     | Unit 19      | Levin – Waikanae                                            | Targeted connector |
| <b>300</b>     | Unit 13      | Titahi Bay - Porirua - Whenua Tapu Cemetery                 | Targeted           |
| <b>309-315</b> | Unit 15      | Wairarapa school buses                                      | Targeted           |
| <b>400-499</b> | Unit 13 & 18 | Porirua and Tawa Schools Targeted                           | Targeted           |
| <b>500-599</b> | Unit 14      | Kāpiti school buses                                         | Targeted           |
| <b>600-799</b> | Unit 1-8     | Wellington school buses                                     | Targeted           |
| <b>800-999</b> | Unit 9-11    | Hutt Valley school buses                                    | Targeted           |
| <b>AX</b>      | Unit 20      | Wellington Station to Wellington Airport                    | Frequent           |
| <b>QDF</b>     | Unit 17      | Wellington Harbour Ferry (Queens Wharf - Days Bay)          | Targeted           |
| <b>HVL</b>     | Unit 16      | Hutt Valley Line (Wellington - Upper Hutt)                  | Rapid              |
| <b>JVL</b>     | Unit 16      | Johnsonville Line (Wellington - Johnsonville)               | Rapid              |
| <b>KPL</b>     | Unit 16      | Kāpiti Line (Wellington - Waikanae)                         | Rapid              |
| <b>MEL</b>     | Unit 16      | Melling Line (Wellington - Melling)                         | Targeted           |
| <b>WRL</b>     | Unit 16      | Wairarapa Line (Wellington - Masterton)                     | Regional Connector |
| <b>MUL</b>     | Unit 21      | Manawatū Line (Wellington - Palmerston North)               | City Connector     |

\* Connector on branches

\*\* Connector between Upper Hutt and Emerald Hill

\*\*\* Connector between Titahi Bay and Porirua



## 22. Aronga ā-Rohe o Wairarapa

### Wairarapa Regional Focus

The Wairarapa is a rural area about an hour's drive from Wellington City which stretches from the Tararua Range to the east and south coasts. Its northern border runs from the Manawatū Gorge to Cape Turnagain. The central and southern Wairarapa is split into three district councils which are all part of the Wellington region:

- Masterton
- Carterton
- South Wairarapa.

Despite its distance to Wellington City, over 1,000 journeys per day starting in the Wairarapa are heading to the central city. Research also shows that 7% of trips starting in the Wairarapa in the morning peak are heading into the central city. Currently, up to 80% of trips to Wellington City from the Wairarapa are on rail public transport services (includes Bus Replacing Train services).

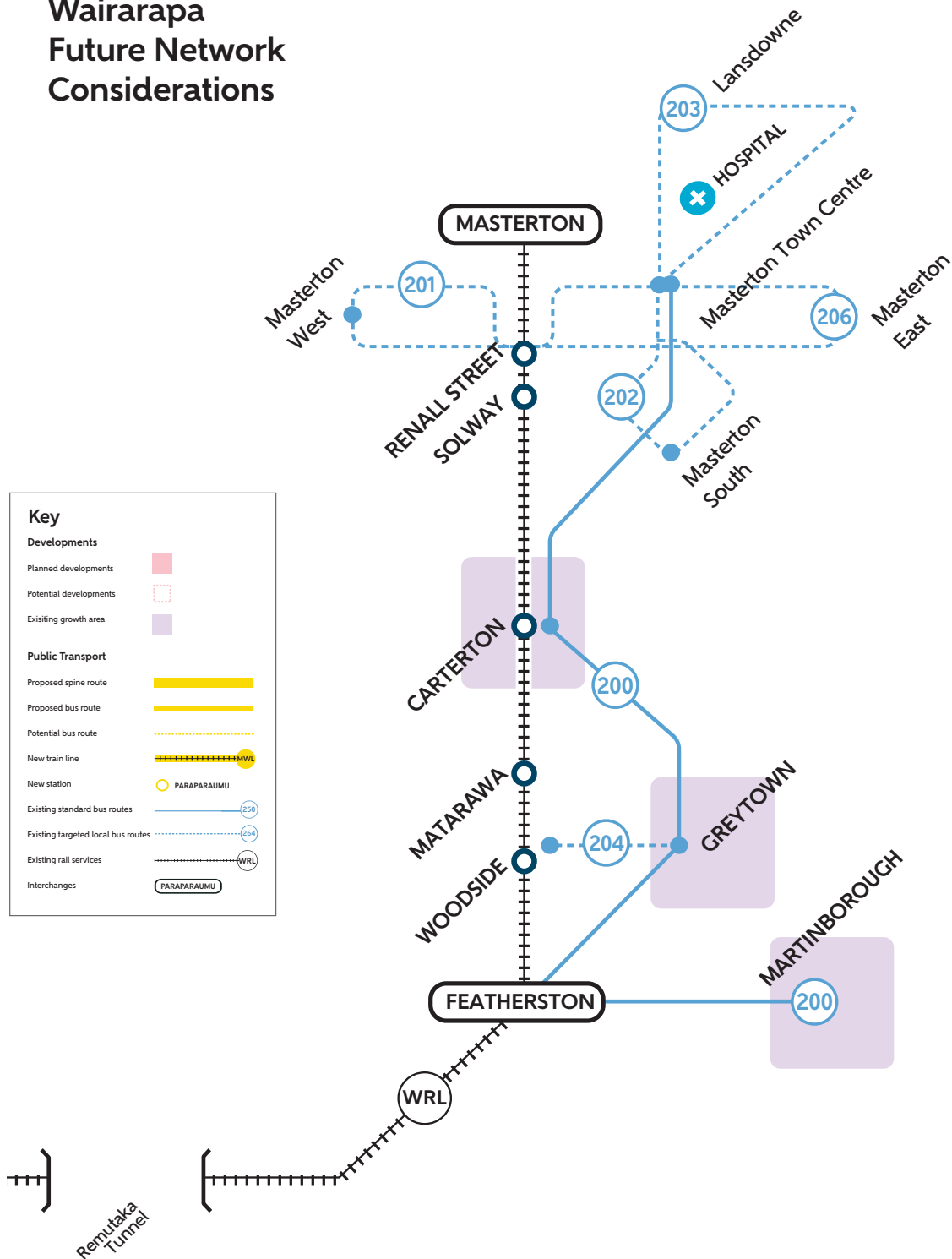
Wairarapa is expected to see a 49% increase in its population between 2021 and 2054 (an additional 25,000 people). We will need to be able to continue to move Wairarapa residents to the central city and other key local services in an efficient and timely manner to maintain and encourage even more uptake of our public transport services.

#### Key planning documents

- [Featherston Masterplan & Implementation Plan](#)
- [South Wairarapa Spatial Plan](#)
- Urban Growth Strategy
- [Wairarapa Combined District Plan](#)
- [Masterton District Council Long Term Plan 2024-34](#)
- Carterton District Council Long Term plan 2024-34 Consultation Document
- Carterton District Council Draft Infrastructure Strategy 2024-2054.



## Wairarapa Future Network Considerations



# Wairarapa Public Transport Network



## Regional focus and consideration

This section focuses on the key planning documents for each of the individual councils and what they indicate from a growth perspective and what that means for the public transport network.

### Featherston (South Wairarapa District Council)

The Featherston Masterplan and Implementation Plan (the masterplan) proposes to increase density around main street and the existing public train-station. This includes a proposed pedestrian pathway that will link the main street area to the existing station.

Regarding housing in Featherston the masterplan focuses on more intensive development (which could consist of terraced houses and duplex houses) around the existing town centre and existing train station as these areas are within easy walking distance of existing community facilities, shops, businesses, and the train station.

The Featherston masterplan does not include proposals for new land to be zoned as business or industry but does propose the conversion of currently zoned commercial/industrial zoned land into mixed or residential zoned land. Areas earmarked for these changes are:

- Industrial land to the west of Bethune Street/ Wakefield Street. Suggested to be converted to residential
- The Industrial and Commercial zoned land along SH2, from Bethune Street/Wakefield Street to Wallace Street/Hickson Street. Suggested to be rezoned to mixed use with the requirement for retail or commercial ground floor footages.

An additional thing to note is discussions with KiwiRail of the closure and installation of new rail crossings along Fox and Bell Streets.

### Martinborough (South Wairarapa District Council)

According to the South Wairarapa District Council Spatial Plan (the Spatial Plan) adopted in 2021/2022, the development of the following growth areas has been outlined for Martinborough:

- **Mid Residential (MD)** - Keeping the current density (minimum 400m<sup>2</sup> lots with an average of 500m<sup>2</sup>) within the existing urban boundary but with the inclusion of two additional areas on Roberts and Regent Streets
- **Ferry Road Mid Residential (MF)** – 36ha west of Ferry Road for mid residential development (400m<sup>2</sup> lots with an average of 500m<sup>2</sup>) with master planning to ensure the town's form and character is retained
- **Outer Residential Lifestyle (MA)** – 48 ha east and west of Oxford Street for residential lifestyle (around 2000m<sup>2</sup> – 4000m<sup>2</sup> lots) with master planning to retain a rural look and feel.

Over the next 30 years the expectation is to need an additional 260-280 new homes in this area. We presently have only one bus route servicing Martinborough (route 200) which runs through Roberts Street and borders the proposed development west of Ferry Road.

### Greytown (South Wairarapa District Council)

According to the Spatial Plan, Greytown is expected to increase in population by 1,080 people by 2051, and as such an additional eight hundred homes are required. This is in addition to the 180 retirement units being built in the Orchards Retirement Village along Reading Street.

The Spatial Plan advises development of houses is expected to focus on the eastern end of the town to avoid compromising soil quality in the western side of the town.

The longer-term option will take advantage of the existing rail infrastructure at Woodside Station, where growth can be clearly monitored, planned, and enlivened. North Street Extension (GC) and Woodside Station (GD) will be master planned once they have been reassessed and approved for development in the next 3 to 10+ years.

**Carterton**

The Urban Growth Strategy for Carterton District Council outlines the predictions and proposals for land development from 2017 through till 2043. The Growth Strategy sets out the need of 960 new homes by 2043, or 24 to 46 homes per annum.

The land to be rezoned for development has been earmarked to:

- Avoid growth areas prone to flooding (west of town)
- Locate new growth areas relative to school accessibility (east side of SH2)
- Locate growth areas as close as possible to the town centre and avoid further elongation of the urban area.

**Masterton**

The Waingawa industrial area, located off SH2 to the south of the Waingawa River, located near the northern boundary of Carterton District has been identified as a potential area of significant industrial development. Due to the nearby access to Masterton and the trainlines this area is poised to become a hub of freight transport. The Wairarapa Combined District Plan (the District Plan) has made note of the areas designations and is encouraging its development.

**Our Plan**

In response to feedback provided by our key partners and acknowledging work already underway, over the next ten years Greater Wellington plans to:

- Deliver improved rail services by progressing the Lower North Island Rail Integrated Mobility (LNIRIM) programme
- Investigate longer term public transport provision to meet housing growth and travel demand in the Wairarapa
- Continue with decarbonisation initiatives at Masterton rail station.

**RLTP projects**

**Name:** Wellington Metro - Remutaka Tunnel Ventilation

**Lead:** KiwiRail

**Desc:** Installation of an active ventilation system in the Remutaka Tunnel to accommodate passenger services on the Wairarapa Line in light of changes to compliance thresholds.

**Cost:** \$16.60 million

**Status:** NLTP Unfunded

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## 23. Aronga ā-Rohe o Te Awa Kairangi ki Uta

### Upper Hutt Regional Focus

Upper Hutt City covers 43,400 hectares in the northern half of the Hutt Valley and approximately 92% of land is zoned rural or open space. The urban environment is predominantly in a linear pattern along the valley floor, and is surrounded by forested hills along the eastern and western aspects. These natural environment qualities, including the Hutt River and regional parks, are a major drawcard for the over 49,400 people who call Upper Hutt home and the 13,100 people that work there.

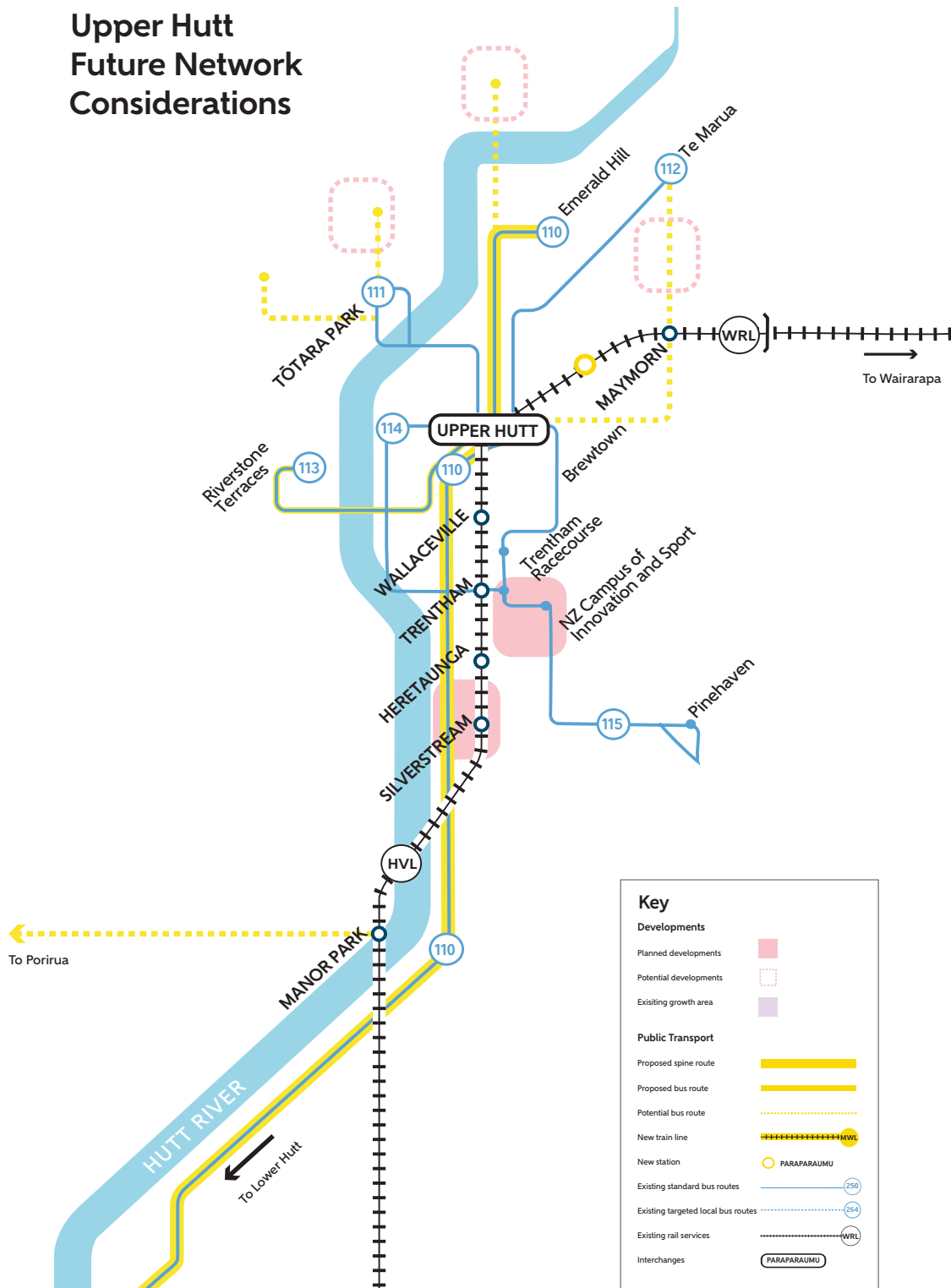
Due to its relative proximity to Wellington City, over 3,000 journeys per day starting in Upper Hutt are heading to the central city. Research from Greater Wellington, NZTA and WCC also shows that 18% of trips starting in Upper Hutt in the morning peak are heading into the central city. Currently 65% of trips to Wellington City from Upper Hutt are on public transport.

#### Key planning documents

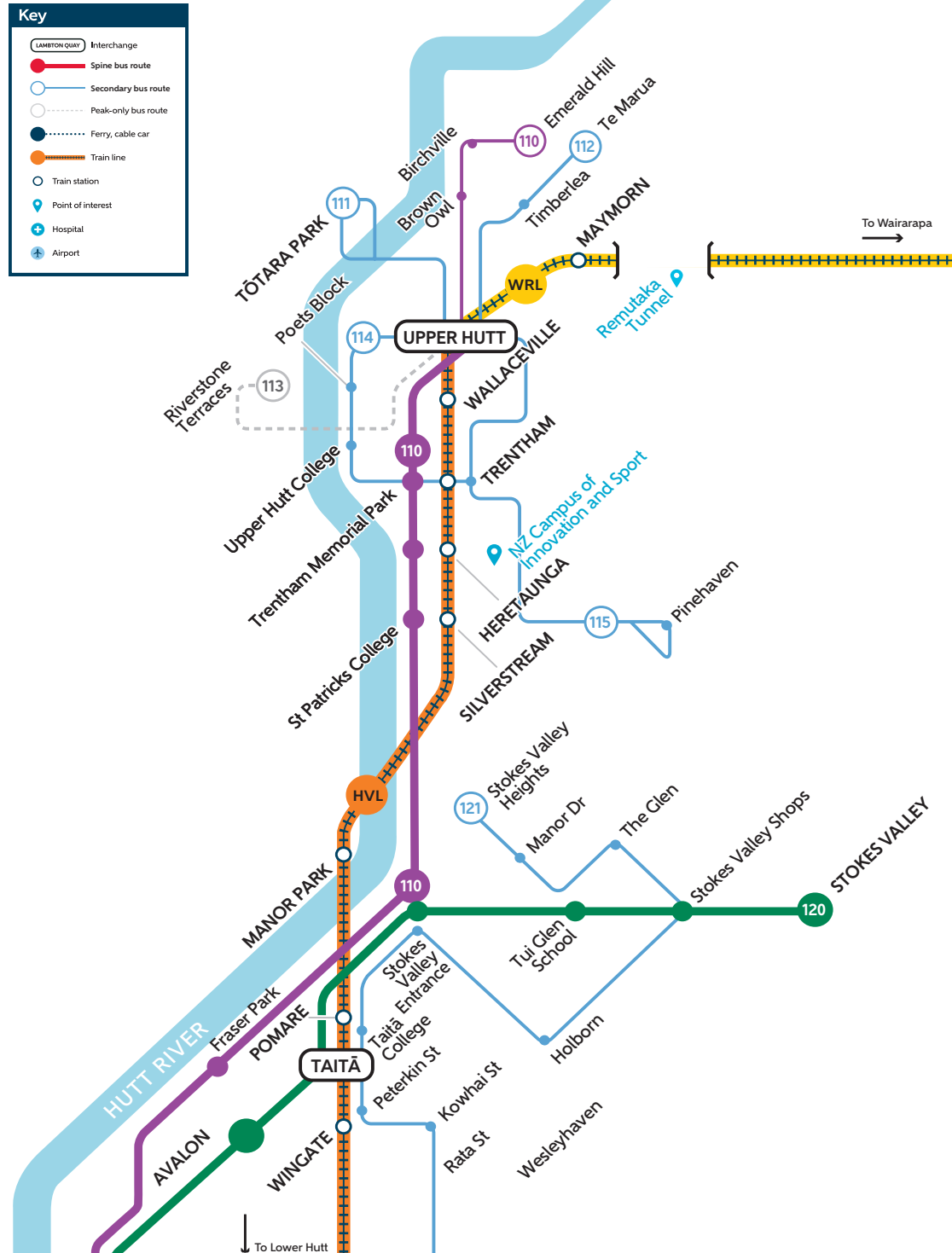
- [HBA Assessments for Upper Hutt, Chapter 6](#)
- [The Upper Hutt District Plan](#)
- [The Upper Hutt City Council Sustainability Strategy 2020](#)
- [The Upper Hutt City Council Long Term Plan 2024-2034](#).



## Upper Hutt Future Network Considerations



## Upper Hutt Public Transport Network





## Regional focus and consideration

While engaging with our regional partners, these are the other key messages we received from our discussions on what the public transport network will need to do to address these future demands.

## Current and Future Demand for Public Transport Services

**Residential and employment growth:** Upper Hutt is expected to see a 35% increase in its population of an additional 18,200 people over the next 30 years (representing around 8,000 new dwellings), as well as demand for 260,000sqm of business land.

To accommodate this increase in population and commercial activity Upper Hutt has enabled mixed use development through District Plan zoning, as well as high density development around the city centre and within a walkable catchment of rapid transit stops. Development is also expected to occur in greenfield sites across the city.

To maintain and increase public transport use we need to continue to move people to key local services and employment areas in an efficient and timely manner, address the issues identified above, and improve and adapt the public transport network to serve new and existing residential and employment developments.

Recent developments of particular note are the new employment hubs at the Blue Mountains Campus at Wallaceville and New Zealand Campus of Innovation and Sport. Both hubs are located near the Wallaceville and Heretaunga rail stations, however, the Wairarapa rail line train currently only stops at Upper Hutt, meaning commuters from Wairarapa need to change at Upper Hutt. Bus service improvements and new services would also help to improve access to these hubs, as well as other employment locations including Alexander Road and Wallaceville estate.

Brewtown in Upper Hutt has become a destination for regionally significant events, and public transport support for major events is covered through Metlink's Strategic Event Support Policy in this RPTP.

## Education growth

Whilst rural bus services for schools are provided by the Ministry for Education, there is demand

on public transport from school children that should be considered in future service planning. This includes travel to and from Upper Hutt as children travel within the wider Wellington region to particular educational facilities.

## Public Transport

### *Suggested new public transport services/routes:*

Core public transport services, as well as areas of future demand and suggested new bus routes are shown in the Future Network Considerations map above.

### *Suggested new public transport infrastructure:*

- In some respects, Upper Hutt is more resilient to climate change than other parts of the Wellington region due to Upper Hutt not being a coastal district. However, there are other hazards such as earthquakes, high slopes and flooding (particularly around the river corridor) that means that Upper Hutt could be difficult to leave in an emergency, especially to the south, that would need to be considered in infrastructure planning.

### *Suggestions to increase public transport use:*

Issues and opportunities in Upper Hutt that should be addressed and considered to support the maintenance of, and increase in, the level of public transport usage include:

- Affordability
- Integration between active transport and public transport and between buses and trains (timetables and location)
- East-West connectivity within Upper Hutt and to Porirua
- Better serving employment areas and community facilities by public transport including schools, retirement homes and medical centres
- Improvements to or provision of rural bus services
- Resilience to climate change, particularly to the south
- Connecting potential new development areas by public transport in a timely manner.

Although some areas have reasonable bus service, many are infrequent particularly in off-peak periods. Isolated suburbs and rural areas, and poor east-west connectivity create difficulty for travel on public transport within Upper Hutt, and to get to Porirua. There is no bus service to Porirua, and rail journeys require a change at Wellington Station. Some larger employment areas such as Alexander Road and the Wallaceville estate industrial area are not currently served by bus.

### Our Plan

In response to feedback provided by our key partners and acknowledging work already underway, over the next ten years Greater Wellington plans to:

- Deliver improved rail services by progressing the Lower North Island Rail Integrated Mobility (LNIRIM) programme
- Investigate the potential for new rail stations north of Upper Hutt
- Investigate an East-West connection between Upper Hutt and Porirua
- Better link walking and cycling with existing public transport infrastructure and services
- Improve connectivity between bus and train services
- Improve public transport access to Hutt Hospital from Upper Hutt.



## 24. Aronga ā-Rohe o Te Awa Kairangi

### Hutt City Regional Focus

Hutt City is one of the four cities that constitute the Wellington metropolitan area. Lower Hutt is the lower half of the Hutt Valley and along the eastern shores of Wellington Harbour. It is separated from Wellington City by the harbour, and from Upper Hutt by the Taita Gorge.

Due to its relative proximity to Wellington City, over 10,000 journeys per day starting in Lower Hutt are heading to the central city. Research also shows that 23% of trips starting in Lower Hutt in the morning peak are heading into Wellington City. Currently 60% of trips to Wellington City from Lower Hutt are on public transport.

Hutt City is expected to see a 34% increase in its population between 2021 and 2054 (an additional 38,000 people). We will need to be able to continue to move Hutt City residents to the central city and other key local destinations in an efficient and timely manner to maintain and encourage even more uptake of our public transport services.

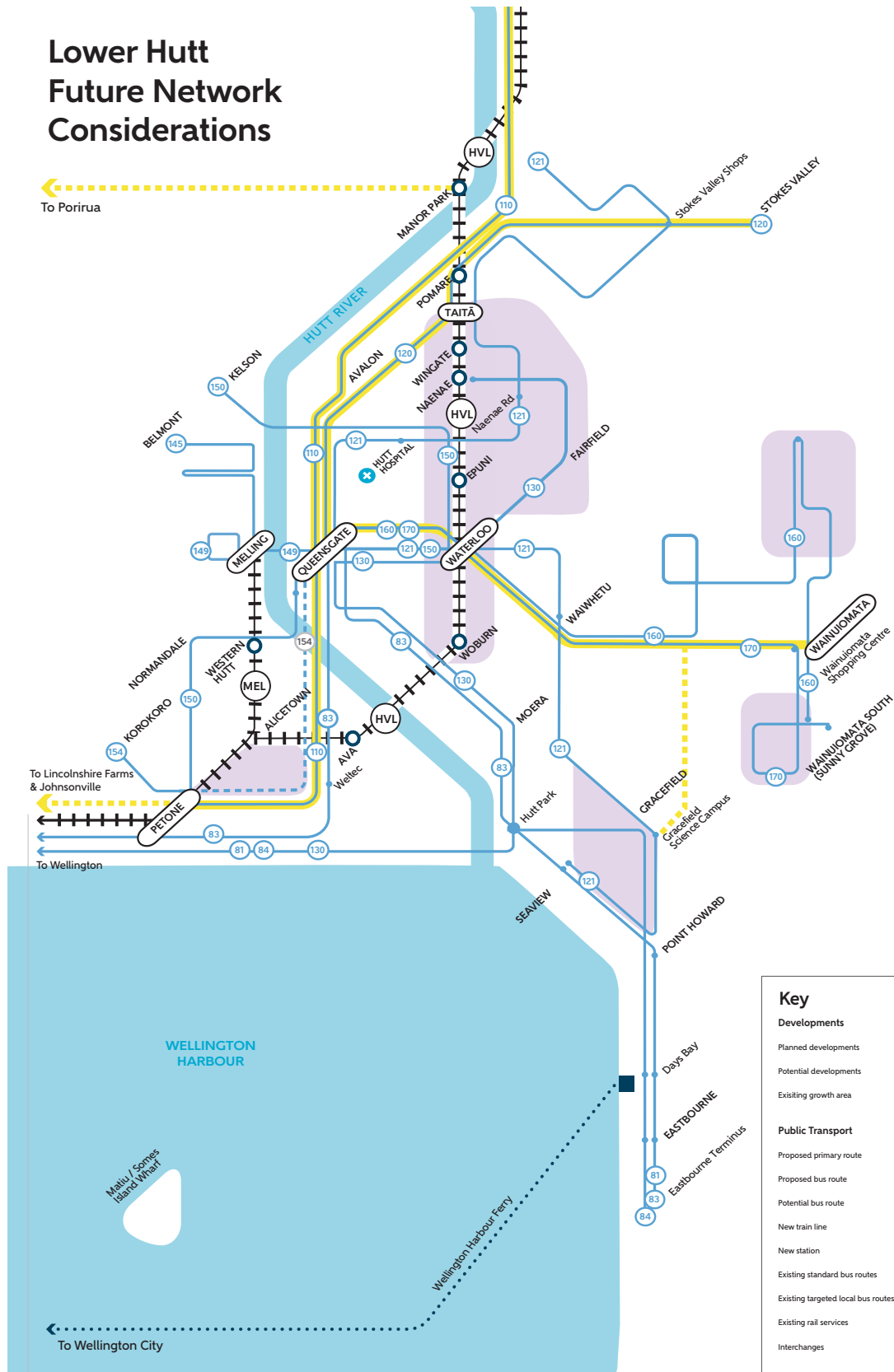
#### Key planning documents

- [10 Year Plan 2024 - 2034](#)
- [Parking Policy – December 2017](#)
- [Central City Transformation Plan 2019](#)
- [Transport Activity Management Plan 2018-28](#)
- [Better Connections Integrated Transport Strategy 2021](#)
- Draft Sustainable Growth Strategy 2025-2055
- [Hutt City District Plan](#).

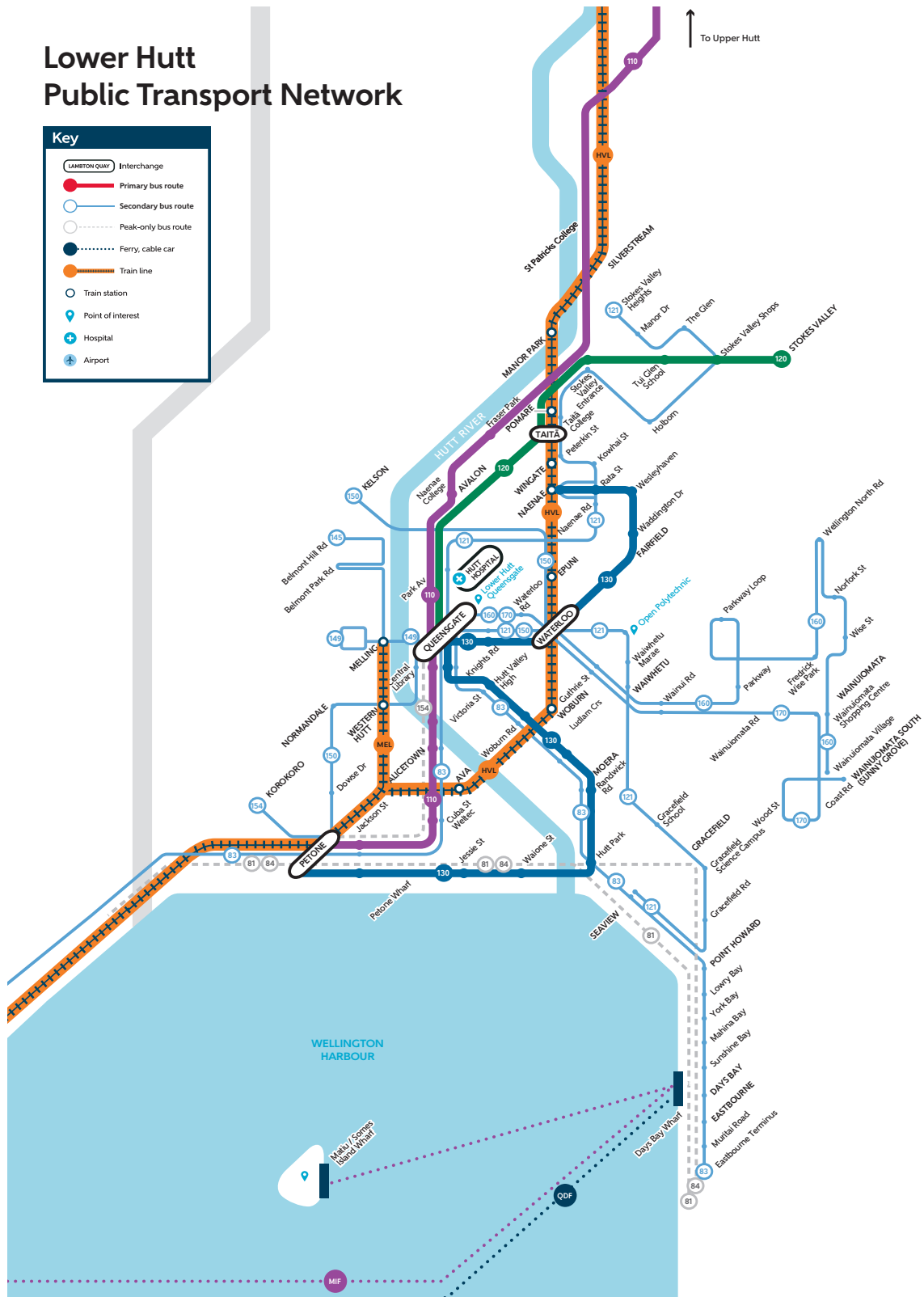




## Lower Hutt Future Network Considerations



## Lower Hutt Public Transport Network



## Regional focus and consideration

As outlined above, we are expecting to see significant population growth in Hutt City. Therefore, our public transport network will need to be able to adapt in order to handle the increased demand.

While engaging with our regional partners, these are the other key messages we received from our discussions on what the public transport network will need to do to address these future demands.

## Public Transport

### *Suggestions to improve accessibility:*

- Noted that there is a high need by passengers with low mobility in the Naenae area, and that public transport needs to be accessible for their connections
- Noted that there are few options to access public transport in the region, and there is a need for improved walking and cycling infrastructure between key hubs
- Noted that Metlink should allow bikes on peak-hour trains.

### *Suggested new public transport services/routes:*

- Noted that Wainuiomata needs a direct route to Hutt Hospital
- Noted that students commuting to Lower Hutt for schooling need better public transport services
- Noted that further evaluation is required on whether a direct bus service between Wainuiomata and Wellington City is viable.

### *Suggestions to increase public transport use:*

- Noted that workers travelling during off-peak hours (e.g. hospitality, factory or hospital) can't rely on public transport to get to and from home
- Noted that industrial areas need more public transport considerations.

## Te Wai Takamori o Te Awa Kairangi (RiverLink)

Te Wai Takamori o Te Awa Kairangi is a transformational project for Te Awa Kairangi ki Tai - Lower Hutt. It includes crucial flood protection and river restoration work, improvements to public transport, walking & cycling routes, local roads and the SH2 Melling Interchange, as well as urban revitalisation of the Lower Hutt city centre and a new pedestrian bridge over the river. Te Wai Takamori o Te Awa Kairangi is a partnership between iwi Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira, Greater Wellington, Hutt City Council and NZ Transport Agency Waka Kotahi.

The Melling station is currently planned to be completed and re-opened in its new location in 2031/32 at which point the Melling line should revert to its current timetable. The station re-opening is subject to the opening of the new City Link Pedestrian and Cycle bridge. Any decision on increased frequency of services is likely to rely on patronage uplift from the new City Link Bridge which links Lower Hutt CBD to the Melling station. Any detailed service design and timetable decisions will be reviewed nearer to the re-opening of the Melling station.

## Our Plan

In response to feedback provided by our key partners and acknowledging work already underway, over the next ten years Greater Wellington plans to:

- Plan better public transport services/connections for Gracefield, Stokes Valley, Waiwhetu and Western Hills
- Deliver improved rail services by progressing the Lower North Island Rail Integrated Mobility (LNIRIM) programme
- Investigate a fully accessible corridor that should include Waterloo Station as a key hub, Seaview Marina, key villages, marae and kura, schools, supermarkets, Queensgate, Hutt Hospital, Jackson Street and Eastbourne
- Plan for a city circular service that delivers improved links between the CBD, Hutt Hospital and Waterloo Station
- Investigate improved transport connections from Naenae and Taita to essential retail and Hutt Hospital
- Progress work on Te Wai Takamori o Te Awa Kairangi RiverLink and Melling Station
- Plan better public transport services for Wainuiomata with a focus on increased frequency of services and better connections to Hutt Hospital, in advance of a review of the wider Hutt City network in 2026
- Progress work on the Waterloo Transit Orientated Development.

## Waterloo Transit Oriented Development

Waterloo Station is the second busiest rail station in the region and a major landmark in the Hutt Valley. The station was built in the late 1980s, and its infrastructure is currently reaching its end-of-economic life. In addition, the station precinct includes large parcels of land (over 18km<sup>2</sup>, the equivalent of more than two rugby fields) currently used for Metlink Park and Ride.

While the current Park and Ride is in high demand during the average working week, it is largely empty during weekends and holiday periods and, with a sole focus on parking, is currently under-utilised from a land use perspective.

Greater Wellington has an opportunity to redevelop Waterloo as an integrated transport hub for the Hutt Valley linking with RiverLink, Lower Hutt CBD and connections to and from Wellington Central, Upper Hutt and the Wairarapa. The precinct has huge potential to contribute to regional objectives and goals in the Hutt Valley through a development that contributes to, and enables, urban intensification and enhancement in Lower Hutt as a site for employment (e.g. anchor tenant office space) and social services provision (e.g. health, education and social services provision).

Our current focus is on commissioning a replacement transport hub for the current station which can:

- Fully integrate all public transport services in a single coherent structure which incorporates a bus interchange into the build
- Improve customer experience and amenity including accessibility
- Facilitate adjacent commercial development on Greater Wellington land in the precinct through a Transit Oriented Development-enabling transport hub design
- Facilitate urban development in the immediate catchment.

Greater Wellington consulted on this in May 2025. The following outlines what we heard through consultation:

**Statement:** The planned redevelopment of Waterloo Station into a high-amenity, climate-friendly, integrated transport hub will improve the customer experience of, and access to, public transport in the Hutt Valley.

### Level of agreement

| Strongly Agree | Agree | Neutral | Disagree | Strongly Disagree | Don't Know |
|----------------|-------|---------|----------|-------------------|------------|
| 20%            | 25%   | 23%     | 7%       | 8%                | 17%        |

**45% Agree**

**15% Disagree**

44.4% of submitters either agreed or strongly agreed that the redevelopment of Waterloo Station into a high-amenity, climate-friendly, integrated transport hub would improve the customer experience of, and access to, public transport in the Hutt Valley. 15.0% of submitters either disagreed or strongly disagreed with that statement while 40.6% of submitters either were neutral or didn't know.

Feedback from submitters was largely in favour of the development of Waterloo Station prompted by views on current passenger conditions and the infrastructure condition of the current station, and potential for positive local benefits from precinct redevelopment.

Submitters in favour of the Waterloo Station development noted issues around anti-social behaviour at the station and the need to improve the facilities to improve safety as well as provide some commercial benefits. Some submitters were concerned about the potential impact of the development on other businesses in the area.

Some submitters thought it was not Greater Wellington's role to be developing high-amenity facilities or spending ratepayers' funds on such a development.

Submitters indicating neutrality or opposition to redevelopment at Waterloo commonly noted that the project was not relevant to them because they did not live in the Hutt Valley and/or did not use the Hutt Valley Line.



## RLTP projects

**Name:** Riverlink Land Purchase for Rail Station Replacement

**Lead:** Greater Wellington

**Desc:** Purchase of the land to enable improved transport outcomes as part of the relocation of the Melling Station.

**Cost:** \$1.03 million

**Status:** NLTP Unfunded

**Name:** Waterloo Station Transit Oriented Development (TOD)

**Lead:** Greater Wellington

**Desc:** Replace ageing and unsafe building infrastructure at Waterloo Station with a mixed-use transport/commercial Transit Oriented Development.

**Cost:** \$103.5 million

**Status:** NLTP Unfunded

Designer render of a possible future Waterloo from Pohutukawa Street, Lower Hutt



## 25. Aronga ā-rohe o Pōneke

### Wellington City Regional Focus

Wellington City is the region's biggest centre of employment. The city also hosts the majority of big regional events which sees people from across the country travelling into the central city. Wellington is also the main entry point for tourists, especially those heading south (via ferry) and is a popular cruise ship stopover. Wellington City, on a per capita basis, has one of the highest public transport usage rates in Australasia.

While Wellington City is a key destination for people travelling from other parts of the Wellington region and further afar – we will need to be able to move Wellington City residents around the inner city and out to other part of the region efficiently and in a timely manner.

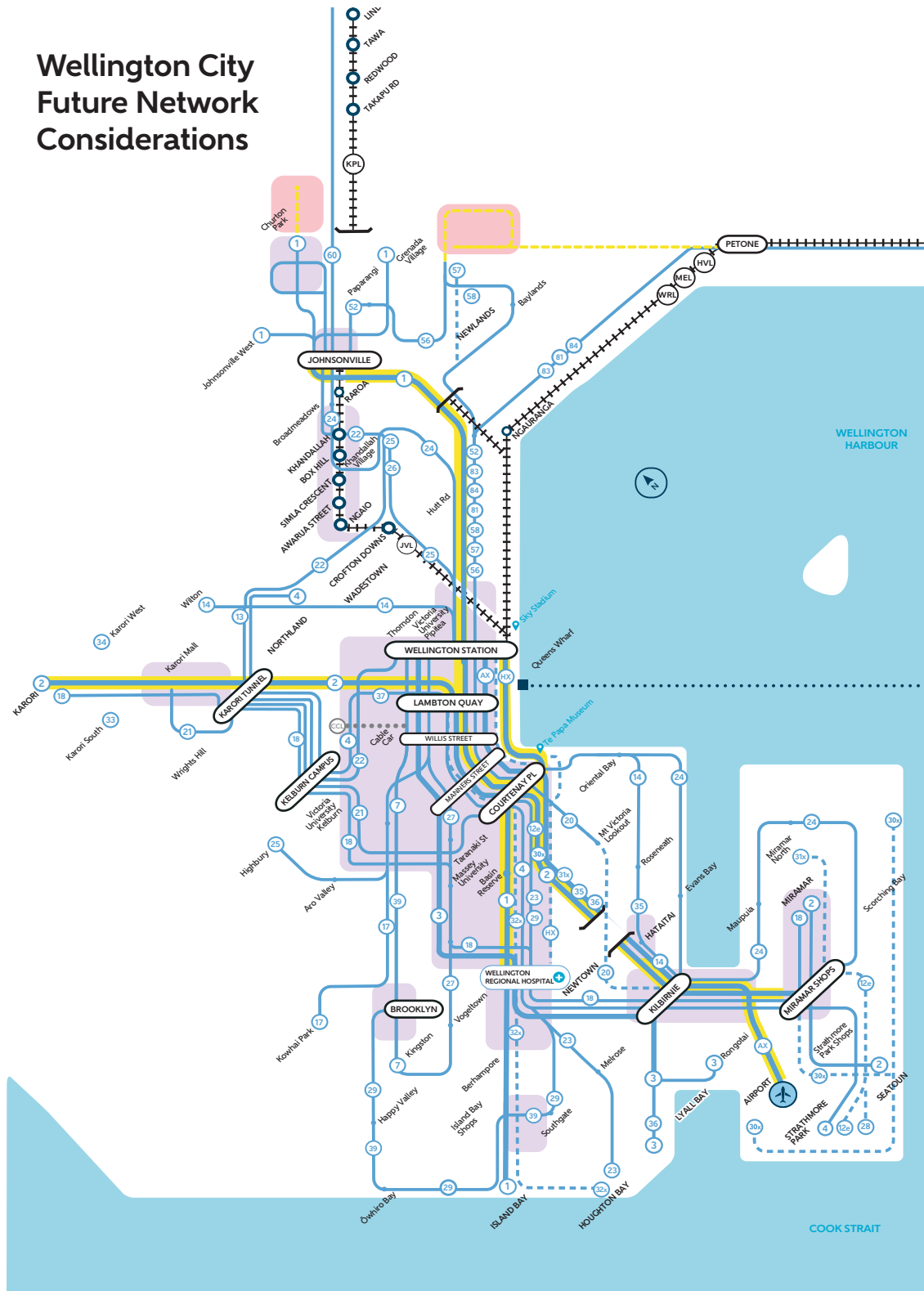
#### Key planning documents

These are the key planning documents identified during our discussions with our key partners:

- [2024-2034 Long Term Plan Community Outcomes and Priorities](#)
- [Sustainable Transport Hierarchy 2022](#)
- [Te Atakura First to Zero: Implementation Plan 2020-2030](#)
- [Spatial Plan 2021](#)
- [30-Year Infrastructure Strategy 2024](#)
- [Parking Policy 2020](#)
- [Pāneke Pōneke - Bike Network Plan 2022](#)

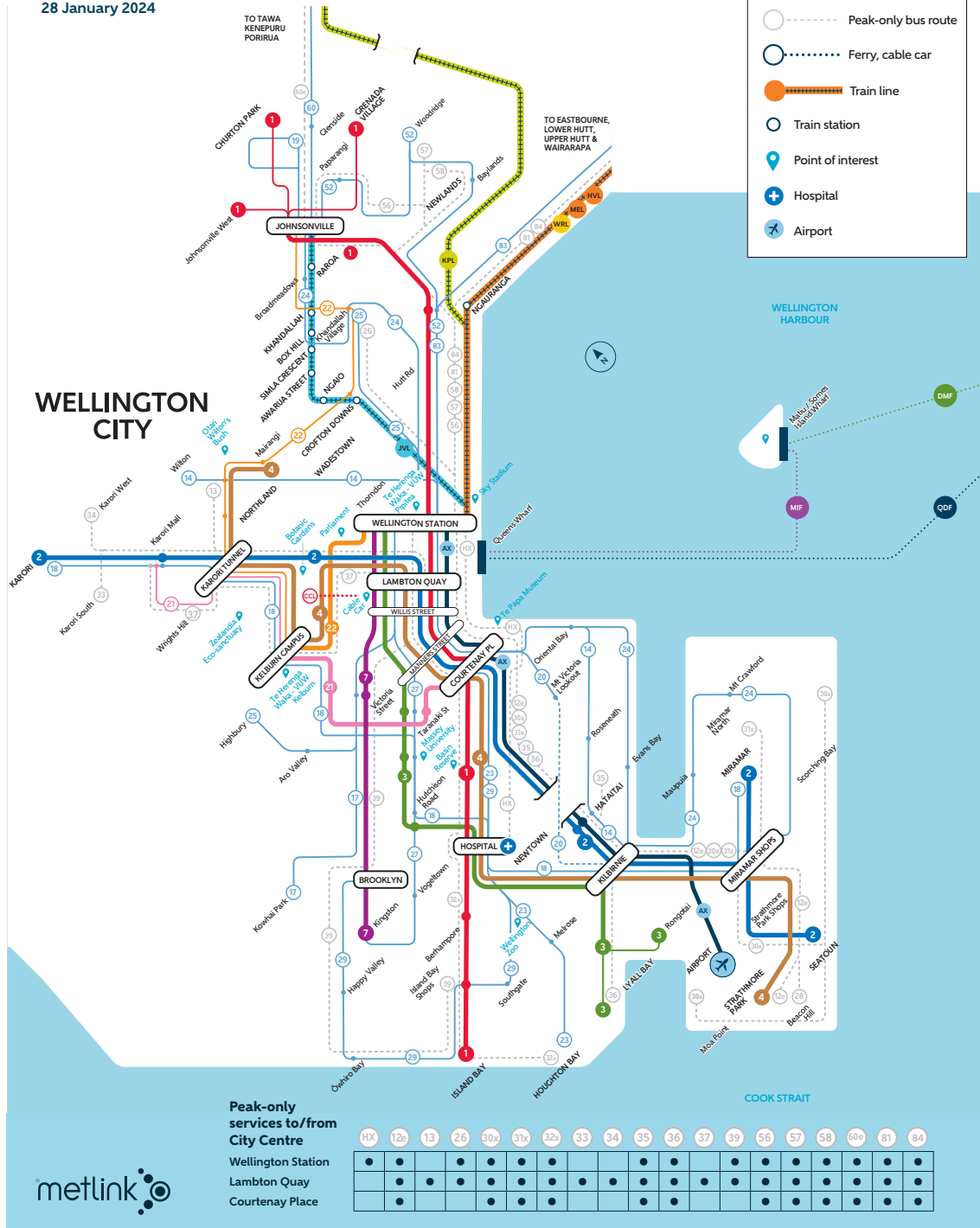


## Wellington City Future Network Considerations



# Wellington City Public Transport Network

28 January 2024





## Regional focus and consideration

As outlined above, we are expecting to see significant population growth in Wellington City. Therefore, our public transport network will need to be able to adapt to handle increased demand.

While engaging with our regional partners, these are the other key messages we received from our discussions on what the public transport network will need to do to address future demands.

## Public Transport

### *Suggested new public transport infrastructure:*

- Identified areas for Metlink to consider future bus charging depots. In particular: Karori and Horokiwi.

### *Suggestions to increase public transport use:*

- Noted that bus priority lanes will incentivise public transport uptake at peak times and on weekends.

## Current and Future Demand for Public Transport Services

### *Residential growth:*

- Noted that widespread medium-to-long term residential growth is forecast across the district, including intensification in inner city urban centres and along mass transit corridors
- Noted that there will be new development in Horokiwi associated with proposed Petone to Grenada link road
- Noted that there will likely be an increase in patronage on key commuter and school bus routes, and continuing pressure on Golden Mile.

### *Commercial growth:*

- Outlined forecast retail development in urban and suburban centres, including potential for transit-oriented developments.

### *Recreation/Education growth:*

- Outlined forecast increases in destination traffic (public transport and multimodal) for recreational areas such as Wellington waterfront, Te Ara Tupua (Petone to Wellington trail), Matai Moana/Mount Crawford recreation reserve.



## Our Plan

In response to feedback provided by our key partners and acknowledging work already underway, over the next ten years Greater Wellington plans to:

- Deliver improved rail services by progressing the Lower North Island Rail Integrated Mobility (LNIRIM) programme
- Progress work on the Rapid Transit Bus Corridors from East-West (Karori to Miramar Peninsula) and North-South (Johnsonville to Island Bay)
- Investigate improved bus services particularly for intensified suburban centres e.g. Tawa to Johnsonville, Horokiwi to onward bus and train connections
- Investigate the potential of future ferry connections to Shelly Bay, Evans Bay, and Seatoun
- Investigate opportunities for Transit Orientated Developments in the Wellington City area including Lyall Bay, Johnsonville and Tawa
- Introduce higher capacity buses (articulated) onto the number 2 route (Karori- Miramar/Seatoun) to double its capacity
- Progress improvements to the transport hub in Johnsonville
- Deliver the Council agreed Asset Control Strategy including securing sites suitable for bus depots across the city
- Continue to explore options for employer Fringe Benefit Tax (FBT)-incentivised public transport benefits e.g. hospital, central government
- Investigate the need for further access improvements at Wellington Railway Station
- Implement changes already proposed for Ōwhiro Bay and investigate service changes and extensions to existing services
- Extend Tawa services into Grenada North and increase frequency.



## RLTP Projects

**Name:** Eastern Bus Corridor  
**Lead:** Wellington City Council  
**Desc:** Stage 1 investment enables high-capacity articulated buses and bus prioritisation for the CBD to Miramar / Airport.  
**Cost:** \$21.2 million  
**Status:** Possible (Detailed Business Case Only)

**Name:** Eastern Corridor Stage 2 - Rapid Transit Bus Corridor  
**Lead:** Greater Wellington  
**Desc:** In Stage 2 we envision the implementation of continuous bus priority from the CBD to Miramar / Airport.  
**Cost:** \$67.50 million  
**Status:** Possible (Business Case Only)

**Name:** Golden Mile Bus Stops and Shelters  
**Lead:** Greater Wellington  
**Desc:** Upgrading infrastructure for all 10 bus stops along the Golden Mile, incorporating 8 new shelters, and consolidating stops to ensure faster travel times while accommodating increased passenger numbers and projected growth.  
**Cost:** \$11.6 million  
**Status:** NLTP Unfunded

**Name:** Harbour Quays Bus Corridor  
**Lead:** Wellington City Council  
**Desc:** Delivering a transitional Bus Prioritisation Corridor along Harbour Quays to alleviate pressure on the Golden Mile.  
**Cost:** \$57.5 million  
**Status:** Possible (Detailed Business Case Only)

**Name:** Harbour Quays Stage 2 - Rapid Transit Bus Corridor  
**Lead:** Greater Wellington  
**Desc:** In Stage 2 we propose the construction of a dedicated bidirectional Rapid Transit Bus Corridor from the Railway Station to the Hospital/ Island Bay.  
**Cost:** \$72.5 million  
**Status:** Possible (Business Case Only)

**Name:** Johnsonville Transport Hub Development  
**Lead:** Greater Wellington  
**Desc:** Accommodate growth in bus passenger demand and the extension of existing bus routes for Johnsonville. Includes adding sufficient space for buses to park, provisions for electric vehicle charging infrastructure, building a public transport hub including layover/driver break facilities.  
**Cost:** \$12.15 million  
**Status:** NLTP Unfunded

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**Name:** Prioritised Regional Busways Network Improvements

**Lead:** Greater Wellington

**Desc:** The Regional Busways Programme will deliver bus prioritisation and wider bus network improvements across the region. Exploration of the establishment of dedicated bus corridors in areas of anticipated significant growth and / or housing development.

**Cost:** \$15.30 million

**Status:** NLTP Unfunded

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**Name:** Wellington CBD Electric Vehicle Bus Layover/Depot

**Lead:** Greater Wellington

**Desc:** Locate land and build a layover facility for up to 30 buses, including a driver rest facility and an EV opportunity charging facility (feasibility and concept design are required).

**Cost:** \$3.5 million

**Status:** NLTP Unfunded

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**Name:** Wellington City Council Public Transport Assets

**Lead:** Greater Wellington

**Desc:** Purchase of Lambton interchange assets, as controlling strategic public transport assets assures continuity of public transport services and customer / operator amenities.

**Cost:** \$17.14 million

**Status:** NLTP Unfunded

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**Name:** Wellington Regional Hospital Travel Action Plan Initiative

**Lead:** Greater Wellington

**Desc:** A joint project with Te Whatu Ora to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput.

**Cost:** \$0.39 million

**Status:** NLTP Unfunded

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**Name:** Wellington Regional Rapid Transit Bus Corridors programme - regional plan

**Lead:** Greater Wellington

**Desc:** Development of an integrated plan / strategy for rapid transit bus corridors and bus prioritisation across the Wellington region.

**Cost:** \$1.0 million

**Status:** Possible

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**Name:** Wider WCC Bus Network Improvements

**Lead:** Wellington City Council

**Desc:** Deliver bus prioritisation and wider bus network improvements across Wellington City. Exploration of the establishment of dedicated bus corridors in areas of anticipated significant growth and / or housing development.

**Cost:** \$25.4 million

**Status:** NLTP Unfunded

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## 26. Aronga ā-rohe o Porirua

### Porirua Regional Focus

Porirua is one of the four cities that constitute the Wellington metropolitan area. Porirua is a diverse community with 27% of its population being primarily Pasifika and 23% primarily Māori.

Due to its relative proximity to Wellington City, over 5,300 journeys per day starting in Porirua are heading to the central city. Research also shows that 27% of trips starting in Porirua in the morning peak are heading into the central city. Currently 50% of these trips to Wellington City from Porirua are on public transport.

Porirua is expected to see a 36% increase in its population between 2021 and 2054 (an additional 22,000 people). We will need to be able to continue to transport Porirua residents to the central city and to other key local services in an effective and timely manner to encourage uptake of our public transport services.

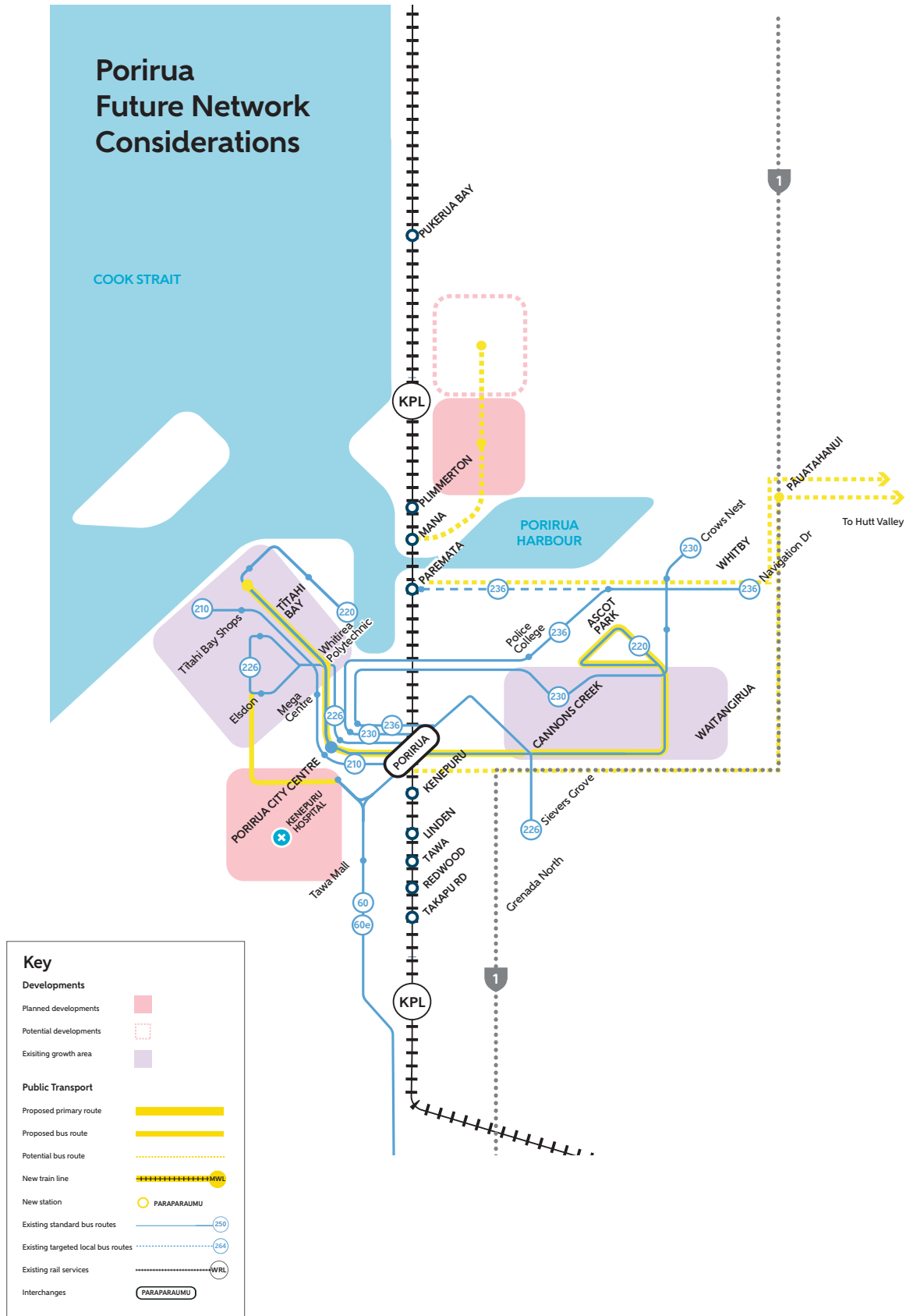
#### Key planning documents

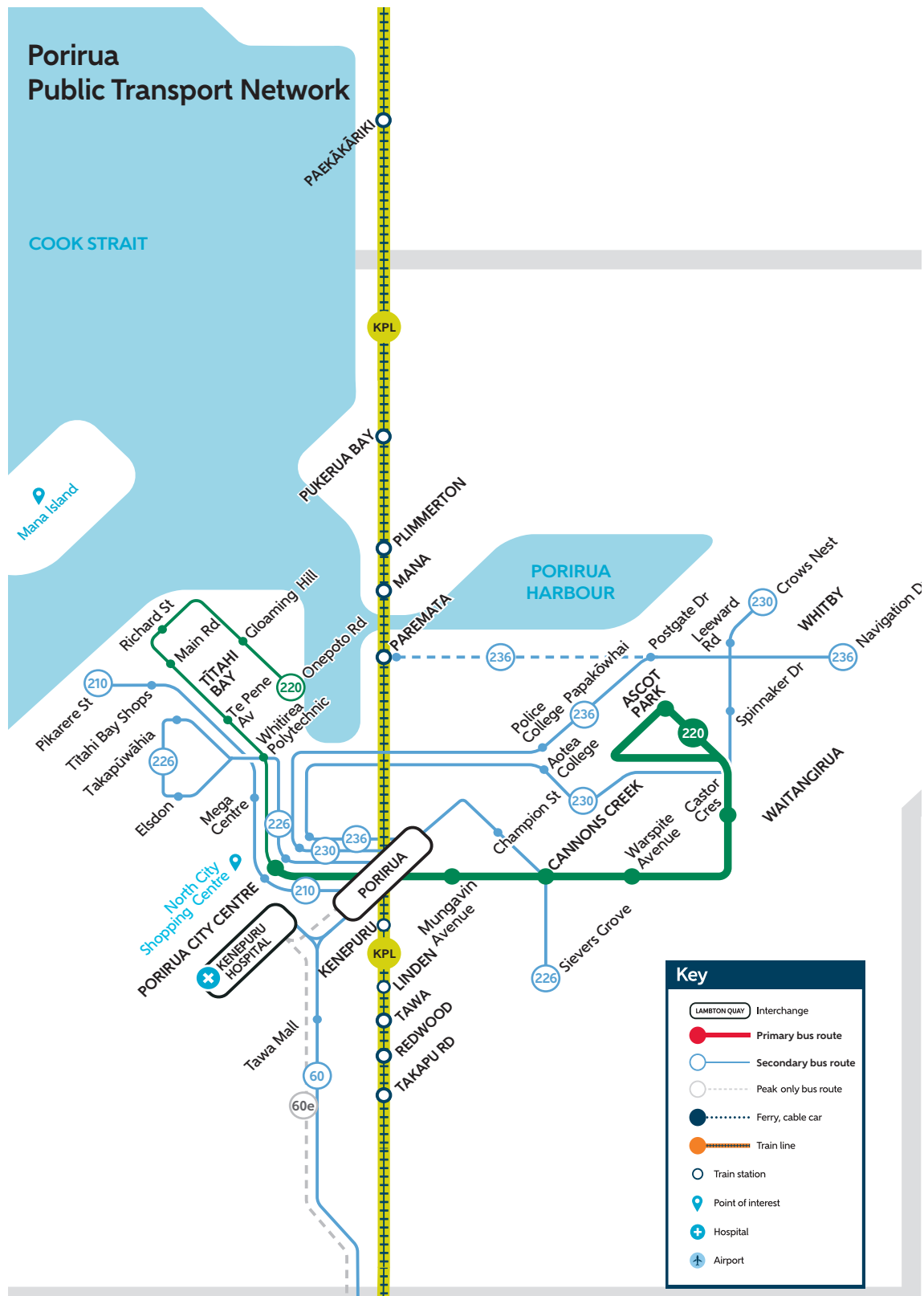
[Porirua District Plan](#)

[Porirua Growth Strategy 2053](#)

[Long-term plan 2024-34](#)







## Regional focus and consideration

As outlined above, we are expecting to see significant population growth in Porirua. Therefore, our public transport network will need to be able to adapt to handle the increased demand and encourage the strong establishment of public transport use from current residents.

While engaging with our regional partners, these are the other key messages we received from our discussions on what the public transport network will need to do to address these future demands.

## Public Transport

### *Suggested new public transport infrastructure:*

- Noted that if Porirua Station is considered for Transit Orientated Development that a bridge would be required to address the current access issues
- Noted the need for an integrated bus stop linked to the train station
- Noted that any potential Transit Orientated Developments should include medical facilities, post office, supermarkets etc.

## Current and Future Demand for Public Transport Services

### *Transport challenges:*

- Noted a new Ngāti Toa kura is being considered at Kenepuru Landing
- Noted that cars are currently crucial in Porirua due to the low provision of public transport services
- Noted that reliable public transport is needed before removing any car parking spaces.

### *Community Transport:*

- Noted that some community housing providers offer some form of transport but only a small percentage.

## Our Plan

In response to feedback provided by our key partners and acknowledging work already underway, over the next three years Greater Wellington plans to:

- Deliver improved rail services by progressing the Lower North Island Rail Integrated Mobility (LNIRIM) programme
- Progress work on improving the Porirua Bus Hub
- Partner with Ngāti Toa on an investigation into a potential Northern Bus Depot site
- Plan for improved public transport connections to Eastern Porirua including Aotea
- Plan for public transport services to the Northern Growth Area (NGA)
- Investigate an East-West connection between Upper Hutt and Porirua
- Investigate a better connection to Paremata Station from the surrounding suburbs
- Investigate opportunities for Transit Orientated Developments in the Porirua City area, including Porirua and Plimmerton
- Plan accessibility upgrades to train stations in Porirua City
- Investigate multi-modal access improvements at Porirua station
- Investigate the feasibility of improved storage facilities for bicycles and scooters at the train stations
- Implement plans for a bus service to Kenepuru landing
- Investigate bus access improvement to Kenepuru Hospital.

## RLTP projects

**Name:** Kāinga Ora East Porirua Regeneration Programme - Transport

**Lead:** Porirua City Council

**Desc:** Deliver transport improvements under the Eastern Porirua Regeneration. The project includes the redesign of streets to support the redevelopment of state houses, town centres, schools and parks while increasing the use of active modes and public transport.

**Cost:** \$31.61million

**Status:** NLTP Unfunded

**Name:** Porirua Bus Hub Improvements

**Lead:** Greater Wellington

**Desc:** Improvements to address health and safety, security concerns and accessibility challenges.

**Cost:** \$7.45 million

**Status:** NLTP Unfunded



## 27. Aronga ā-rohe o Kāpiti

### Kāpiti Coast Regional Focus

The Kāpiti Coast District stretches from Ōtaki in the north to Paekākāriki in the south. Kāpiti Coast covers 731.52 km<sup>2</sup>. The majority of this is rural land (89.5%) which covers both coastal and agricultural areas with the eastern part of the district being in the Tararua Forest Park, which includes the Tararua Range. The urban areas are coastal communities, with Paraparaumu being the biggest community in the district.

While not considered part of the Wellington metropolitan area, there are a significant number of residents that commute from the district to the central city daily. Over 3,100 journeys per day starting on the Kāpiti Coast are heading to the central city. Research also shows that 14% of all trips starting on the Kāpiti Coast in the morning peak are heading into the central city. Currently 70% of those trips to Wellington City from the Kāpiti Coast are on public transport.

The Kāpiti Coast is expected to see a 41% increase in its population between 2021 and 2054 (an additional 23,500 people). We will need to be able to continue to transport Kāpiti Coast residents to

the central city and to other key local services in an efficient and timely manner to maintain the strong use of our public transport services.

#### Key planning documents

[Long-Term Plan 2024-2034](#)

[Sustainable Transport Strategy \(2022\)](#)

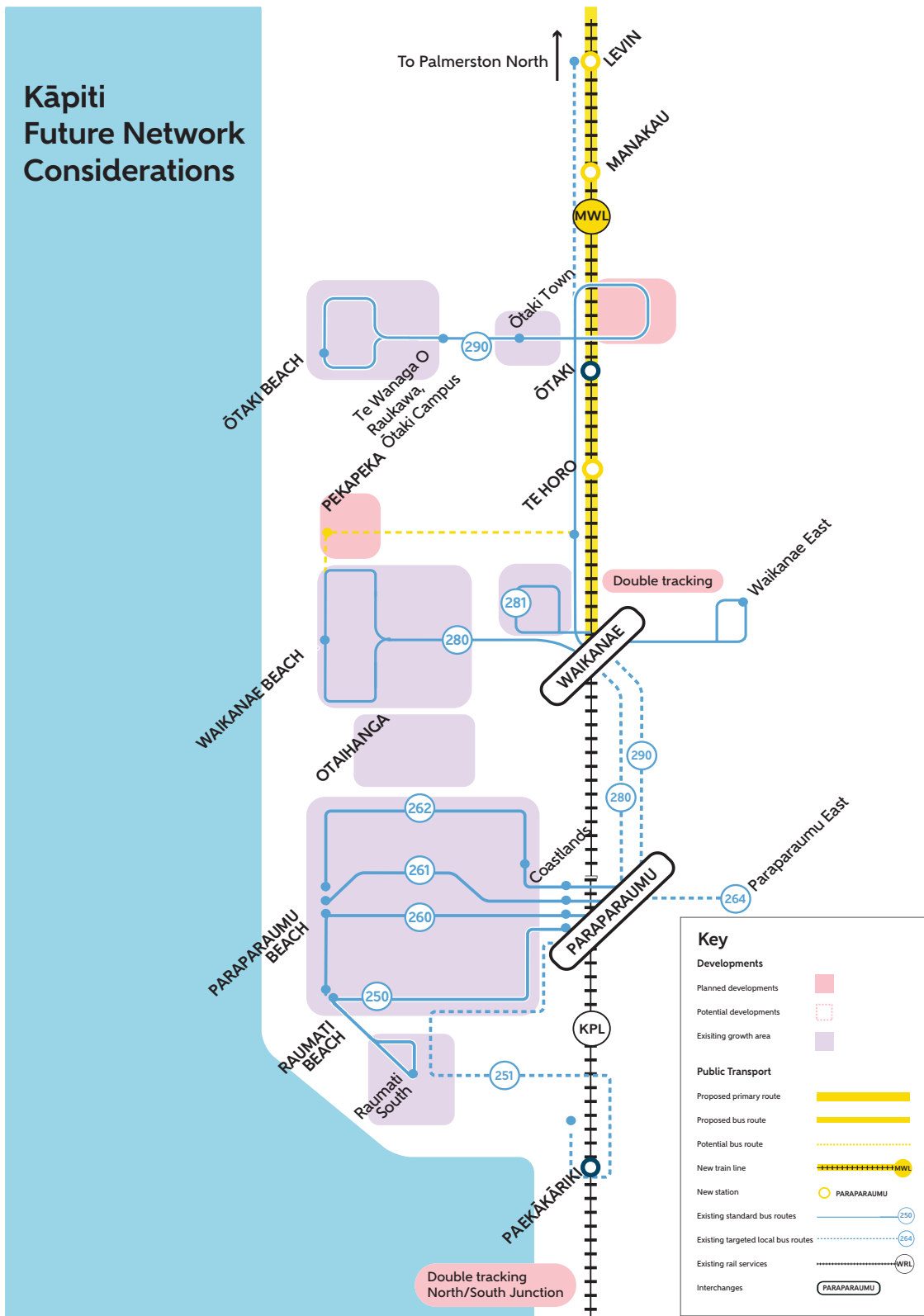
[Te Tupu Pai – Growing Well \(2022\)](#)

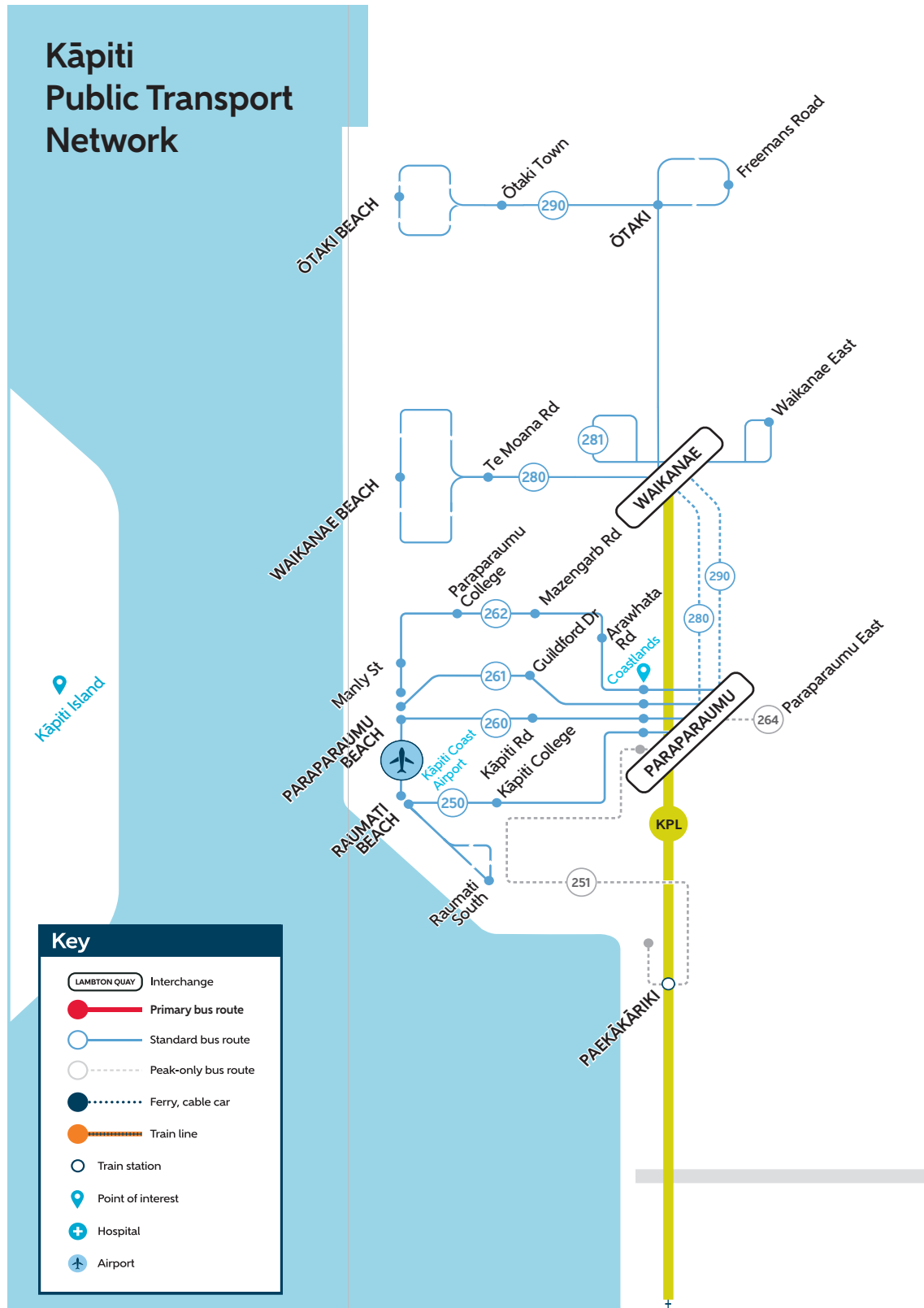
[Economic Development Strategy \(2020-2023\)](#)

[Climate Emergency Action Framework \(2021\)](#)

[Districtwide Vision: Interim summary of responses \(May 2024\)](#)







## Regional focus and consideration

As outlined above, we are expecting to see significant population growth in Kāpiti Coast district. Therefore, our public transport network will need to be able to adapt to handle the increased demand.

While engaging with our regional partners, these are the other key messages we received from our discussions on what the public transport network will need to do to address these future demands.

### Public Transport

#### *Suggested new public transport services/routes:*

- Bus linkages are needed from Ōtaki to Levin to support access to medical and social services, and to Palmerston North (hospital and medical services)
- Noted daytime train services (e.g. new inter-regional trains) could operate more frequent services back and forth between Paekākāriki and Levin to service demand outlined above, plus have a positive impact on north and south bound traffic.

#### *Suggested new public transport infrastructure:*

- Noted that Park and Ride facilities are at capacity.

#### *Suggestions to increase public transport use and improve accessibility:*

- Noted that the existing and potential new services suggested above will encourage mode shift from private vehicles
- Noted the potential for Metlink to build patronage through public transport familiarisation engagement with retirement villages, including 'age-friendly' bus driver training.

## Wellington Strategic Rail Plan

- Progressive service frequency improvements, from the current 20-minute peak frequency to a 15-minute, then 10-minute, and finally 6-minute peak (turn up and go) frequency at most stations on the Hutt and Kāpiti lines, along with an improved 15-minute off-peak frequency within the electrified area and significantly improved service levels on long-distance services, which will provide better travel options for customers, support the region's growth, and deliver the capacity needed to drive and accommodate the required mode shift.
- Wellington throat capacity improvements, including a fourth main to enable the operational separation of Hutt and Kāpiti services, northern access to EMU stabling, and separated access to the Wellington freight terminal, which will significantly reduce conflict between passenger and freight services and improve network and service resilience and reliability.
- Full duplication between Pukerua Bay and Paekākāriki (North-South Junction), a key single-track constraint with several tunnels, and addition of a third main in the Porirua-Tawa area, which will enable higher passenger frequencies and improve service resilience and reliability on the Kāpiti Line. This will make rail a more attractive travel option on that line, where population growth is expected to be highest, and ensure continued freight access to the network as passenger frequencies increase.
- Duplicated approach to the Waikanae Station, including a bridge and second platform, which will reduce conflict between passenger and freight services, improve service resilience and reliability, and enable higher passenger frequencies on the Kāpiti and Manawatū lines.





## Our Plan

In response to feedback provided by our key partners and acknowledging work already underway, over the next ten years Greater Wellington plans to:

- Deliver improved rail services by progressing the Lower North Island Rail Integrated Mobility (LNIRIM) programme
- Investigate improved public transport connections to coastal communities from Paraparaumu, Waikanae and Ōtaki
- Plan for improved bus connections between Levin and Kāpiti
- Investigate opportunities for Transit Orientated Developments in the Kāpiti Coast district including Ōtaki, Paraparaumu and Raumati South
- Investigate the feasibility of improved storage facilities for bicycles and scooters at the train stations
- Investigate the potential for new rail stations north of Paraparaumu
- Support regional partners to move the current Levin station
- Investigate improved public transport accessibility for retirement and other communities with mobility needs
- Investigate the potential of Waikanae Station as an accessibility hub
- Advocate for double tracking at Waikanae and at north/south junction.

## Current and Future Demand for Public Transport Services

### *Residential Growth*

- Noted a strong demand for retirement housing. There is also medium-to-long term residential growth forecast in:
  - Raumati South
  - Paraparaumu Town Centre
  - Paraparaumu Beach
  - Waikanae North
  - Peka Peka
  - Ōtaki.
- Noted that public transport connections to the hospital and healthcare are key
- Noted that Ōtaki is disconnected from the rest of the region through a lack of public transport services
- Noted that there is a need for more focused north public transport connections.

### *Commercial Growth*

- Noted forecast retail and light commercial development in Paraparaumu and Ōtaki.

### *Recreation/education growth*

- Noted forecast increases in school rolls across the region over next 10 years, including a new planned school in Waikanae North
- Noted that Ōtaki is additionally forecasting significant uptake in kōhanga reo and Te Wānanga o Raukawa (pre-school, primary, secondary, tertiary)
- Noted that Queen Elizabeth Park, the Escarpment Track and Pukerua Bay cycle trails are growing recreation destinations.

## 28. Ratonga Ki rō ngā Rohe

### Inter-regional Services

Rail is a critical component of Wellington's transport system. It forms the backbone of Greater Wellington's extensive network of public transport services north of the Wellington CBD, where three quarters of the region's population lives. Rail provides a crucial link to the region and enhanced connectivity between the North and South Islands. Rail is therefore strategically significant to the national transport system. Greater Wellington's inter-regional services on the rail network are outlined further in this section.

#### Policies on inter-regional services

Prior to September 2023, the Land Transport Management Act 2003 placed an automatic 'exemption' on inter-regional public transport services. This meant that it was difficult for regional councils to collaborate on, and secure Crown funding for inter-regional initiatives. In response to submissions from regional councils

and partners, this exemption was removed by the Land Transport (Management of Public Transport) Amendment Act 2023. This law change enables closer collaboration between Greater Wellington and Horizons Regional Council (Horizons) on the planning and provision of services in the key Kāpiti-Manawātū regional growth area.

Wellington's Strategic Rail Plan provides the 30-year vision for Wellington's rail network, and this has been created in collaboration with KiwiRail, Transdev New Zealand (Greater Wellington's current rail service operator) and NZTA. Progressing work on the Strategic Rail Plan and the LNIRIM programme will allow Metlink to deliver a fit for purpose metro rail service that is efficient, on-time and reliable that allows commuters from the Greater Wellington area and beyond (e.g. Palmerston North) to access the Wellington CBD and vice versa.

#### Objectives and policies

**P15. Objective:** Provide, maintain and continue to improve a high quality, high capacity, high frequency core public transport network

| Policies                                                                                                       | Actions                                                                                                                                                                                                                                                                                                                                       |
|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Delivering improved rail services through progressing Wellington's Strategic Rail Plan and LNIRIM programme | i. Complete the procurement process for 18 new hybrid passenger trains<br>ii. Commence work on other network improvements that will increase the corridor capacity and resilience for both passenger and freight services on all rail lines<br>iii. Commence work on station improvements to meet modern accessibility and amenity standards. |
| b. Delivering improved bus services through collaborative initiatives with regional council partners           | i. Commence planning for feeder bus services to increase access to new LNIRIM services<br>ii. Investigate options with Horizons, Kāpiti Coast District Council, Horowhenua District Council and Crown partners for enhanced bus services between Levin, Ōtaki and Waikanae.                                                                   |

## RLTP projects

**Name:** Wellington Metro - Network Capacity Enhancements for 10min Timetable Step Change  
**Lead:** KiwiRail  
**Desc:** This business case programme enables KiwiRail to develop, plan and programme the network infrastructure required to support for each timetable step towards RS4.3 end goal.  
**Cost:** \$369.3 million  
**Status:** NLTP Unfunded

**Name:** New Metro Rolling Stock  
**Lead:** Greater Wellington  
**Desc:** Purchase of 18 x 4 car Electrical Multiple Units (EMUs) to enable higher frequency and capacity peak services on the electrified metro Wellington rail network.  
**Cost:** \$76.03 million  
**Status:** Possible (Business Case Only)

## Lower North Island Rail Integrated Mobility (LNIRIM) programme

Through the delivery of the Lower North Island Rail Integrated Mobility (LNIRIM) Programme, we plan to significantly improve the rail services provided between Wellington and Masterton, and Wellington and Palmerston North.

In order to deliver these improvements, we plan to procure 18 new hybrid passenger trains, a driving simulator, a new maintenance facility in Masterton, improvements to stabling yards and staff facilities across the region, revitalisation of the regional railway stations, along with undertaking numerous rail network improvements.

The Capital Expenditure for this programme is jointly funded by the Crown, NZTA's National Land Transport Fund, Greater Wellington and Horizons. The ongoing operational costs will be funded in the traditional way, between the Public Transport Authorities (Greater Wellington and Horizons) and the National Land Transport Fund.

The current proposal is to procure the new hybrid passenger trains as part of a whole of life (35 year) design, build and maintenance contract.

The services on the Wairarapa and Manawātū Line are currently undertaken via two different Operators. It is proposed to transition these two long distance services to be operated by a single operator. Ultimately these long-distance services will become part of the next Wellington Metro Rail Operating Contract, which will be competitively tendered, with commencement in mid-2031.

### Wellington to Masterton Rail Services

It is proposed to increase the peak service on the Wairarapa Line between Wellington and Masterton to 6 peak services, from the current 3 in late 2029 to early 2030. It is also proposed to increase the interpeak and weekend service frequency.

### Wellington to Manawātū Rail Service

The programme will enable Metlink to deliver inter-regional rail services between Wellington and Palmerston North. This will replace the existing Kiwirail operated Capital Connection service. The new Metlink services are proposed to deliver improved frequency of two peak services, and two return inter-peak services, and two return services on weekends from late 2029 to early 2030.

It is currently proposed that Greater Wellington will be the lead Public Transport Authority, with a Funding and Management Agreement in place between Greater Wellington and Horizons – which will detail how the costs are shared between Greater Wellington and Horizons.

It is proposed that Greater Wellington will own the assets and be the contracting party for the operational and maintenance services.

The Wellington Rail Network Access Agreement will need to be extended to cover the new coverage of the network between Waikanae and Palmerston North.

### Focus on improving services between Ōtaki and Levin

Greater Wellington is working with Horizons to investigate improvements to public transport services between Ōtaki and Levin. This work will be ongoing over this RPTP period, and any proposed public transport improvements will need to be approved by both councils.

These improvements will focus on bus services rather than rail as the LNIRIM programme will address improvements needed to the rail services.

### Responsibilities for Greater Wellington and Horizons

Both Greater Wellington and Horizons are contributing to the costs of the LNIRIM programme. The sections above outline the proposed split in responsibilities between the parties at a higher level under a Management Service Agreement.

We are working together to ensure that both this RPTP and the Horizons RPTP identify the current Capital Connection Service and future LNIRIM Service as an integral service for our respective public transport networks as required by the recent amendment to the LTMA.

Any changes to the arrangements between Greater Wellington and Horizons in regard to inter-regional services will be signalled through future reviews of our respective RPTPs or through variations to our RPTPs.

## 29. Waka Tūmatanui Tononoa

### Demand Responsive Transport

Metlink have been exploring alternative, gate-to-gate community focused operating models and services to consider how we might improve network accessibility and coverage-oriented services through demand responsive initiatives.

A trial commenced in May 2022 for On-Demand Public Transport (On-Demand) and was extended to run through to December 2024. The Tawa On-Demand trial showed that the cost for providing On-Demand services is relatively high and that the service did not meet Service Delivery Thresholds (RPTP 2021-31 Farebox Recovery target is 20%; the Tawa trial achieved 8.2%).

Metlink commissioned an independent review to consider where On-Demand might be feasible in the Wellington Region. The report investigated a long list of potential areas with a focus on areas with lowly utilised bus routes, high subsidy per passenger, gaps in public transport coverage and areas with an identifiable catchment that is suitable for On-Demand services.

The review concluded that there are very few places where On-Demand services could be justified over fixed route buses, especially when considering value for money across the region as a whole.

If a potential On-Demand service demonstrates good value for money in the future, this service may be reconsidered by Greater Wellington.

### Community Transport

The following table provides a definition of Community Transport:

| Attribute        | Definition (Community Transport Association)                                                                                                                |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose          | Providing flexible and accessible community-led solutions in response to unmet transport needs                                                              |
| Customer         | Vulnerable and isolated people, often older people or people with disabilities                                                                              |
| Service types    | Voluntary car sharing schemes, community minibus services, school transport, hospital transport, dial-a-ride, wheels-to-work (cycle / motorcycle) and group |
| Service models   | On-demand or fixed route                                                                                                                                    |
| Commercial model | Run for a social purpose and not for profit                                                                                                                 |

In short, Community Transport describes volunteer-based transport services, operated by local people to meet local needs for transport. An example of this is an iwi that own vans and use the vans to transport their whānau to and from culturally significant events, or to health and medical appointments. Greater Wellington is considering ways in which we can support existing Community Transport services in the Wellington region. This includes services which provide access for vulnerable groups to health

and medical appointments. Greater Wellington believe that these services provide significant economic and social benefits for the communities they serve. These services are demand responsive and are often tailored to meet the requirements of the community they serve.

In our exploration of Community Transport, Greater Wellington has identified a range of policy and operational challenges we will need to consider and address while we work towards

a systematic approach to this transport sector. Policy challenges include:

- Knowing what Community Transport services already exist and who is using it
- Assessment of need and priority
- Role of government
- Lack of Community Transport voice and resource at a national level
- Funding

Operational challenges include:

- Safety and regulatory compliance
- Staff turnover
- Systems and technology
- User awareness

Greater Wellington's future role in Community Transport, which we will be clarifying over the coming triennium, may include:

- Completing surveys and assessments to determine provision and usage of existing services
- Developing policy to establish need and service type across transport sector
- Understand government's role and responsibilities
- Consider funding mechanisms with central and local government partners
- Provision of dedicated advisory service for service providers
- Incentivise staff to continue their participation
- Get services into 'mainstream' through website, and service guides

The following policies are subject to funding, but provide us with the ability to continue to consider how Metlink could implement demand responsive transport including On-Demand and Community Transport services.

## Objectives and policies

### **P16. Objective:** Promote fairness and equity in the provision of public transport services

| Policies                                                                                                                                                                                                                                               | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Where funding permits, provide demand-responsive and community transport services by delivering integrated public and active transport solutions that are accessible and less expensive than private vehicles, empowering communities to mode shift | <ul style="list-style-type: none"> <li>i. Consider the provision of On-Demand services to enhance access across the Wellington region when more funding becomes available</li> <li>ii. Consider the provision of accessible community transport services, including demand-responsive and shopper and specialty services for health and well-being where regular scheduled local public transport services are not viable</li> <li>iii. Ensure that transport networks align with new and existing papakāinga developments and existing marae within the region</li> <li>iv. When public transport services are removed, consider providing support to people who experience transport disadvantage and were previously reliant on those services</li> <li>v. Improving first and last mile public transport connections</li> <li>vi. Include consideration of demand responsive and community transport provision into planning for Transit Oriented Developments in the Wellington region</li> <li>vii. Consider funding mechanisms with central and local government partners for Community Transport.</li> </ul> |



## 30. Te Hunga Whaikaha Total Mobility

Te Hunga Whaikaha Total Mobility (THWTM) is a nationwide door-to-door transport service designed to support disabled people that cannot use public transport, allowing for them to engage in the community. The service plays a crucial role in Greater Wellington's initiatives to assist the transport disadvantaged.

Metlink's THWTM service is provided to eligible registered people in the form of subsidised taxi transport services by approved transport operators under contract to Greater Wellington. It is available anywhere in the region where taxi services operate.

THWTM customers use their smart card to access the discounted fare when travelling on eligible trips. Greater Wellington pays a percentage of the total fare and the passenger pays the remaining balance of the fare. The details of this are set out on the Metlink website.

Arotake (Assessments\*) for people to be eligible to use this service are carried out by Greater Wellington-approved professionals to determine eligibility for disabled people that are prevented from undertaking any one or more of the following components of a journey unaccompanied, on a bus, train or ferry, in a safe and dignified manner:

### Metlink's Te Hunga Whaikaha Total Mobility service at a glance:

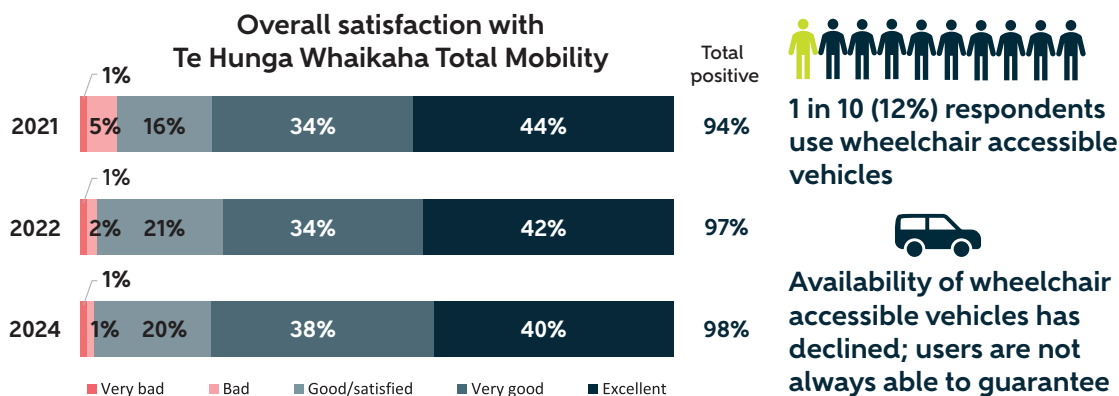
- Over 16,000 customers
- Contracts for THWTM transport services have recently been procured with 10 successful operators
- Strong focus on increasing wheelchair accessible services and hours of service availability
- More consistent approach to fare schedules
- Contracts for THWTM Arotake Services have also recently been improved and procured
- THWTM \*Arotake Services takes a holistic approach to determining eligibility, with language reviewed to remove words such as 'assessment' and 'criteria' in response to feedback from disabled people
- The overall customer satisfaction rate for 2024 was 98%.







## 2024 Te Hunga Whaikaha Total Mobility Survey Summary of Results



**1 in 10 (12%) respondents use wheelchair accessible vehicles**



Availability of wheelchair accessible vehicles has declined; users are not always able to guarantee a suitable vehicle will be available

- 40% said the service was excellent
- 98% were positive. This is mostly because...



The service makes a significant difference to people's lives



The financial support eases pressure on budgets/makes trips affordable



Users deeply value Te Hunga Whaikaha Total Mobility and the scheme's support



It remains most challenging to get a wheelchair accessible vehicle on weekdays between 2.30 pm and 4 pm

Respondents were satisfied with all aspects of Te Hunga Waikaha Total Mobility

Total Positive

|                                     |     |
|-------------------------------------|-----|
| Quality/comfort                     | 99% |
| Safety/security                     | 99% |
| Ease of paying for a trip           | 98% |
| Cost                                | 97% |
| Availability of transport companies | 96% |
| Ease of booking a service           | 95% |

Te Hunga Waikaha Total Mobility customers continue to use the service most often for...

Total

|                |     |
|----------------|-----|
| Medical trips  | 83% |
| Shopping trips | 59% |
| Social outings | 57% |

Conducted in July/August 2024

Completed by Greater Wellington Te Hunga Whaikaha Total Mobility users

Commissioned and funded by Greater Wellington

Run by GravitasOPG

## Objectives and policies

### P17. Objective: Improve the accessibility of public transport for all

| Policies                                                                                                        | Actions                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Review regional fare caps in line with Greater Wellington Long Term Planning processes and NZTA requirements | i. Maintain the maximum fare subsidy, which is currently set at \$60 per fare (Greater Wellington subsidises a maximum of 75% of the fare) until any review of the Total Mobility programme is completed by central government<br><br>ii. Review the maximum subsidy amount every 3 years in line with NZTA requirements. |
| b. Enabling hoist-equipped vehicles                                                                             | i. Continue to provide an opportunity for operators to apply for a contribution towards the purchase or modification of wheelchair accessible vehicles for use in the service.                                                                                                                                            |
| c. Transport provider eligibility requirements                                                                  | i. Ensure operators meet Greater Wellington's requirements, per our terms and conditions, outlined on the Metlink website<br><br>ii. De-register operators as required.                                                                                                                                                   |

### Providers

Providers must be approved by Greater Wellington and provide for a certain amount of wheelchair accessible transport.

All vehicles used to provide Te Hunga Whaikaha Total Mobility contracted services must be registered with approved transport operators, be equipped with approved equipment and meet quality standards. All drivers must also complete an approved specialist training course.

| Company name              | Area where this is available                                           | Wheelchair accessible |
|---------------------------|------------------------------------------------------------------------|-----------------------|
| Driving Miss Daisy        | Whole of region                                                        | Yes                   |
| Freedom Companion Drivers | Kāpiti Coast<br>Wellington City – Porirua<br>Lower Hutt and Upper Hutt | Yes                   |
| Golden Oldies             | Upper Hutt                                                             | Yes                   |
| Hutt & City Taxis         | Lower Hutt and Upper Hutt                                              | Yes                   |
| Masterton Radio Taxis     | Wairarapa                                                              | No                    |
| Masterton Shuttles        | Wairarapa                                                              | Yes                   |
| Paraparaumu Taxis         | Kāpiti Coast                                                           | Yes                   |
| Porirua Taxis             | Porirua                                                                | Yes                   |
| Wellington Combined Taxis | Wellington City – Porirua                                              | Yes                   |

This list is kept up to date on the Metlink website.



## 31. Aronga Waka Tere

### Ferry Focus

Wellington Harbour ferry services are run by East by West Ltd and provide services between Days Bay and Queens Wharf, with a stop at the Department of Conservation reserve on Matiu Somes Island.

Ferry services have a rich history in the region. The original ferry service to Days Bay goes back to 1893. The ferries on Wellington Harbour provide services that enable faster and more direct trips

than other modes to the locations that they serve and allows a tourist and social function in terms of providing access to Matiu Somes Island. The direct connection the ferries provide lead to reduced congestion on the highway, and local roads, improved productivity, and greater connectivity. While the harbour ferries have a small share of the total public transport trips in the region, they continue to provide a valuable niche service for commuters and visitors.





## Operating model

With the pending introduction of Motu Move and a change in the way that revenue is collected, Greater Wellington commissioned a review of the ferry service to help inform the development of a sustainable contract model for this niche targeted service and options for greater integration with the wider public transport network. Following the review Greater Wellington commenced negotiations with the ferry operator, and following Council discussion and deliberations Greater Wellington entered into a gross PTOM contract with the ferry operator. This style of contract gives Greater Wellington more control over the fares and timetables.

## Procurement

Ferry services commenced operating under a gross Public Transport Operating Model based unit contract from May 2025 and were directly appointed for a 3+4-year period. Expressions of interest to operate the ferry service will be sought before the expiration of the current contract in 2029.

## Service levels

The ferry fleet consists of three ferries (two diesel and one fully electric). The electric ferry is the first fully electric ocean-going commuter ferry in the southern hemisphere and supports Greater Wellington's decarbonisation goals.

The ferry service provides commuter services from Queens Wharf to Days Bay 7 days per week operating a summer and winter schedule.

- The winter schedule consists of 16 weekday and 4 weekend return services
- The summer schedule consists of 16 weekday (17 on Thursday and Friday) and 7 weekend return services.

The ferry service also stops at Matiu Somes Island, a significant site for local mana whenua and a Department of Conservation managed predator free historic reserve which is a key visitor destination on the harbour.



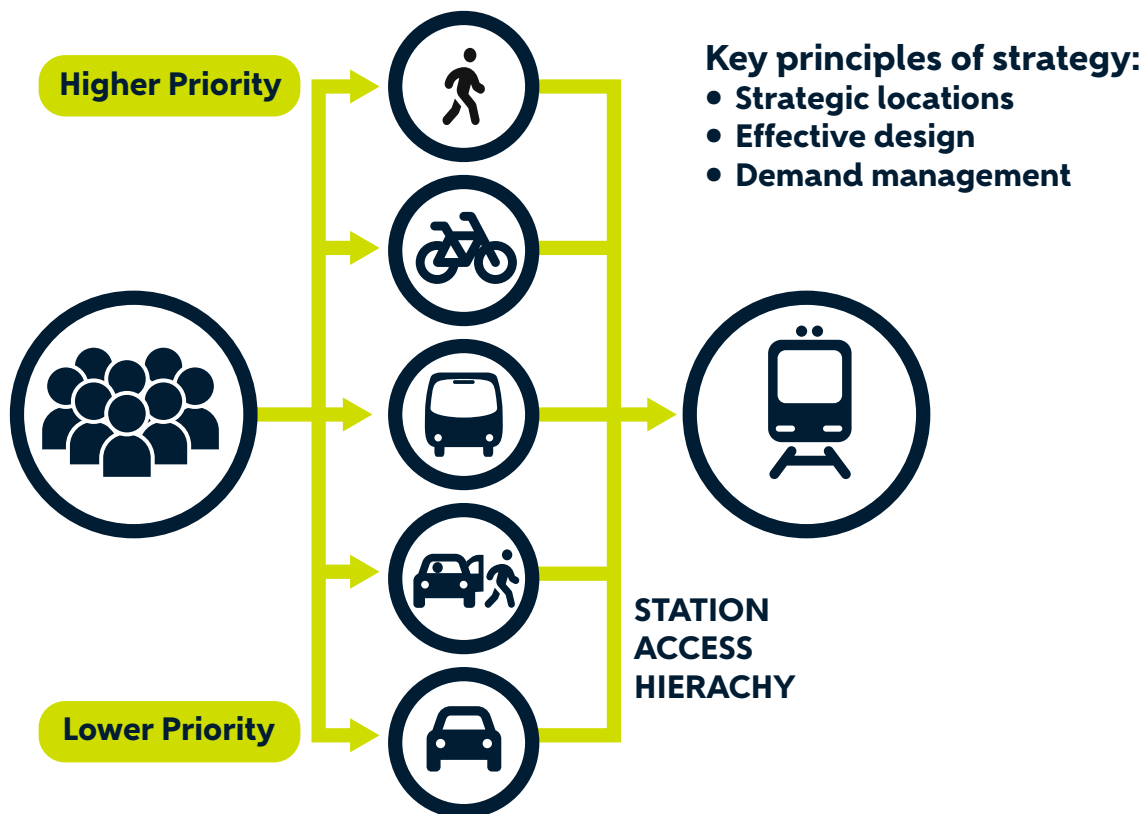
## 32. Tūnga Eke Park and Ride

### Smarter Connections Strategy

Over 2023, and 2024, Metlink have continued to manage our Park and Ride facilities in line with the Smarter Connections Strategy which was developed as part of the RTPP 2021-2031. This strategy effectively sets out how Metlink intends to provide and manage Park and Ride locations across the public transport network. The Smarter Connections Strategy sets out 3 key elements:

- Strategic Location
- Effective Design
- Demand Management.

A key issue currently front of mind is that many Park and Ride locations across our network frequently reach capacity or are over capacity early in the morning peak. The heatmap on the following page shows how our Park and Ride sites typically reach capacity between 6.30am and 8.30am. Often when these sites reach capacity, we have found that spillover into the local streets occurs, and in some instances, dangerous parking practice occurs where people are parking in spots which are not intended to be parked in. Both of these issues are challenging for Greater Wellington, and our territorial authority partners to manage.



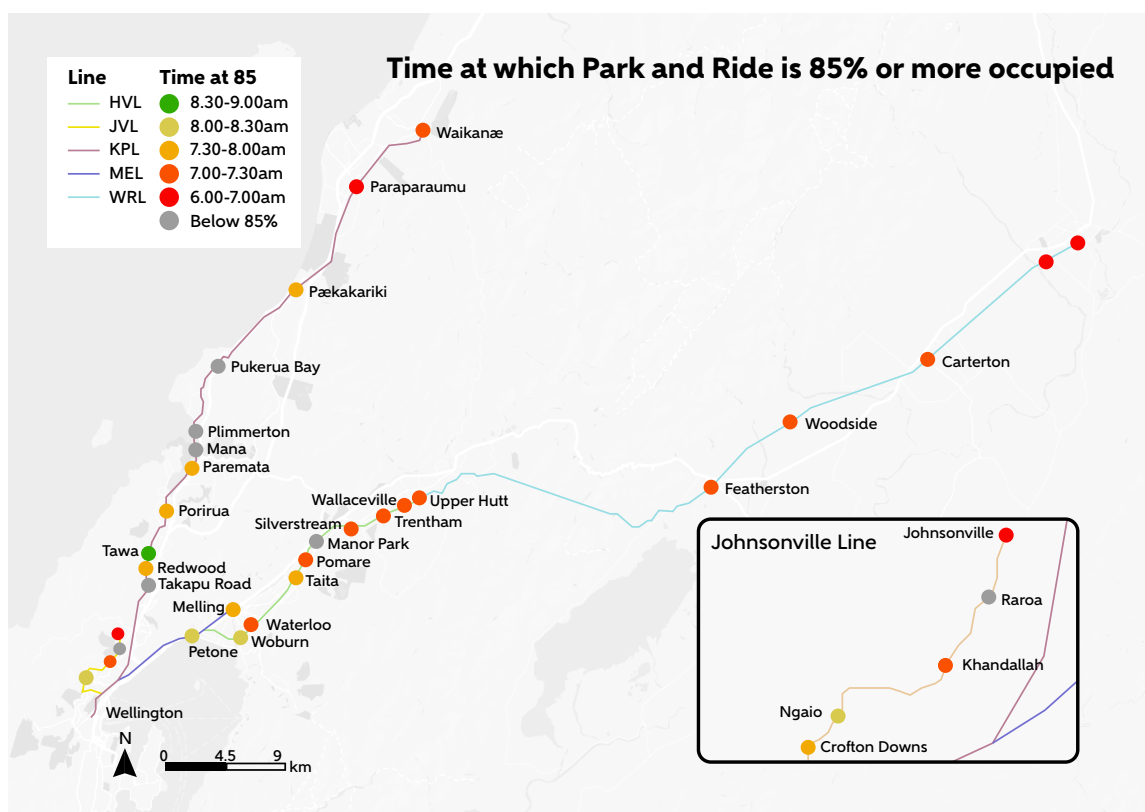
## Context

Metlink provides over 6,100 car parks across 66 lots. 69% of these are in 10 of those lots including our large facilities in Waterloo, Porirua, Petone, Upper Hutt and Paraparaumu. Experience and evidence suggest that carefully planned and managed Park and Ride can generate significant benefits for the wider transport system, including;

- Increased public transport patronage
- Increased reach of the network
- Conversion of long-distance commuter car trips to public transport that would otherwise use motorways and arterial roads for the majority of their journey
- Increased attractiveness of key public transport corridors and higher density centres in advance of connecting bus services

- Increased multi-modal integration in lower density centres and/or topographically challenging areas where the scope for walk-up, cycling and connector bus services is limited
- Better access to public transport for individuals with mobility issues
- Reduced parking requirements at major centres.

Use of our Park and Ride facilities is high and reflective of the Wellington region's urban form and the price (free). Although it is currently free for users, this means ratepayers are currently funding the purchase, and maintenance of all Park and Ride locations on the network. The average operating cost per car park space, per annum is about \$120. This means over \$700,000 is spent per year on maintaining the car parks.



Our research shows that 50% of users of our Park and Ride facilities live within 1-3km of their local Park and Ride. Furthermore, 50% use the closest station to them meaning 50% drive to a further Park and Ride location. Generally, this is to get

a cheaper fare on public transport by being one or more fare zones closer to their destination, or because they are aware that the closest Park and Ride is likely to be at or over full capacity and they are unlikely to find an available parking spot.

Some key considerations for the continued management of Park and Ride locations are that:

- It is becoming increasingly difficult to find affordable land to purchase
- The cost-effectiveness of providing each new Park and Ride is declining
- There is a greater emphasis on enhancing multi-modal access to the public transport network
- Emerging trends and technologies are focusing on the 'first mile, last mile' of a journey
- Key stations are providing the role of integrated 'mobility hubs'.

Space at stations is needed to provide a seamless interchange for passengers on feeder bus services, to provide facilities for pedestrians and cyclists, to provide for drop-offs, and to provide priority parking for particular users.

Disadvantaged users include parents who often find our Park and Rides full after their school drop-off has been completed.

We are aware that currently many users of the parking spaces, do not use public transport, effectively taking up space for users who we consider have a genuine need. We are therefore particularly focused on ensuring that certain users have priority access to our Park and Ride facilities. This includes those who:

- Are intending to use the public transport network
- Have a genuine need
- Are transport disadvantaged
- Have to travel further to access the public transport network
- Are willing to pay a premium to ensure they secure a parking spot.

### **Demand Management**

In order to deal with the challenges outlined above, Greater Wellington have agreed to initiate the development and implementation of a demand management framework for Park and Ride across the Wellington region. This demand management framework will include a mechanism for charging for parking at our Park and Ride facilities across the network.

The solution considered will be developed and introduced to align with the timing of an integrated ticketing system. The solution will also consider other important factors including rail patronage stabilisation, and the introduction of congestion charging.

We have adopted a set of principles to guide us designing a demand management approach to Park and Ride.

#### **These principles are:**

- a. The solution must have parking integrated with public transport travel
- b. Aims to support and incentivise other travel choice options, such as public transport and walking and cycling in line with Greater Wellington's strategic objectives
- c. Framework must be cost neutral at minimum over the life of the project
- d. We are not constrained with a single one size fits all approach to every site
- e. Project must be delivered in partnership with local Territorial Authorities
- f. Project will look at land utilisation outside commute times
- g. Demand management framework must be able to be structured to recognise travel patterns of all passengers, including those with limited or no access to public transport
- h. Evaluate other use opportunities for current land e.g. commercial or community opportunities
- i. Consider any equity implications for charging for Park and Ride
- j. Greater Wellington will include mana whenua in the design of the project.



Greater Wellington consulted on this in May 2025. The following outlines what we heard through consultation:

**Statement:** Introducing demand management to Metlink Park and Rides, including paid parking in the form of an integrated park and travel system, will improve customer access to the public transport network.

### Level of agreement

| Strongly Agree | Agree | Neutral | Disagree | Strongly Disagree | Don't Know |
|----------------|-------|---------|----------|-------------------|------------|
| 9%             | 12%   | 16%     | 18%      | 38%               | 7%         |

### 21% Agree

### 56% Disagree

20.9% of submitters either agreed or strongly agreed with introducing demand management to Metlink Park and Rides. 56.7% of submitters either disagreed or strongly disagreed with introducing demand management to Metlink Park and Rides while 22.4% of submitters either were neutral or didn't know.

Most submitters did not support Greater Wellington introducing paid parking for Park and Ride facilities. The feedback focused on additional charges for parking discouraging people from using public transport services by making the costs of taking public transport services closer to that of private vehicle travel. People noted this seemed counter-intuitive to our goal of increasing public transport use.

Some submitters were in favour of paying for Park and Ride, but this was tied to the funding being used to expand the facilities or better public transport connections to the Park and Ride rather than managing the actual demand for parking spaces. This is different from our principle of the scheme being cost neutral (not being used to raise funding for other activities).

### Next Steps

Greater Wellington will continue to investigate the feasibility of implementing a demand management framework, and charging mechanism alongside the introduction of integrated ticketing on the Metlink network.



## Objectives and policies

### **P18. Objective:** Develop asset and infrastructure management strategies

| Policies                                                                                                                 | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Ensure the Park and Ride solution is integrated with our public transport network                                     | i. Align Demand Management mechanism with integrated ticketing and consider other factors including patronage stabilisation of the rail network and congestion charging                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| b. Work with territorial authorities and partner organisations on any approach to management of Park and Ride facilities | i. Work with territorial authority partners to develop an agreed approach to demand management, including a payment system, for Park and Rides in individual cities and districts<br>ii. Implement a graduated approach to Park and Ride demand management, setting terms and conditions for use, enforcing measures, and implementing charging<br>iii. Work closely with territorial authorities and stakeholders to ensure that access to public transport is considered in the planning of new development areas<br>iv. Collaborate with territorial authorities and developers to design street and roading networks that accommodate public transport services and offer seamless connections with walking and cycling facilities.                                                                                                                                                                                                                                                                 |
| c. Enhance travel choice options, multi modal access to the network, and environmental considerations                    | i. Purchase, manage, and invest in Park and Ride facilities based on the criteria and Investment Prioritisation Framework outlined in the Smarter Connections Strategy<br>ii. Promote the integration of walking, cycling, and public transport services in the design, delivery, and upgrade of stations, interchanges, and other public transport facilities<br>iii. Encourage convenient connections between public transport and walking and cycling networks with visible signage<br>iv. Facilitate the safe carriage of micro-mobility devices on appropriate bus, rail, and ferry services when passenger capacity is not constrained<br>v. Design and improve Park and Ride facilities to enhance safety, accessibility, multi-modal connectivity, urban form and optimal land use, while also enabling future technologies<br>vi. Incorporate environmentally sensitive design and stormwater management measures to minimise the negative impact of car parks on the surrounding environment. |
| d. Consider commercial opportunities and other land use opportunities                                                    | i. Explore additional revenue opportunities such as through digital billboard placements, collaboration with landowners, local councils, and NZTA<br>ii. Investigate the potential for Transit Oriented Development at suitable Park and Ride sites.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

## Park & Ride spaces

### Hutt Valley Line

**Note: There are no mobility parks at Taita Station. There is no CCTV coverage of Naenae Station park & ride.**

|                     |                            |               |
|---------------------|----------------------------|---------------|
| <b>Wellington</b>   | paid public parking nearby | Fare zone 1   |
| <b>Ngauranga</b>    | drop-off zone only         | Fare zone 1   |
| <b>Petone</b>       | 448 parks                  | Fare zone 4   |
| <b>Ava</b>          | limited on-street parking  | Fare zone 4   |
| <b>Woburn</b>       | 159 parks                  | Fare zone 4   |
| <b>Waterloo</b>     | 788 parks                  | Fare zone 4   |
| <b>Epuni</b>        | limited on-street parking  | Fare zone 5   |
| <b>Naenae</b>       | 24 parks                   | Fare zone 5   |
| <b>Wingate</b>      | limited on-street parking  | Fare zone 5   |
| <b>Taita</b>        | 120 parks                  | Fare zone 5   |
| <b>Pomare</b>       | 77 parks                   | Fare zone 5   |
| <b>Manor Park</b>   | 55 parks                   | Fare zone 6   |
| <b>Silverstream</b> | 95 parks                   | Fare zone 6   |
| <b>Heretaunga</b>   | limited on-street parking  | Fare zone 6   |
| <b>Trentham</b>     | 122 parks                  | Fare zone 6/7 |
| <b>Wallaceville</b> | 122 parks                  | Fare zone 7   |
| <b>Upper Hutt</b>   | 349 parks                  | Fare zone 7   |

### Melling Line

**Note: There are no mobility parks at Melling Station.**

|                     |                            |             |
|---------------------|----------------------------|-------------|
| <b>Wellington</b>   | paid public parking nearby | Fare zone 1 |
| <b>Ngauranga</b>    | drop-off zone only         | Fare zone 1 |
| <b>Petone</b>       | 448 parks                  | Fare zone 4 |
| <b>Western Hutt</b> | limited on-street parking  | Fare zone 4 |
| <b>Melling</b>      | 187 parks                  | Fare zone 4 |

### Kāpiti Line

**Note: There is no CCTV coverage of Plimmerton Station park & ride.**

|                    |                            |              |
|--------------------|----------------------------|--------------|
| <b>Wellington</b>  | paid public parking nearby | Fare zone 1  |
| <b>Takapu Road</b> | 175 parks                  | Fare zone 4  |
| <b>Redwood</b>     | 147 parks                  | Fare zone 4  |
| <b>Tawa</b>        | 214 parks                  | Fare zone 4  |
| <b>Linden</b>      | limited on-street parking  | Fare zone 4  |
| <b>Kenepuru</b>    | no parking available       | Fare zone 5  |
| <b>Porirua</b>     | 1000 parks                 | Fare zone 5  |
| <b>Paremata</b>    | 294 parks                  | Fare zone 6  |
| <b>Mana</b>        | 48 parks                   | Fare zone 6  |
| <b>Plimmerton</b>  | 107 parks                  | Fare zone 6  |
| <b>Pukerua Bay</b> | 30 parks                   | Fare zone 7  |
| <b>Paekakariki</b> | 79 parks                   | Fare zone 8  |
| <b>Paraparaumu</b> | 527 parks                  | Fare zone 9  |
| <b>Waikanae</b>    | 377 parks                  | Fare zone 10 |

**Johnsonville Line**

|                       |                            |             |
|-----------------------|----------------------------|-------------|
| <b>Wellington</b>     | paid public parking nearby | Fare zone 1 |
| <b>Crofton Downs</b>  | 54 parks                   | Fare zone 3 |
| <b>Ngaio</b>          | 49 parks                   | Fare zone 3 |
| <b>Awarua Street</b>  | on-street parking          | Fare zone 3 |
| <b>Simla Crescent</b> | on-street parking          | Fare zone 3 |
| <b>Box Hill</b>       | no parking available       | Fare zone 3 |
| <b>Khandallah</b>     | 14 parks                   | Fare zone 3 |
| <b>Raroa</b>          | 45 parks                   | Fare zone 3 |
| <b>Johnsonville</b>   | 35 parks                   | Fare zone 3 |

**Wairarapa Line**

|                      |                                |              |
|----------------------|--------------------------------|--------------|
| <b>Wellington</b>    | paid public parking nearby     | Fare zone 1  |
| <b>Petone</b>        | 448 parks                      | Fare zone 4  |
| <b>Waterloo</b>      | 788 parks                      | Fare zone 4  |
| <b>Upper Hutt</b>    | 349 parks                      | Fare zone 7  |
| <b>Maymorn</b>       | limited parking space (gravel) | Fare zone 8  |
| <b>Featherston</b>   | 124 parks                      | Fare zone 11 |
| <b>Woodside</b>      | 98 parks                       | Fare zone 12 |
| <b>Matarawa</b>      | limited on-street parking      | Fare zone 13 |
| <b>Carterton</b>     | 98 parks                       | Fare zone 13 |
| <b>Solway</b>        | 87 parks                       | Fare zone 14 |
| <b>Renall Street</b> | limited on-street parking      | Fare zone 14 |
| <b>Masterton</b>     | 87 parks                       | Fare zone 14 |





## 33. Ko ngā Ratonga Whakawātea

### Exempt Services

Exempt services are defined in section 114a of the Land Transport Management Act 2003. Metlink is required to keep current a register of exempt services.

#### Register of Wellington Region Exempt Services – Process and Location

- The Register for the Wellington region Exempt services is managed by Metlink
- The Register is publicly available on our website: <https://www.metlink.org.nz/getting-started/non-metlink-services>
- For new Exempt Service registrations, variations, withdrawals, or any enquiries relating to the register contact Metlink via our website for further information
- Metlink will assign an Application Number and consider the request
- Only a member of Metlink's Senior Leadership team (any tier 3 manager in Metlink and the Group Manager), have the delegated authority to approve or decline any registration, variation or withdrawal of an Exempt Service from the Register
- The reason for any approval, or refusal of any registration, variation, or withdrawal will be made available to the requestor
- Documents concerning the Register, including applications, variations and/or withdrawals of an Exempt Service will be saved in our internal document management system.



## 34. Ko te Hokohoko, te Ratonga me te Arotake Procurement, Service Delivery, and Monitoring

The procurement-related policies and actions in the 2014 and 2021 RPTPs were developed for the transition to the Public Transport Operating Model (PTOM) and have largely been completed.

The Land Transport (Regulation of Public Transport) Amendment Act 2023 has implications for Public Transport Authorities (PTAs), operators, and the public transport workforce including refining the procurement approach for contracts and allowing PTAs to have greater control over strategic public transport assets.

The policies now need to be updated to reflect where we are at in the procurement cycle, the introduction of future frameworks set by central government, and where the focus has moved to ensure the efficient and effective delivery of services under the new operating framework.

### Procurement of unit contracts

A unit refers to a Metlink service or group of services established for contracting purposes. During the lifespan of the current operator contracts there will be variations to existing unit contracts and/or new units established to provide for future service changes, including the deployment of new vehicles.

Metlink's public transport network currently consists of 21 units - 18 bus units, 2 rail units and 1 harbour ferry unit.

Rail services are operating under a PTOM-based unit contract with the initial 9-year period expiring mid-2025. This was extended by 6-years through to 2031. Bus services commenced operating under Gross PTOM based unit contracts from mid-2018. In May 2025, the ferry service was moved from a net PTOM based contract, to a gross contract for a period of 7 years with an expiry date in 2032.

The bus services contracts have been in place since 2018, and the majority of these expire between 2027 and 2030. With the expiry dates for Metlink's bus contracts fast approaching and pending changes to NZTA's national procurement policies from legislative changes, Greater Wellington is developing the approach that it wants to take to future procurement.

### Service Delivery

A high quality, accessible public transport system that gets passengers quickly to where they want to go and provides reliable whole-of-journey travel times.

Surveys and research show that the most important consideration for public transport users is having a reliable and punctual service. This means that services are not cancelled and are run, and that they leave at and arrive on their scheduled time. Reliability and punctuality are particularly important when trips require connections with other services. Other important considerations for users are that the service arrives, services on a route are evenly spaced with a consistent time between services, and passengers are not left behind because services are too full at the times they choose to travel.

Operational and fleet improvements will reduce journey times and increase service reliability and punctuality. Minor timetable adjustments can also reduce waiting times and improve the reliability and punctuality of connections between services and can be undertaken as needed subject to operator agreement.

### Communication objectives and policies

As part of our commitment to continuously improve the reliability, punctuality and efficiency of our public transport network, we will be reviewing the design and approach to our future bus contracts prior to going out to market. Our outcomes-based approach will aim to deliver:

- Improved passenger experience including improved accessibility
- Improved network reliability and punctuality
- Safe, fair, and equitable employment for people across our transport network
- An affordable public transport network that offers value for money
- An environmentally sustainable public transport network through the transition to a zero-tailpipe emissions fleet.

## Objectives and policies

**P19. Objective:** An approach to procurement and monitoring of services that supports the efficient delivery of services and provides value for money

| Policies                                                                                                                                                             | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Procure contracts for units in accordance with a contracted service provider approach                                                                             | <ul style="list-style-type: none"> <li>i. Take a contractual approach to procuring contracts for new units or amending existing unit contracts</li> <li>ii. Ensure Greater Wellington considers the relevant legislation and, where appropriate, seeks opportunities for greater control over strategic public transport assets</li> <li>iii. Ensure Greater Wellington Procurement Strategy and relevant Procurement Plans are current and reflect the stage we are at in the procurement cycle</li> <li>iv. Ensure the updated Procurement Strategy and transition plans take into account the impacts on competition, including mitigation of barriers to entry for incoming operators</li> <li>v. Comply with NZTA procurement requirements, Greater Wellington's Procurement Strategy and local government requirements when procuring or amending units</li> <li>vi. Comply with the procurement requirements/rules in all relevant international agreements and treaties signed by the Government</li> <li>vii. Apply Greater Wellington's Social Procurement Strategy to achieve better social, environmental, and economic outcomes and increase ability for diverse business to tender for our contracts.</li> </ul> |
| b. Phase procurement and change over to new contracts to achieve an orderly transition with limited disruptions                                                      | <ul style="list-style-type: none"> <li>i. Implement a rolling procurement programme for public transport services consisting of a tranche of bus contract each year for three years, followed by the rail contract the following year and the ferry contract in the final year</li> <li>ii. Develop pragmatic and passenger-focused transition plans in collaboration with partners as required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| c. Develop and implement effective financial incentives and other regulatory mechanisms and performance regimes to ensure compliance with service level requirements | <ul style="list-style-type: none"> <li>i. Ensure the appropriate allocation of roles, responsibilities, and risk between Metlink and operators within the contract framework</li> <li>ii. Develop an appropriate financial model so that the payment to the operator is the contract price for the services to be delivered, adjusted by the application of any rebates for cancelled services, abatements for failing to meet Key Performance Indicators, and bonus payments for meeting nominated performance indicators (performance above the contract level)</li> <li>iii. Maintain a performance and enforcement regime to reflect NZTA's requirements and incentivise contract performance and continually improved passenger experience.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| d. Apply a contracted service provider approach to the planning and operation of services                                                                            | <ul style="list-style-type: none"> <li>i. Apply contract principles and objectives to guide successful partnering with operators and effective joint annual business planning</li> <li>ii. Develop and approve joint annual business plans</li> <li>iii. Work with partners to ensure the successful delivery of planned network improvements.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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- |                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| e. Monitor performance of services and network, and passenger satisfaction | i. Ensure Metlink has the necessary capability to collect, manage, utilise, and share public transport travel and performance data and passenger insights and feedback and use this to inform improvements to planning and delivery of service<br><br>ii. Utilise effective data and knowledge management technologies and services to streamline access, use, and sharing of public transport data, information, and knowledge<br><br>iii. Publish service quality and performance information<br><br>iv. Work with operators to ensure that they collect and use reliable and sufficient performance information and passenger insights to continually improve the services they provide to passengers<br><br>v. Under contracts, require operators to provide timely operational and performance data, information, and reporting as required, including on: <ul style="list-style-type: none"> <li>• Patronage</li> <li>• Passenger kilometres</li> <li>• Reliability and punctuality</li> <li>• Farebox revenue</li> <li>• Safety, security, and incidents</li> <li>• Driver training and behaviour</li> <li>• Compliance with vehicle quality standards</li> <li>• Provide contractual mechanisms to vary and improve standards of services, products, and processes</li> <li>• Other measures as required.</li> </ul> |
|----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
- 

### RLTP projects

**Name:** Bus and Rail Contract Tendering and Operating Model Changes

**Lead:** Greater Wellington

**Desc:** Includes the costs to review, design, develop, and tender the future bus contracts.

**Cost:** \$20.8 million

**Status:** NLTP Unfunded

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## 35. Ngā Rōpū

### Units

Organising public transport services into units provides a logical structure for procurement, monitoring, reporting, and enables transparency of information about public transport services provided by Public Transport Authorities.

#### Unit Table

| Unit                  | Operator                             | Method             | Commencement date                                                 | End date     |
|-----------------------|--------------------------------------|--------------------|-------------------------------------------------------------------|--------------|
| 1 - North-South Spine | Tranzit Group                        | Tender             | 15 July 2018<br>9-year term                                       | 15 July 2027 |
| 2 - East-West Spine   | Kinetic                              | Direct Appointment | 15 July 2018<br>12-year term                                      | 15 July 2030 |
| 3 - University        | Kinetic                              | Direct Appointment | 15 July 2018<br>12-year term                                      | 15 July 2030 |
| 4 - Khandallah/Aro    | Tranzit Group                        | Tender             | 15 July 2018<br>9-year term with potential for a 6-year extension | 15 July 2027 |
| 5 - Central           | Kinetic                              | Direct Appointment | 15 July 2018<br>9-year term                                       | 15 July 2027 |
| 6 - Taranaki          | Kinetic                              | Direct Appointment | 15 July 2018<br>9-year term                                       | 15 July 2027 |
| 7 - Brooklyn/Ōwhiro   | Tranzit Group                        | Tender             | 15 July 2018<br>9-year term                                       | 15 July 2027 |
| 8 - Newlands          | Mana Coach Services                  | Direct Appointment | 15 July 2018<br>9-year term                                       | 15 July 2027 |
| 9 - Lower Hutt        | Tranzit Group                        | Tender             | 17 June 2018<br>9-year term                                       | 17 June 2027 |
| 10 - Upper Hutt       | Tranzit Group                        | Tender             | 17 June 2018<br>9-year term                                       | 17 June 2027 |
| 11 - Wainuiomata      | Tranzit Group                        | Tender             | 17 June 2018<br>9-year term                                       | 17 June 2027 |
| 12 - Eastbourne       | Kinetic                              | Direct Appointment | 17 June 2018<br>12-year term                                      | 15 July 2030 |
| 13 - Porirua          | Tranzit Group                        | Tender             | 15 July 2018<br>9-year term                                       | 15 July 2027 |
| 14 - Kāpiti           | Madge Coachlines (trading as Uzabus) | Tender             | 08 July 2018<br>9-year term                                       | 08 July 2027 |

| Unit                                                     | Operator                | Method                | Commencement date                                                     | End date                                                                                                                                                                              |
|----------------------------------------------------------|-------------------------|-----------------------|-----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 15 - Wairarapa                                           | Tranzit Group           | Tender                | 08 July 2018<br>9-year term                                           | 08 July 2027                                                                                                                                                                          |
| 16 - Rail                                                | Transdev<br>Wellington  | Tender                | 10 March 2016<br>9-year term<br>with a 6-year<br>extension<br>applied | 1 July 2031                                                                                                                                                                           |
| 17 - Wellington<br>Harbour Ferry                         | East by West<br>Ferries | Direct<br>Appointment | 1 July 2019<br>9-year term                                            | 1 July 2028                                                                                                                                                                           |
| 18 - Tawa                                                | Mana Coach<br>Services  | Direct<br>Appointment | 15 July 2018<br>9-year term                                           | 15 July 2027                                                                                                                                                                          |
| 19 - Levin-Waikanae                                      | Uzabus                  | Tender                | 7 March 2017                                                          | This Unit is<br>contracted<br>and managed<br>by Horizons<br>Regional<br>Council.<br><br>Greater<br>Wellington<br>co-funds this<br>service with<br>the Horizons<br>Regional<br>Council |
| 20 - Wellington<br>Airport Service                       | Mana Coach<br>Services  | Tender                | 1 July 2022<br>6-year term                                            | 1 July 2028                                                                                                                                                                           |
| 21 - Manawatū<br>Line (Wellington -<br>Palmerston North) | TBC                     | TBC                   | TBC                                                                   | TBC                                                                                                                                                                                   |

Greater Wellington is currently in the process of developing new bus contracts.  
The following table details the new proposed Unit numbers, names, and year commencing.

| Unit | Unit Name    | Year Commencing |
|------|--------------|-----------------|
| 22   | North-South  | 2028            |
| 23   | Porirua-Tawa | 2028            |
| 24   | Hutt Valley  | 2029            |
| 25   | Wairarapa    | 2029            |
| 26   | East-West    | 2030            |
| 27   | Kāpiti       | 2030            |

## Objectives and policies

**P20. Objective:** The creation and design of units supports the efficient delivery of services and provides value for money

| Policies                                                                                            | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Establish new units or amend existing units for the Metlink public transport network as required | <ul style="list-style-type: none"> <li>i. Work with operators to establish any new or amended units for the Metlink public transport network in line with legislative and major network planning requirements, including inter-regional initiatives to support regional economic development</li> <li>ii. Consolidate the existing bus units tendered by Greater Wellington from 17 to 6 for the start of the future bus services contract round</li> <li>iii. Work with Horizons Regional Council on unit design and procurement for inter-regional initiatives between Wellington and Manawātū</li> <li>iv. Actively review current exempt services to determine whether they are now integral to the public transport network and ensure the Exempt Services Register remains up to date.</li> </ul> |



## 36. Tūāhanga Waka Tūmatanui

### Public Transport Infrastructure

#### Public Transport Infrastructure

A high quality, reliable, accessible and modern public transport network relies on the provision of fit for purpose, well designed and maintained infrastructure and facilities. This includes roads, bus stops and shelters, depots and layovers, transport interchanges and hubs, rail tracks and associated infrastructure, train stations, ferry terminals and wharves, Park and Ride facilities, cycle paths and footpaths, and door-to-door transport services for those with limited access to public transport.

Infrastructure and facilities need to provide good access, safety and personal security at all stages of the journey, particularly for people with impairments. Public transport elements also require clear and consistent branding with services and levels of service and information to meet passenger needs for an integrated, easy-to-use passenger focused system. As different agencies have ownership or control of various elements of the system, communication and cooperation between all parties is required to achieve this.

Due to how we contract our public transport services, Metlink currently does not own all the public transport infrastructure used to deliver our services. With our bus services, we have not to this point in our public transport journey owned depots or buses; these are predominantly owned by our operators who are compensated for the use of these assets through our contracts. However, we do own a lot of bus shelters and associated bus infrastructure.

In the Greater Wellington LTP, the council endorsed our Strategic Public Transport Asset Control Strategy. The main objective of the Strategy is for Greater Wellington to play a more active and strategic role in the planning and management of key public transport infrastructure through a range of potential commercial arrangements (not necessarily confined to outright ownership).

This is a major shift in our approach to significant infrastructure/assets that are critical to the operation of our public transport network, and this will influence our approach to managing bus infrastructure and assets going forward.

In the rail space, Greater Wellington Rail Limited (GWRL), a wholly owned subsidiary of Greater Wellington, owns all our rail assets including the Electric Multiple Unit (EMU) depot on Thorndon Quay. The land the EMU depot and the associated buildings are on is owned by KiwiRail. GWRL has a long-term lease on this land. The railway tracks and platforms are also owned by KiwiRail but we have a long-term access agreement with KiwiRail so we can operate our public transport services on the rail network

#### Public Transport Asset Control Strategy

The Public Transport Asset Control Strategy provides a long-term framework and direction for Greater Wellington control, in its role as a Public Transport Authority (PTA), of key public transport assets. The strategy will help shape the size and location of significant infrastructure investments across the Wellington region, these investments will largely be required, regardless of whether they are publicly or privately held.

The objective of the Asset Control Strategy is for Greater Wellington to play a more active and strategic role in the planning and management of key public transport infrastructure through a range of potential commercial arrangements (not necessarily confined to outright ownership).

The strategy influences how Greater Wellington pays for the investments needed rather than the quantum of investment needed and will reduce barriers to entry for new competitors resulting in improved competition.

With a move to the electrification of our bus fleet and depots, the project will aim to make savings to operational costs in the long term, through cheaper local government financing and improved competition while supporting long term network planning and improved network resilience.

## Strategic enabling infrastructure and assets

Strategic enabling infrastructure and assets refers to the foundational elements necessary to deliver efficient and effective public transport services. Examples include depot land, access to motive energy (such as diesel, electricity, and hydrogen), rolling stock (such as buses, trains, and ferries), vehicle maintenance facilities, and workforce facilities. The way these assets are planned and provisioned can influence:

- Competition for unit contracts in both the short and long term
- Flexibility in enabling service changes over time
- Service resilience and continuity over time.

The following criteria as set out by NZTA have been used to classify enabling infrastructure and assets:

- **Tier 1 assets:** Foundational long-term strategic enabling assets such as land and access to energy. Lifecycles measured in decades and/or strategically important for enabling competitive and efficient markets and obtaining best long-term value for money
- **Tier 2 assets:** Medium-term enabling assets essential to service delivery (generally >10-year lifecycles) and the treatment of which can significantly influence obtaining best value for money

- **Tier 3 assets:** Commodity type assets (generally <10-year lifecycles) routinely renewed and replaced as part of normal business processes.

Tier 1 and 2 assets are defined as strategic enabling assets in line with NZTA guidance in this section.

We have also outlined the time horizon within which some of our strategic enabling infrastructure assets will be provided, renewed or upgraded in order to enable the delivery of integral services. The time horizons used (where applicable) are:

- **Short term** – assets that should be provided, renewed or upgraded within a three-year window of the plan being adopted
- **Medium term** - activities that should be provided, renewed or upgraded within a 10-year window of the plan being adopted
- **Future state** - activities that should be developed over a long-time horizon to give effect to longer term strategies or land use plans. Short- and medium-term initiatives should be steps towards a future state.

Metlink's approach to asset management is detailed in our Asset Management Plan (AMP). The AMP can be found on our Greater Wellington website here:

[Greater Wellington Regional Council — Metlink 2024 Asset Management Plan](#)



## Network Infrastructure to support integral services

Network infrastructure comprises infrastructure located “out on the network” that enables passengers to utilise integral services and/or enable efficient service delivery. Examples include (but are not limited to) bus stops, train stations, ferry terminals, interchanges, special vehicle lanes like bus lanes, rail lines, vehicle layover locations, workforce rest and meal break facilities, and opportunity charging locations.

Any gaps in the network infrastructure are identified in discussions with our key partners (KiwiRail, operators and TLAs). Work to address any network infrastructure issues identified is then considered by Greater Wellington and prioritised based on funding available and the classification of the route affected.

## Vehicle standards

### Bus

All buses entering the contracted public transport fleet need to comply with NZTA's Requirements for Urban Buses (national standards for bus quality and accessibility) and other relevant standards.

### Rail

Trains in New Zealand need to adhere to a number of standards to ensure safe and efficient operation, including those related to safety, operations, and infrastructure. These standards are primarily managed by NZTA Waka Kotahi in accordance with the Railways Act 2005.

### Safety and Operational Standards:

#### *Rail Operating Rules and Procedures*

These rules, developed by KiwiRail, cover aspects like signaling, track usage, speed limits, communication, and emergency procedures.

#### *National Rail Safety Standards (NRSS)*

These standards, maintained by KiwiRail, provide high-level requirements for safe rail vehicle operation and information exchange.

### Infrastructure and Engineering Standards:

#### *Track Evaluation*

Regular inspections of the track using specialised equipment (like the Track Evaluation Car) are crucial for maintaining compliance with engineering standards.

### Ferry

Maritime NZ, the New Zealand maritime authority, implements international conventions into domestic regulations. These rules cover various aspects of ferry design, construction, equipment, and operation, including safety management systems and environmental standards.



## Objectives and policies

**P21. Objective:** Prioritise safety through continuous improvements to both infrastructure and operations

| Policies                                                                                                               | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Ensure that all vehicles and vessels continue to meet the required quality standards                                | <ul style="list-style-type: none"> <li>i. Monitor contractual compliance with NZTA's Requirements for Urban Buses and other relevant standards for all contracted bus services</li> <li>ii. Monitor that rail maintenance and services comply with Rail Safety Licence requirements and vehicle minimum operating standards</li> <li>iii. Ensure that ferries comply with any required standards by Maritime NZ</li> <li>iv. Ensure that all vehicles match the appropriate sizing specifications for specific bus routes, considering geography and demand</li> <li>v. Implement standards for vehicle cleanliness and maintenance to maintain high-quality public transport service levels.</li> </ul>                            |
| b. Monitor and continuously improve infrastructure assets and our management of them                                   | <ul style="list-style-type: none"> <li>i. Implement an asset control strategy to plan for changes to public transport asset ownership and future demand for public transport services</li> <li>ii. Regularly monitor and manage assets to ensure the effective maintenance and performance of infrastructure</li> <li>iii. Collaborate with territorial authorities, New Zealand Police, NZTA, and community groups to review and enhance infrastructure to increase personal safety and security.</li> </ul>                                                                                                                                                                                                                       |
| c. Improve the accessibility and safety of the public transport system for passengers, workers, and the general public | <ul style="list-style-type: none"> <li>i. Ensure that accessibility and safety considerations are a key part of the planning and provision of all public transport services and infrastructure</li> <li>ii. Collaborate with operators, stakeholders, and infrastructure providers to prioritise safety in all aspects of public transport operations</li> <li>iii. Engage with the disability community and other relevant stakeholders to adopt best practices (universal design) and create a transport system that caters to the needs of all users.</li> </ul>                                                                                                                                                                 |
| d. Continually improve accessibility and standards of vehicles, and access to infrastructure and facilities            | <ul style="list-style-type: none"> <li>i. Adhere to NZTA public transport design guidance, New Zealand Urban Design Protocol, and New Zealand Crime Prevention through Environmental Design (CPTED) guidelines to create accessible and safe public transport facilities</li> <li>ii. Implement improvements to make public transport services more accessible, such as priority seating, low-floor access on trains, and accessible infrastructure at bus stops</li> <li>iii. Coordinate efforts to enhance the design and capacity of public transport stops, shelters, stations, and terminals to accommodate current and future needs.</li> </ul>                                                                               |
| e. Provide a low emissions public transport network                                                                    | <ul style="list-style-type: none"> <li>i. Incorporate low emissions technology in replacement strategies for end-of-life assets to reduce the environmental impact of public transport services</li> <li>ii. Develop business cases to support early asset replacement for decarbonisation purposes</li> <li>iii. Optimise the public transport network to minimise route complexity and improve energy efficiency</li> <li>iv. Deploy low-emission vehicles and new technologies to improve the environmental sustainability of the fleet, and closely monitor vehicle performance and maintenance</li> <li>v. Deploy low-emission vehicles and new technologies to reduce the health impacts from tail pipe emissions.</li> </ul> |

## Objectives and policies

**P22. Objective:** Provide commercial offerings and opportunities linked to our public transport services and infrastructure

| Policies                                                                                                        | Actions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| a. Ensure the advertising policy balances the needs of the Metlink brand while maximising revenue opportunities | <ul style="list-style-type: none"> <li>i. Encourage businesses and potential advertisers to align with the Metlink Advertising Policy and advertise across the network</li> <li>ii. Seek advertising from organisations that share Greater Wellington values</li> <li>iii. Utilise static and digital channels across bus and rail assets and infrastructure to create a comprehensive commuter and public transport user journey</li> <li>iv. Utilise all available assets to maximise third party contributions to public transport operating costs.</li> </ul> |
| b. Have a sponsorship policy specific to Metlink                                                                | <ul style="list-style-type: none"> <li>i. Develop a sponsorship policy that supports the Metlink brand and aligns with Metlink values.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                 |





## Bus Infrastructure

| Tier                                                | Infrastructure          | Current                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------------------------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Tier 1</b>                                       | Energy to Site          | <ul style="list-style-type: none"> <li>Operator responsibility.</li> </ul>                                                                                                                                                                                                                                                                                                                                         |
|                                                     | Land                    | <ul style="list-style-type: none"> <li>Long term lease of a site in Southern Wellington for the development of new Electric Bus Depot</li> <li>Lease of 248 Thorndon Quay bus lay over</li> <li>Operator responsibility.</li> </ul>                                                                                                                                                                                |
| <b>Tier 2</b>                                       | Energy to Vehicles      | <ul style="list-style-type: none"> <li>6 x electric vehicle charging infrastructure – this infrastructure is owned by operators not Metlink.</li> </ul>                                                                                                                                                                                                                                                            |
|                                                     | Vehicles                | <ul style="list-style-type: none"> <li>465 Buses (103 of which are electric) – note these buses are owned by our operators not Metlink.</li> </ul>                                                                                                                                                                                                                                                                 |
|                                                     | Vehicle Facilities      | <ul style="list-style-type: none"> <li>13 depots on the network. Metlink does not currently own any depots, and they are provided by the operators</li> <li>248 Thorndon Quay Layover – leased land from NZTA to provide 12 additional layover spaces and driver facilities in Wellington CBD.</li> </ul>                                                                                                          |
|                                                     | Driver/Staff Facilities | <ul style="list-style-type: none"> <li>7 standalone driver toilets in Wellington City – refurbished and installed in 2024</li> <li>Planned Porirua Bus Hub development with new driver facility.</li> </ul>                                                                                                                                                                                                        |
|                                                     | Bus Shelters            | <ul style="list-style-type: none"> <li>1066 bus shelters on the network               <ul style="list-style-type: none"> <li>613 (57.3%) are owned by Metlink</li> <li>178 (16.6%) are owned by Ooh-media (Adshel), contracted by the Territorial Authority</li> <li>271 (25.3%) are owned by Wellington City Council</li> <li>6 (0.8%) are owned by the Wairarapa Territorial Authorities.</li> </ul> </li> </ul> |
| <b>Tier 3<br/>(includes network infrastructure)</b> | Shelter Laminates       | <ul style="list-style-type: none"> <li>308 - Owned and maintained by Metlink (5-year life expectancy).</li> </ul>                                                                                                                                                                                                                                                                                                  |
|                                                     | Signage                 | <ul style="list-style-type: none"> <li>3906 - Owned and maintained by Metlink (7-year life expectancy).</li> </ul>                                                                                                                                                                                                                                                                                                 |
|                                                     | Timetable Cases         | <ul style="list-style-type: none"> <li>2770 - Owned and maintained by Metlink (7-year life expectancy).</li> </ul>                                                                                                                                                                                                                                                                                                 |
|                                                     | Totems                  | <ul style="list-style-type: none"> <li>58 - Owned and maintained by Metlink (20-year life expectancy).</li> </ul>                                                                                                                                                                                                                                                                                                  |
|                                                     | RTI Displays            | <ul style="list-style-type: none"> <li>212 - Owned and maintained by Metlink (10-year life expectancy).</li> </ul>                                                                                                                                                                                                                                                                                                 |
|                                                     | CCTV                    | <ul style="list-style-type: none"> <li>14 - Owned and maintained by Metlink (7-year life expectancy).</li> </ul>                                                                                                                                                                                                                                                                                                   |
|                                                     | Poles                   | <ul style="list-style-type: none"> <li>1966 - Owned and maintained by Metlink (10-year life expectancy).</li> </ul>                                                                                                                                                                                                                                                                                                |
|                                                     | Seats                   | <ul style="list-style-type: none"> <li>100 - Separated seats owned and maintained by Metlink (15-year life expectancy).</li> </ul>                                                                                                                                                                                                                                                                                 |

## Rail Infrastructure

| Tier          | Infrastructure             | Current                                                                                                                                                                                                                                                                                                                          |
|---------------|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Tier 1</b> | Energy to Site             | <ul style="list-style-type: none"> <li>• KiwiRail responsibility.</li> </ul>                                                                                                                                                                                                                                                     |
|               | Land                       | <ul style="list-style-type: none"> <li>• 48 stations (Platforms owned by KiwiRail).</li> </ul>                                                                                                                                                                                                                                   |
| <b>Tier 2</b> | Rail On-Station Assets     | <ul style="list-style-type: none"> <li>• 23 station buildings</li> <li>• 88 station shelters</li> <li>• 955 CCTV cameras</li> <li>• 72 duress points/ECP/Jacques Help Points</li> <li>• 248 PA speakers/Jacques speakers.</li> </ul>                                                                                             |
|               | Vehicles                   | <ul style="list-style-type: none"> <li>• 48 Matangi 1, 2 Car Units</li> <li>• 35 Matangi 2, 2 Car Units</li> <li>• 1 Matangi Driving Simulator</li> <li>• 2 Zephir 1800E Crab</li> <li>• 18 Suburban Wairarapa (SW) carriage cars</li> <li>• 6 Wairarapa Suburban Express (SE) carriage cars</li> <li>• 1 AG222 Cars.</li> </ul> |
|               | Vehicle Facilities         | <ul style="list-style-type: none"> <li>• EMU Maintenance Depot               <ul style="list-style-type: none"> <li>• One Maintenance depot building</li> <li>• One Wheel Lathe building</li> <li>• Two Train wash buildings.</li> </ul> </li> </ul>                                                                             |
|               | Rail Station Access Assets | <ul style="list-style-type: none"> <li>• 11 station bridges</li> <li>• 13 station subways</li> <li>• 72 Park and Ride areas (across 33 stations)</li> <li>• 13 cycle shelters</li> <li>• 9 cycle cones</li> <li>• 38 cycle racks</li> <li>• 75 cycle lockers.</li> </ul>                                                         |
|               |                            |                                                                                                                                                                                                                                                                                                                                  |



| Tier                                        | Infrastructure    | Current                                                                                                                                                                                                                                                                                                                                  |
|---------------------------------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Tier 3<br>(includes network infrastructure) | Other rail assets | <ul style="list-style-type: none"><li>• 1302 light fittings</li><li>• 897 light poles</li><li>• 318 seats</li><li>• 92 litter bins</li><li>• 2432 signs</li><li>• 79 totems and flat panels</li><li>• 24 beacons</li><li>• 92 BRT LED signs</li><li>• 56 RTI screens</li><li>• 144 CIS systems including the digital displays.</li></ul> |

All information in the tables above is correct as at June 2025. These are subject to change over the course of this RPTP.

RLTP projects

**Name:** Asset Control - Other Depot Opportunities  
**Lead:** Greater Wellington  
**Desc:** Identifying and evaluating long-term options for bus depots, with locations dependent on land availability and/or opportunities. Greater Wellington ownership would remove the need for operators to provide a depot, therefore removing a barrier to entry for operators.  
**Cost:** \$82.02 million  
**Status:** NLTP Unfunded

**Name:** Asset Control - Depot Development  
**Lead:** Greater Wellington  
**Desc:** Delivering a long-term option for a southern bus depot in Miramar, to replace the earthquake-prone depot that is reaching end of life in Kilbirnie.  
**Cost:** \$101.53 million  
**Status:** NLTP Unfunded





## 37. Ko te Ine i ā Mātou Mahi

### Performance and Monitoring

As a publicly funded service, it is important that Greater Wellington monitors our Operators' service performance. Certain elements of an Operator's performance are therefore measured and reported against.

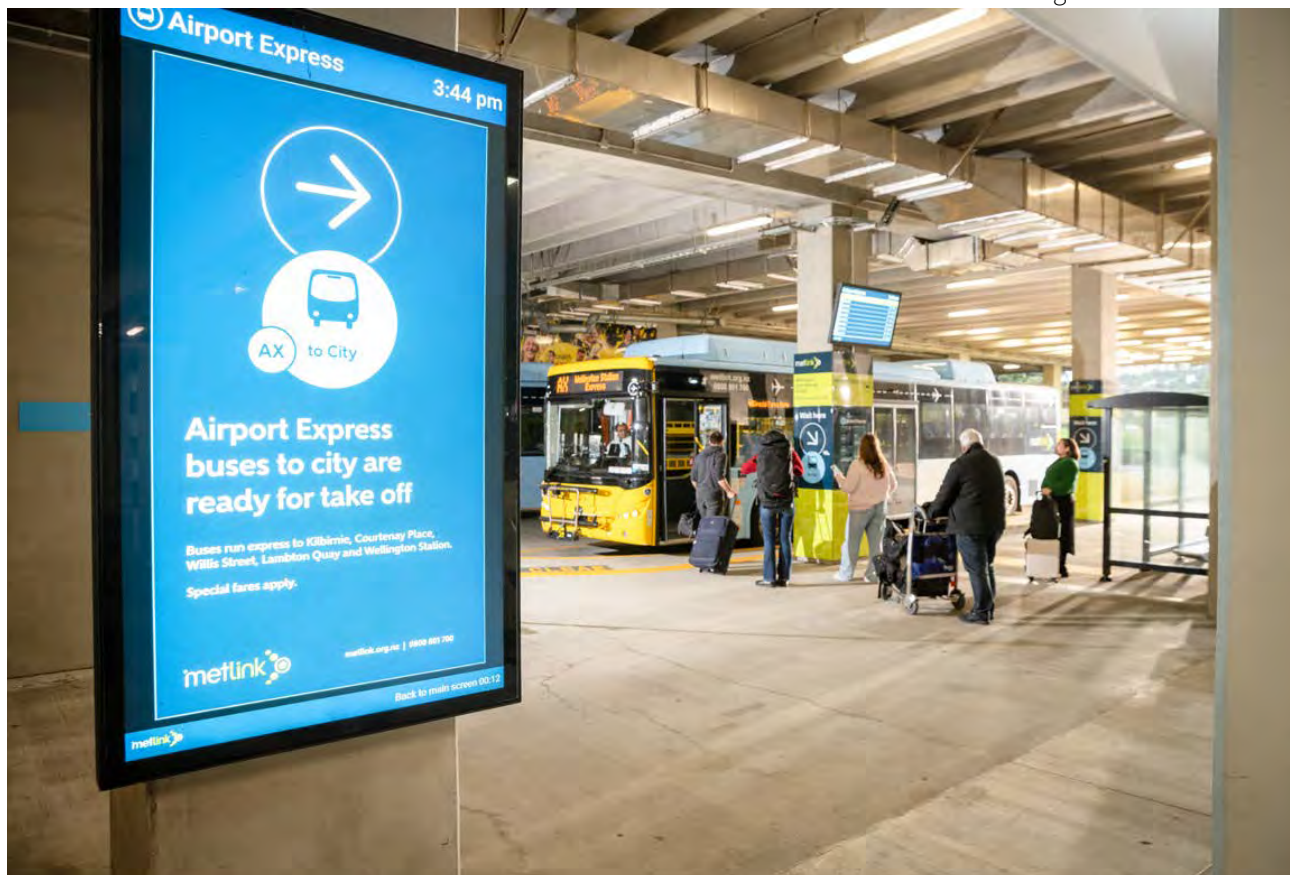
Metlink's performance measures are set out in the Greater Wellington Long Term Plan and our actual performance against those targets is published in the Greater Wellington Annual Report. Metlink has specific measures in the LTP relating to:

- Passengers' overall satisfaction with the Metlink public transport network
- Wellington public transport and active mode share of journeys
- The tonnes of carbon emissions emitted per year on Metlink Public Transport Services.

Metlink also collect data on the following:

- Service reliability
- Service punctuality
- Patronage
- Financial
- Fare revenue
- Cost per service Km
- Cost per passenger boarding; and
- Other measures as set out in our Partnering Agreements with operators.

Monthly performance reports are published on Metlink's website which provide public access to much of this information. More information can also be found in our Partnering Agreements with operators. Versions of these have been publicly released on the Greater Wellington website.





**Service performance expectations**

| Reference Number | Community outcome     | Levels of Service                                                                              | Performance Measures                                                                                                                    | Baseline 2022/23                                      | 2024/25 target                                        | 2025/26 target                                        | 2026/27 target                                        | 2027-34 target                                          |
|------------------|-----------------------|------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------|---------------------------------------------------------|
| 1                | Connected Communities | Provide a consistent and high-quality passenger experience across the public transport network | (1) Passengers' overall satisfaction with the Metlink public transport <sup>6</sup>                                                     | <b>Bus</b> 92%<br><b>Rail</b> 94%<br><b>Ferry</b> 97% | <b>Bus</b> 93%<br><b>Rail</b> 95%<br><b>Ferry</b> 98% | <b>Bus</b> 94%<br><b>Rail</b> 96%<br><b>Ferry</b> 98% | <b>Bus</b> 95%<br><b>Rail</b> 96%<br><b>Ferry</b> 98% | <b>Bus</b> >95%<br><b>Rail</b> >96%<br><b>Ferry</b> 98% |
|                  |                       |                                                                                                | (2) Passenger satisfaction with convenience of paying for Metlink public transport <sup>7</sup>                                         | 87%                                                   | 87%                                                   | 87%                                                   | 89%                                                   | =/>90%                                                  |
|                  |                       |                                                                                                | (3) Passenger satisfaction with Metlink information currently available <sup>8</sup>                                                    | 75%                                                   | 85%                                                   | 87%                                                   | 89%                                                   | >90%                                                    |
|                  |                       |                                                                                                | (4) Passenger satisfaction with Metlink public transport being on time <sup>9</sup>                                                     | 69%                                                   | >80%                                                  | >82%                                                  | >85%                                                  | >90%                                                    |
|                  |                       |                                                                                                | (5) Percentage of scheduled bus trips that depart their timetabled starting location on time (punctuality) – to 5 minutes <sup>10</sup> | 94.4%                                                 | 95%                                                   | 95%                                                   | 95%                                                   | 95%                                                     |
|                  |                       |                                                                                                | (6) Percentage of scheduled bus services delivered (reliability) <sup>11</sup>                                                          | 92.4%                                                 | 98%                                                   | 98%                                                   | 98%                                                   | 98%                                                     |
|                  |                       |                                                                                                | (7) Percentage of scheduled rail service delivered on-time (punctuality) – to 5 minutes <sup>12</sup>                                   | 80%                                                   | 95%                                                   | 95%                                                   | 95%                                                   | 95%                                                     |
|                  |                       |                                                                                                | (8) Percentage of scheduled rail services delivered (reliability) <sup>13</sup>                                                         | 91.1%                                                 | 99.5%                                                 | 99.5%                                                 | 99.5%                                                 | 99.5%                                                   |



|   |                       |                                                                                                                                            |                                                                                                                                                                                                                          |                                                           |                      |                      |                      |                             |
|---|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|----------------------|----------------------|----------------------|-----------------------------|
| 2 | Resilient Future      | Promote and encourage people to move from private vehicles to public transport                                                             | Annual Public Transport boardings per capita                                                                                                                                                                             | 61.9                                                      | 64.2                 | 66                   | 67.8                 | 75.4                        |
| 4 | Resilient Future      | Provide fit-for-purpose vehicles, infrastructure and services to continually deliver a high-quality core network that meets ongoing demand | (1) Percentage of passengers who are satisfied with the condition of the station/stop/wharf <sup>14</sup><br><br>(2) Percentage of passengers who are satisfied with the condition of the vehicles (fleet) <sup>15</sup> | 91%                                                       | 88%                  | 89%                  | 90%                  | >92%                        |
| 5 | Resilient Future      | Gross emissions for Metlink's public transport fleet will be minimised, reducing the offsets required to reach net carbon neutrality       | Tonnes of CO <sub>2</sub> emitted per year on Metlink Public Transport Services                                                                                                                                          | 21,019 tonnes<br>*2021/22 verified result                 | 19,300 tonnes        | 17,900 tonnes        | 17,800 tonnes        | 16,300 tonnes <sup>16</sup> |
| 7 | Connected Communities | Maintain and improve access to public transport for all                                                                                    | Percent of people within a 5-10 minute walk of an all day, 7 day a week public transport service with minimum 60-minute daytime frequency                                                                                | 74.4%                                                     | Increase on baseline | Increase on baseline | Increase on previous | Increase on previous        |
| 8 | Connected Communities | Increased patronage of PT by disabled people (people with an activity limitation)                                                          | Increased boardings by people that use the Accessible Concession <sup>18</sup> (as a percent of total boardings)                                                                                                         | New measure<br>Current baseline (Dec22 – June 23)<br>0.9% | >1%                  | 1.5%                 | 2%                   | =/>4%                       |



## 38. Ko te Kaupapa Here Hirahira

### Significance Policy

The RPTP can be varied at any time. However, if a variation is found under our significance policy to be 'significant', consultation will take place in accordance with our special consultative procedure. The approach to consultation will reflect the level of significance of any proposed variation. Significance is a continuum, from variations of high significance through to variations of low significance. If the significance threshold under this policy is not met, Greater Wellington will undertake targeted consultation on matters affecting specific communities and stakeholders. Greater Wellington will determine the significance of variations to the RPTP on a case-by-case basis, taking into account the extent to which the variations:

- Signal a material change to the planned level of investment in the public transport network
- Affect the purpose of the Land Transport Management Act 2003
- Affect residents (variations with moderate impacts on a large number of residents, and those with major impacts on a small number of residents will be more significant than those with minor impacts)
- Affect the integrity of the RPTP, including its overall affordability
- Are in response to central government direction or national policy changes.

Consideration will be given to the costs and benefits of any consultative process or procedure and the extent to which consultation has already taken place.

#### Significant and non-significant matters

Matters that will always be considered 'significant' are:

- Variations that amend the significance policy
- Any increases in fares above those provided for in the revenue, financing and fare policies and Greater Wellington's Long-Term Plan
- Major reorganisation of Units.

Matters that will always be considered 'not significant' are:

- Minor editorial and typographical amendments to the RPTP
- Minor changes to fare levels in accordance with current policy and funding levels, as set out in Greater Wellington's Long-Term Plan.

Matters that will usually be considered 'not significant' are:

- Those that have recently been consulted on, including the addition, removal or amendment of any matter on which there has already been consultation in accordance with the special consultative procedure
- Minor changes to service descriptions after a service review, for example changes to the frequency and hours of a service that result in the same, or a better, level of service
- Changes to the descriptions of services or service groupings as a result of an area-wide service review, as long as there is no significant increase in cost.

### Targeted consultation on non-significant variations

If Greater Wellington determines that a proposed variation is not significant, targeted consultation will still be undertaken as follows:

**Consultation for service reviews:** as service reviews affect only a part of the region, full consultation will generally not be required. Instead, key stakeholders (including the relevant operators, territorial authorities and community boards or committees) will be included in preliminary consultation as the sector plan is developed. Targeted public consultation may follow once options have been identified.

**Consultation for minor changes in the delivery of public transport services:** minor changes in service delivery that are required to improve efficiency, such as the addition or removal of trips and minor route changes, have only local impacts. In these cases, consultation will generally be undertaken at a low level with the operators involved and may also include the relevant local councils and passengers who use the services.

**Changes in procurement policies:** Greater Wellington may be required to update its procurement policy in response to national or local government policy changes. Targeted consultation will be undertaken once updated draft policies are available.

**Other non-significant variations:** Greater Wellington may work through any proposals for changes that affect only a sector of the community or the industry with those most likely to be affected, as well as other relevant stakeholders.



## 39. He Aha te RPTP me Tōna Pūtake?

### What is the RPTP and Why is it Needed?

The Wellington Regional Public Transport Plan (RPTP) guides the design and delivery of public transport services, information, and infrastructure within the Wellington region (Wellington).

#### This RPTP describes:

- What we want our public transport system to achieve (long-term goals and objectives)
- How we propose to get there (our strategic focus areas, policies, and actions to achieve our goals)

- The public transport services we currently provide and propose to provide.

The RPTP has a ten-year strategic focus, with particular attention to the coming three-yearly operational cycle. This RPTP focuses on the period from mid-2025 to 2035.

RPTPs are statutory documents (required by legislation) under the Land Transport Management Act 2003 (LTMA). Regional councils like Greater Wellington who provide, or fund public transport must adopt a RPTP.

## 40. Ko ngā Here Ā-ture me ngā Hononga ki Mahere kē Atu

### Legal Requirements and Links to Other Plans

#### The legal requirements

The statutory requirements for preparing the RPTP are set out in Part 5 of the Land Transport Management Act 2003 (LTMA).

The LTMA, places a significant emphasis on Public Transport Authorities planning and delivering public transport in consultation and collaboration with territorial authorities, and public transport operators.

This recognises, that to deliver consistently good journey experiences and attract and retain passengers requires a wide range of elements such as land use, network planning, infrastructure provision and efficient and effective operation of services. These elements must come together in an integrated way.

#### The RPTP's statutory purpose is to provide:

- A means for encouraging regional councils, territorial authorities, and public transport operators to work together in developing public transport services and infrastructure
- An instrument for engaging with the public in the region on the design and operation of the public transport network
- A statement of -
  - the public transport services that are integral to the public transport network
  - the policies and procedures that apply to those services
  - the information and infrastructure that support those services.

The review of our RPTP is based on five principles from section 115(1) of the LTMA.

1. Well-used public transport services reduce the environmental and health impacts of land transport, including by reducing reliance on single-occupant vehicles and using zero-emission technology
2. Public transport services support a mode shift from private motor vehicle use and equitable access to places, facilities, services, and social and economic opportunities if they are co-ordinated, integrated, reliable, frequent, accessible, affordable, and safe
3. Fair and equitable employment or engagement of people in the public transport workforce should ensure that there is a sufficiently robust labour market to sustain and expand public transport services

4. Regional councils, territorial authorities, and public transport operators should work together to co-ordinate public transport services, the provision of infrastructure, and land use as necessary—
  - to meet the needs of passengers
  - to encourage more people to use the services
5. Public transport services should be provided in a way that assists—
  - public transport investment to be efficient
  - public transport investment to give value for money.

These principles have guided Greater Wellington in the development of this RPTP. Greater Wellington is therefore satisfied that these principles, and requirements for collaboration and consultation with key partners and stakeholders (LTMA s.125), have been applied through development of the RPTP. Greater Wellington also applied NZTA's RPTP development guidelines to the development process of this RPTP.

### Links to other plans

The RPTP 2025-35 considers and gives effect to a range of national and regional policies, strategies, and legislation.

| Legislation                                                 | Central government                                                                         | Regional                                               |
|-------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------|
| Land Transport Management Act 2003                          | Government Policy Statement on Land Transport 2024                                         | Greater Wellington's Long-Term Plan 2024 (LTP)         |
| Land Transport Act 2017                                     | National Policy Statement on Urban Design                                                  | Wellington Regional Land Transport Plan 2024 (RLTP)    |
| Local Government Act 2002                                   | Ministry of Transport's 2016 Accessibility of Public Transport for those with a Disability | Wellington Future Development Strategy (FDS)           |
| Local Government Official Information and Meetings Act 1987 | UN Convention on the Rights of Persons with Disabilities (ratified by New Zealand in 2018) | Greater Wellington Climate Change Strategy             |
| Resource Management Act 1991                                | Emissions Reduction Plan                                                                   | Greater Wellington Māori Economic Development Strategy |
|                                                             | NZTA's Public Transport Framework                                                          | Metlink's Public Transport Asset Management Plan       |
|                                                             |                                                                                            | Metlink's Accessibility Action Plan                    |
|                                                             |                                                                                            | Territorial Authority plans and strategies             |
|                                                             |                                                                                            | Other Regional Public Transport Plans                  |

## 41. Ko tō Mātou Aronga Rautaki

### Our Strategic Direction

This section outlines the emerging strategic direction for land transport focusing on public transport, including:

- Government Policy Statement on Land Transport (GPS) 2024-34
- The strategic objectives of the RLTP
- The strategic objectives of the LTP
- The strategic objectives of the FDS
- The Land Transport Management Act 2003 as amended.

## 42. Ko te Kaupapa Kere ā-Kāwanatanga mō te Waka Whenua (GPS)

### Government Policy Statement on Land Transport (GPS)

The Government Policy Statement on Land Transport (GPS) determines how investment into the land transport system from the National Land Transport Fund (NLTF) will contribute to achieving overall government outcomes. It outlines central government's strategy to guide land transport investment over the next 10 years. It also provides guidance to decision-makers about where and under what conditions government will focus resources.

Through the GPS, "The Government's overarching goal for transport is an effective, efficient, safe, secure, accessible, and resilient transport system that supports the growth of our country's economy in order to deliver greater prosperity, security and opportunities for all New Zealanders".

#### The GPS 2024-34 identifies four Strategic Priorities:

- Economic Growth and Productivity
- Increased maintenance and resilience
- Safety
- Value for money.

Over \$7 billion is spent through the NLTF each year supplemented by co-investment from local government and additional funding and financing.

Revenue raised from the land transport system - Fuel Excise Duty, Road User Charges and motor vehicle registration and licensing fees - is put into the National Land Transport Fund (NLTF) to be used on transport projects including public transport.

The GPS influences decisions on how money from the NLTF will be invested across activity classes such as Public Transport Services. It also guides local government and NZTA on the type

of activities that should be included in RLTPs and the National Land Transport Programme.

Central government can also provide additional funding to progress specific transport activities or projects. In most cases, this funding is appropriated by Parliament outside of the NLTF and is spent by NZTA or KiwiRail acting as the Crown's delivery agent.

In November 2024 NZTA released to public transport authorities, requirements on increasing the 'private share' of public transport revenues. Private share is a measure of cost recovery and represents the proportion of public transport operating expenditure funded from private revenue sources like passenger fares and advertising. It is current Government policy to work on increasing private share to support increased levels of public transport expenditure



with the stated aim of reducing pressure on ratepayers and taxpayers.

For the past five years, Greater Wellington has been actively working on initiatives to increase non-fares revenue, particularly by increasing our share of the Wellington outdoors advertising market. Other initiatives relating to increasing revenue and actively managing costs are covered in this RPTP. Greater Wellington is actively working with NZTA on approaches to implement the Government's private share policy while continuing to maintain service levels and keep fares affordable and attractive.

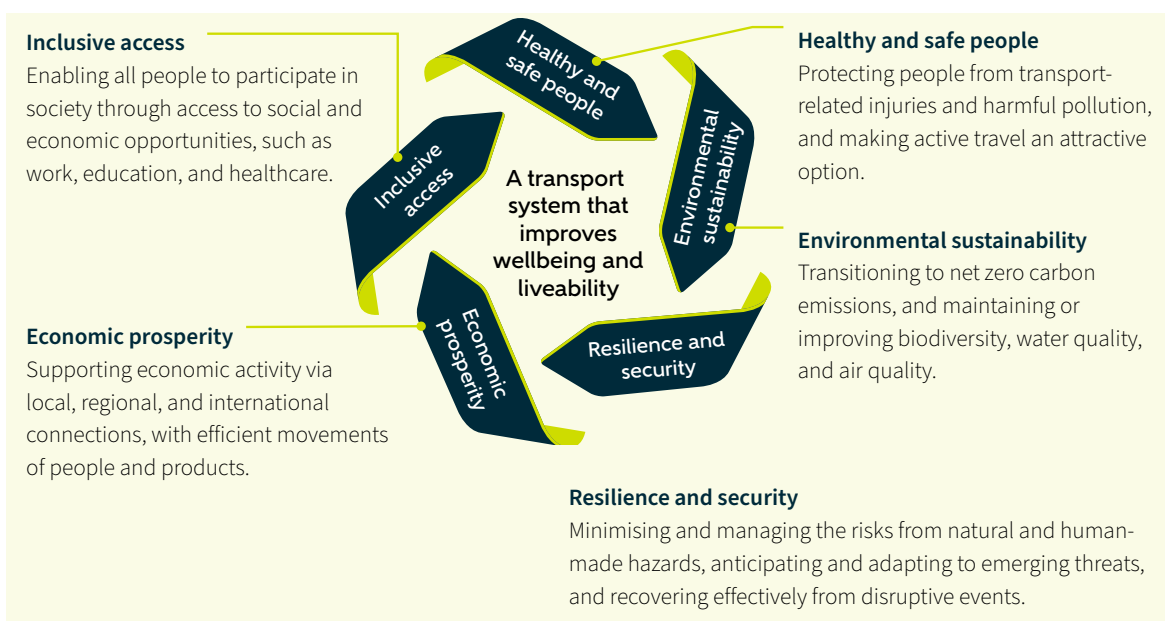
### Ministry of Transport Outcomes Framework

The Ministry of Transport's Transport Outcomes Framework outlines five outcome areas sought from the transport system. These are economic prosperity, inclusive access, healthy and safe people, resilience, and security and environmental sustainability. Public transport contributes to these outcome areas in various ways.

For example, public transport can:

- Enable efficient and productive use of high value urban space (economic prosperity, environmental sustainability)
- Alleviate congestion (economic prosperity)
- Improve access to markets, employment and areas that contribute to economic growth (economic prosperity, inclusive access)
- Enable access to employment, education, healthcare, social and cultural opportunities (economic prosperity, inclusive access, healthy and safe people)
- Ensure access to essential services for those unable to drive (economic prosperity, inclusive access, healthy and safe people)
- Provide resilience to rising transport and energy costs by providing an alternative to private motor vehicles (resilience and security, inclusive access, economic prosperity)
- Reduce harmful emissions to the environment and human health (environmental sustainability, healthy and safe people)
- Reduce deaths and serious injuries as public transport is among the safest form of transport (healthy and safe people).

The role of public transport and the benefits it can offer differ by location and spatial context.



## GPS 2024 projects in the Wellington region

### Roads of National Significance (RONS)

- Otaki to North of Levin
- Second Mt Victoria Tunnel and Basin Reserve upgrade
- Petone to Grenada Link Road and the Cross Valley Link.

### Roads of Regional Significance (RORS)

- State Highway 58 Improvements Stage 2
- State Highway 2 Melling Transport Improvements.

### Public Transport projects

- Lower North Island Rail Integrated Mobility (LNIRIM) programme



## 43. Ko te Mahere ā-Rohe Waka Whenua

### Regional Land Transport Plan 2021: 2024 Mid Term Review

The Regional Land Transport Plan 2021: 2024 Mid Term Review (RLTP) sets the direction for Wellington's transport network for the next 10 years. The RLTP 2024 Mid-Term review re-confirmed the strategic priorities, direction, and supporting policies including the importance of investing in public transport to deliver its outcomes. The RLTP 2024 Mid-Term Review also looked at the transport projects that the Wellington region prioritised for NLTF funding over the next triennium. The RLTP describes the region's long-term vision, identifies regional priorities and sets out the transport projects we intend to invest in. The RLTP is a collaboration between all territorial authorities in the Wellington region, NZTA, Department of Conservation and KiwiRail.

The RLTP recognises the significant role transport plays in shaping what Wellington is like as a place to live, work, play and learn. As the region grows, more people and increased economic activity will place greater demand on the transport network, including public transport. The RLTP sets the vision for investing in a transport network that:

- Offers good, affordable travel choices
- Supports compact centres, liveable places and a strong economy
- Is safe
- Minimises impacts on the environment
- Provides for connected, resilient and reliable journeys.

To achieve its vision, the RLTP sets out the region's priority areas for investment:

- **Public transport capacity:** Build capacity and reliability into the Wellington region's rail network and into Wellington City's public transport network to accommodate future demand
- **Travel choice:** Make walking, cycling and public transport a safe and attractive option for more trips throughout the region
- **Strategic access:** Improve access to key regional destinations, including the port, airport and hospitals, for people and freight
- **Safety:** Improve safety, particularly at high-risk intersections and on high risk urban and rural roads
- **Resilience:** Build resilience into the region's transport network by strengthening priority transport lifelines and improve redundancy in the system. The RLTP informs and is informed by the RPTP.

You can read the RLTP Mid Term Review on Greater Wellington's website [here](#).



## 44. Ko te Pae Tawhiti o Te Pane Matua Taiao

### Greater Wellington's Long Term Plan

Every three years Greater Wellington creates a Long-Term Plan (LTP) which outlines what it will do over the next 10 years, how much it will cost, and who will pay for it. Public transport is a significant part of Greater Wellington's long term planning focus, accounting for approximately 65% of Greater Wellington's expenditure.

LTP investment and funding for public transport 2024-34 is:

- Capital spending of \$712m
- Operational spending of \$4.8b
- Rates contribution of \$138m.

Greater Wellington's direction through the LTP integrates key strategic drivers and frameworks that link us together and guide us toward success. Everything we do contributes towards improving the environmental, social, cultural, and economic wellbeing of our region. We describe these long-term impacts through our Community Outcomes, which for the Metlink Group are:

- **Nui te ora o te taiao** Thriving Environment  
- We contribute to a low emissions region by lowering the carbon emissions of our transport network
- **He hapori kotahi** Connected Communities -  
We make sure our public transport network is accessible and efficient so people can get to the places they want to go
- **He manawaroa te āpōpō** Resilient Future -  
We are future proofing our public transport network to ensure people can continue to move around the region.

The LTP forecasts ongoing impacts on the public transport system from climate change and natural hazards. Increased size and nature of weather events will drive increased transport infrastructure repair costs, increased insurance costs, and drive the need for increased capital expenditure.

You can read the Greater Wellington LTP on Greater Wellington's website [here](#).



## 45. Te Rautaki Whanaketanga ki tua a Wairarapa- Wellington- Horowhenua Future Development Strategy

The Wairarapa-Wellington-Horowhenua Future Development Strategy (FDS) sets out how local government and its partners plan to deliver well-functioning urban environments in our existing and future towns and cities over the next 30 years. The FDS proposes where to prioritise housing and business development, as well as investment in infrastructure to support this development.

The FDS guides regional policy development, including Regional and District Plan changes in the future, as well as Land Transport Plans, infrastructure strategies, council budgets (Long Term Plans) and other policies. The Future Development Strategy builds on work done previously across the region and replaces the Wellington Regional Growth Framework.

Strategic direction for the FDS includes “ensuring urban development and infrastructure planning is integrated to create thriving communities”, resulting in Urban Development integrated with transport planning so that urban development is located within walking distance of rapid transit corridors, high frequency public transport and supports uptake of active transport modes to maximise travel choice.

The Waterloo Transit Oriented Development is a Priority Development Area under the FDS.

Wellington Regional Leadership Committee  
**Future development Strategy**



The FDS is a statutory plan developed by the [Wellington Regional Leadership Committee](#), a union of councils, iwi and central government in the Wellington-Wairarapa-Horowhenua region, formed to work together to positively shape the future of the region. The FDS can be read [here](#). The FDS Implementation Plan can be read [here](#).



## 46. Land Transport Management Act 2003

In August 2023, the Land Transport Management Act 2003 (LTMA) was amended with the passing of the Land Transport Management (Regulation of Public Transport) Amendment Act 2023 (the Amendment Act). The amendments to the LTMA mean:

- There are new objectives for the planning, procurement and delivery of public transport to be established and embedded in the LTMA
- That in-house delivery of public transport services is enabled
- That there is transparency around aspects of service delivery including the procurement and contractual arrangements
- Different asset ownership, including public transport authorities owning assets directly, is enabled
- Greater collaboration is encouraged between regional councils and territorial authorities in preparing regional public transport plans
- The framework for exempt services has changed, expanding the scope to include commercial and inter-regional public transport services
- The definition of Public Transport is expanded to include On-Demand public transport services and shuttle services

- Some exempt On-Demand services are allowed, and all exempt shuttle services are to be operated without the requirement to be registered with the regional council
- That regional councils can procure, contract, and deliver on-demand services separately to timetabled services.

The Amendment Act acknowledges the need for public transport investment to be efficient and provide better value for money. It facilitates stronger measures for Territorial Authority involvement in the RPTP development process. The changes acknowledge that the previous operating model created a barrier for decarbonisation targets and improvement of employee terms and conditions.

### Data used in this document

The data used in the development of this RPTP is informed by the 2018 Census information and household travel survey data and information from other authoritative sources including Sense Partners.

Some key points / caveats to note for the data we have used in the development of this RPTP:

- We have run projections, not forecasts
- The latest projections were developed in 2023 working with other Territorial Authorities
- The next update to projections will be in 2025 and will use the latest Census 2023 numbers as a baseline.

## 47. He Rārangi Kupu

### Glossary

|                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Accessibility</b>          | The ability to reach a destination by a transport mode. Another meaning used more narrowly in relation to public transport is “the ease with which all categories of passenger can use public transport” as defined by the Human Rights Commission in The Accessible Journey 2005. Of specific relevance to people with disabilities.                                                                                                                                                                 |
| <b>Bus Rapid Transit</b>      | A network of corridors with priority measures (including dedicated lanes and signal priority) used by high quality, high-capacity buses.                                                                                                                                                                                                                                                                                                                                                              |
| <b>Farebox recovery rate</b>  | The proportion of the cost of operating a public transport service that is covered by public transport fares paid by passengers.                                                                                                                                                                                                                                                                                                                                                                      |
| <b>GPS</b>                    | Government Policy Statement on Land Transport outlines the government’s strategy for investment in land transport over the next 10 years, which is then implemented by NZTA through the National Land Transport Programme.                                                                                                                                                                                                                                                                            |
| <b>Greater Wellington</b>     | Greater Wellington Regional Council.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>NTS</b>                    | National Ticketing Solution (Motu Move).                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>NLTF</b>                   | National Land Transport Fund is the dedicated fund for maintaining and developing local and national transport services.                                                                                                                                                                                                                                                                                                                                                                              |
| <b>NLTP</b>                   | National Land Transport Plan - A three-year programme that sets out how NZTA invests in national land transport funding.                                                                                                                                                                                                                                                                                                                                                                              |
| <b>LTMA</b>                   | Land Transport Management Act 2003.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Metlink</b>                | Greater Wellington public transport.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Motu Move</b>              | The National Ticketing Solution                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Off-peak period</b>        | For the purposes of fare charging, it is weekdays before 7am (bus only), between 9 am and 3 pm and after 6.30 pm and all-day weekends and public holidays. Operational definition of ‘peak’ and ‘off-peak’ may vary by service.                                                                                                                                                                                                                                                                       |
| <b>ONF</b>                    | One Network Framework.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Peak Period</b>            | All time periods other than off-peak periods.                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Rapid transit</b>          | The Government Policy Statement on Land Transport defines rapid transit as “A quick, frequent, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic.” The National Policy Statement for Urban Development (NPS-UD) shares the same definition for ‘rapid transit service’, but extends it to “any existing or planned” service. “Planned” means planned in a regional transport plan such as this plan. |
| <b>PTOM</b>                   | The Public Transport Operating Model developed by central government and NZTA.                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Public transport route</b> | A grouping of related public transport services.                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

|                                     |                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Public transport service</b>     | A public transport service scheduled to operate at a specified time and available to the public generally.                                                                                                                                                                                                                                                                                    |
| <b>Regional Transport Committee</b> | The Committee promotes the objectives of the LTMA within the Wellington region, linking it to other regions of New Zealand and other transport systems. It provides the Regional Council with any advice and assistance the Regional Council may request in relation to its transport responsibilities. The Regional Transport Committee has specific responsibility for developing the RLTP. |
| <b>RLTP</b>                         | Regional Land Transport Plan. Provides the strategic direction for land transport in the region. The RPTP must give effect to the public transport service components of the RLTP.                                                                                                                                                                                                            |
| <b>RPTP</b>                         | Regional Public Transport Plan - guides the design and delivery of public transport services, information, and infrastructure in the Wellington region.                                                                                                                                                                                                                                       |
| <b>Route</b>                        | Public transport route, a grouping of related public transport services.                                                                                                                                                                                                                                                                                                                      |
| <b>Service review</b>               | A review of public transport routes and services within an area or a review of any other grouping of services.                                                                                                                                                                                                                                                                                |
| <b>Total Mobility</b>               | Total Mobility subsidises door-to-door transport for disabled people who cannot independently use regular public transport services, all or some of the time.                                                                                                                                                                                                                                 |
| <b>Transport disadvantaged</b>      | People whom Greater Wellington believes are least able to get to basic community activities and service for example, work, education, health care, welfare and food shopping.                                                                                                                                                                                                                 |
| <b>Unit</b>                         | A grouping of related routes operating within a certain geographic area or along a shared corridor.                                                                                                                                                                                                                                                                                           |
| <b>Vehicle</b>                      | A public transport service vehicle, including bus, train and ferry.                                                                                                                                                                                                                                                                                                                           |



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January 2025



**Edits to Final RPTP from Draft**

| <b>Change</b>                                        | <b>Detail</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Reference old page</b> | <b>Reference new page</b> |
|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|
| Change to Māori title                                | <p>Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke</p> <ul style="list-style-type: none"> <li>Changed 'Pōneke' to 'Te Upoko o te Ika a Maui' as Pōneke is a transliteration of Port Nicholson and relates only to Wellington City. Te Upoko o te Ika a Maui means the head of the fish of Maui and is the appropriate way to describe the Wellington region.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Front page (and footer)   | Front page (and footer)   |
| Contents table has updated                           | <ul style="list-style-type: none"> <li>New sections added, page numbers updated, numbers added to each section starting from introduction</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3-5                       | 3-5                       |
| Chairs Message                                       | Rewritten following hearings and deliberations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 6-7                       | 6-7                       |
| Transport Chair's Message                            | Rewritten following hearings and deliberations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 7-8                       | 8-9                       |
| Greater Wellington public transport policy framework | <ul style="list-style-type: none"> <li>Outlines all the pages where our policies are contained for ease of access.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | N/A                       | 11                        |
| Vision – New Strategic Priority                      | <p>New Strategic Priority as point 5 - “Promoting more efficient land use and urban development that maximises access to public transport services and minimises the cost of delivering them”</p> <ul style="list-style-type: none"> <li>With further explanation following: <ul style="list-style-type: none"> <li>“Exploring a development levy for public transport infrastructure to support public transport infrastructure and services and incentivise urban development that is cost effective for public transport”</li> </ul> </li> <li>Added Key measure: 50% increase in Rapid Transit Bus Corridors by 2035 across Wellington, Porirua, and Hutt City and Region's first Transit-Oriented-Development delivered by 2030</li> <li>Have included themes from attractiveness of PT strategic priority - three of the themes in there relate to urban development and so are also included in this strategic priority as a theme</li> <li>Updated graphic to include the new strategic priority</li> </ul> | 14                        | 12-15                     |
| Inserted baselines for                               | <ul style="list-style-type: none"> <li>Inserted baselines from page 140 to strategic priorities table to be clear about the changes we are aiming to make.</li> <li>Baselines are from years 2022-2023.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 15                        | 13-14                     |



| Change                                                                             | Detail                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Reference old page | Reference new page |
|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------|
| strategic priorities                                                               | <ul style="list-style-type: none"> <li>Not all measures have baselines – they have only been included where applicable.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                    |                    |
| Added another theme to increasing attractiveness of public transport               | <ul style="list-style-type: none"> <li>Added: Advocate for and working with central and local government on strategies to encourage increased public transport use</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                           | 15                 | 13                 |
| Strategic priority regarding Urban development policy and action added to P1 table | <p>Added policy and action to vision table relating to</p> <ul style="list-style-type: none"> <li>Policy <ul style="list-style-type: none"> <li>“Promoting more efficient land use and urban development that maximises access to public transport services and minimises the cost of delivering them”</li> </ul> </li> <li>Action <ul style="list-style-type: none"> <li>Exploring a development levy for public transport infrastructure to support public transport infrastructure and services and incentivise urban development that is cost effective for public transport</li> </ul> </li> </ul> | N/A                | 12                 |
| Targets changes for CO2                                                            | <ul style="list-style-type: none"> <li>Changed from 50% to 52%</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 14                 | 12                 |
| Length / Height for Airport bus corrected                                          | <ul style="list-style-type: none"> <li>Have adjusted to: Length = 12.8m and Height = 2.9m</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 19                 | 17                 |
| Territorial Land Authorities corrected                                             | <ul style="list-style-type: none"> <li>Corrected to Territorial ‘Local’ Authorities</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 23                 | 21                 |
| New subsection added to Integrated Planning and Delivery – Urban Development       | <ul style="list-style-type: none"> <li>Paragraphs added to highlight the contribution public makes to urban development and Greater Wellington’s role</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                        | 24                 | 22                 |

## Attachment 2 to Report 25.295

| Change                                                    | Detail                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Reference old page | Reference new page |
|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------|
| and Public Transport                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                    |                    |
| Include bullet points on role of Public Transport support | <ul style="list-style-type: none"> <li>• New bullet: “encouraging more people to use public transport services”</li> <li>• New bullet: “efficiency and value for money”</li> </ul>                                                                                                                                                                                                                                                                                                                                                                           | 26                 | 26                 |
| Included an Objective for P3                              | <ul style="list-style-type: none"> <li>• Added Objective: Balance patronage (capacity) and coverage-oriented services</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                             | 27                 | 27                 |
| Include description of the One Network Framework          | <ul style="list-style-type: none"> <li>• ONF further described and a link to NZTA website added.</li> <li>• “The One Network Framework (ONF) brings transport and land use together to help guide investment decisions. The framework consists of three pillars: movement and place classification, levels of service and future network planning”</li> </ul>                                                                                                                                                                                                | 28                 | 28                 |
| Removal of consultation focus – Bus corridors             | <ul style="list-style-type: none"> <li>• Removed consultation focus and moved description into the main body of the Service Description, New Terms, and Integral Determination section</li> <li>• Included analysis from consultation</li> </ul>                                                                                                                                                                                                                                                                                                             | 33                 | 33                 |
| Section on Enhanced Journey Integration added             | <ul style="list-style-type: none"> <li>• New section added relating to connections between journeys and modes</li> <li>• Focus on three key aspects: technology, timetable, and commercial / contractual</li> </ul>                                                                                                                                                                                                                                                                                                                                          | N/A                | 34                 |
| Strategic Event Support policy                            | <ul style="list-style-type: none"> <li>• Have included a consideration of regionally significant venues in the policy. This allows for Metlink to consider places such as Brewtown to cater to UHCC submission.</li> <li>• Flexibility in the strategic event support policy applied meaning each of the criteria can be considered separately and they do not all need to be achieved for the policy to be triggered.</li> <li>• Included an acknowledgement of opportunity for Metlink to generate third party revenue while supporting events.</li> </ul> | 37                 | 39                 |

## Attachment 2 to Report 25.295

| Change                                                           | Detail                                                                                                                                                                                                                                                                                                                               | Reference old page | Reference new page |
|------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------|
| Council agreed Fares Strategic Priorities                        | <ul style="list-style-type: none"> <li>Included new subsection under Fares map Councils Fares Strategic Priorities:               <ol style="list-style-type: none"> <li>Mode shift / de-carbonisation</li> <li>Social good</li> <li>Network efficiency</li> <li>Consistency and fairness</li> <li>Simplicity</li> </ol> </li> </ul> | 40                 | 43                 |
| Consultation focus – Phase out cash on board buses               | <ul style="list-style-type: none"> <li>Removed the consultation focus aspects and moved into main body of Fares and pricing section</li> <li>Included that officers will investigate acceleration of phase out of cash prior to integrated ticketing</li> </ul>                                                                      | 43                 | 44-45              |
| Farebox recovery – private share targets                         | <ul style="list-style-type: none"> <li>Rewritten Farebox recovery section to be Private Share target section</li> <li>Outlines agreed targets with NZTA for private share targets</li> </ul>                                                                                                                                         | 44                 | 49                 |
| Explanation of ‘rewarding fare products’                         | <ul style="list-style-type: none"> <li>Explanation provided for each of the fare products currently listed on the page: Fare capping, distance-based fare, account-based payments, commercial employer schemes</li> </ul>                                                                                                            | 45                 | 51                 |
| Clarifications regarding National Ticketing Solution / Motu Move | <ul style="list-style-type: none"> <li>Removed mention of Motu Move</li> <li>Separated Motu Move from the new integrated fares and ticketing system</li> </ul>                                                                                                                                                                       | 45-46              | 51                 |
| Added in GW social procurement strategy to mana whenua section   | <ul style="list-style-type: none"> <li>GW has recently adopted social procurement strategy- added context to this around increasing diversity in our business</li> <li>Added an action to policy a regarding applying the social procurement strategy</li> </ul>                                                                     | 47                 | 53                 |
| Decarbonisation targets                                          | <ul style="list-style-type: none"> <li>Targets checked, reviewed, and updated with newest target regarding becoming climate positive and reducing net emissions by more than 100% by 2044/2045</li> </ul>                                                                                                                            | 49-51              | 55                 |

## Attachment 2 to Report 25.295

| Change                                               | Detail                                                                                                                                                                                                                                                                                                                                                                      | Reference old page | Reference new page |
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|                                                      | <ul style="list-style-type: none"> <li>Added target to reduce gross emissions by 84% in 2039/2040 compared to 2018/2019</li> <li>Changed dates from 2030 to 2038</li> </ul>                                                                                                                                                                                                 |                    |                    |
| ZEB strategy added                                   | <ul style="list-style-type: none"> <li>New subsection on Zero Emission Bus Strategy including the roadmap included</li> </ul>                                                                                                                                                                                                                                               | N/A                | 55                 |
| Network Operations Centre project information added  | <ul style="list-style-type: none"> <li>New subsection added with information on NOC project – timeline, cost, brief outline of function</li> <li>Reduce size of ‘journey’ graphic.</li> </ul>                                                                                                                                                                               | 52                 | 58                 |
| Pets on PT consultation focus box removed            | <ul style="list-style-type: none"> <li>Removed Dogs on PT consultation information</li> <li>Added consultation analysis</li> </ul>                                                                                                                                                                                                                                          | 54                 | 59                 |
| Updated On Bus Announcements project                 | <ul style="list-style-type: none"> <li>Updated the section as the project has finished</li> </ul>                                                                                                                                                                                                                                                                           | 58                 | 64                 |
| Supporting Transport Disadvantaged                   | <ul style="list-style-type: none"> <li>Rewrote and re-structured transport disadvantaged section to try and reframe as more of a system / network issue as opposed to an individual / person issue</li> <li>Moved Equity / equality sub-section up front</li> <li>Added in officers investigating accessibility measures and action other accessibility measures</li> </ul> | 59-63              | 65-68              |
| Equality vs Equity                                   | <ul style="list-style-type: none"> <li>Clarified the trade-off between equality and equity in public transport</li> <li>Removed bullet regarding On Demand.</li> </ul>                                                                                                                                                                                                      | 62                 | 65                 |
| Added new section regarding Bus Priority Action Plan | <ul style="list-style-type: none"> <li>Provides context on project and consultant work done</li> <li>Provide map of the bus priority corridors for Wellington, Hutt City, Porirua</li> </ul>                                                                                                                                                                                | 64                 | 71-72              |

## Attachment 2 to Report 25.295

| Change                                                        | Detail                                                                                                                                                                                                                                       | Reference old page | Reference new page |
|---------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------|
| Added new section on Time of Use Charging                     | <ul style="list-style-type: none"> <li>New subsection on Time of Use Charging added to the Greater Wellington regional overview</li> </ul>                                                                                                   | 64                 | 73                 |
| Made minor change to Wellington Regional Public Transport map | <ul style="list-style-type: none"> <li>Realigned Kapiti rail line on the map to be more sensical</li> </ul>                                                                                                                                  | 65                 | 74-75              |
| Population and Growth                                         | <ul style="list-style-type: none"> <li>Reviewed and updated growth information</li> <li>Added information regarding why we have used both Sense Partners and Stats NZ data</li> </ul>                                                        | 66                 | 75-76              |
| Added an Our Plan section to Regional Overview section        | <ul style="list-style-type: none"> <li>Outlines our response to feedback provided by key partners including considering the addition of new rail stations, reviewing rail stations, accessibility enhancements, rail improvements</li> </ul> | N/A                | 80                 |
| Explicit support for Brewtown                                 | <ul style="list-style-type: none"> <li>Included a paragraph in Upper Hutt regional section as a destination for regionally significant events and have linked to Strategic Support Policy</li> </ul>                                         | 82                 | 92                 |
| Te Wai Takamori o Te Awa Kairangi (RiverLink)                 | <ul style="list-style-type: none"> <li>Riverlink paragraph added to Lower Hutt regional focus section – outlines the project and timelines for Melling station</li> </ul>                                                                    | 87                 | 97                 |
| Focus on Wainuiomata enhancements                             | <ul style="list-style-type: none"> <li>Increase in frequency of services and better connections to Hutt hospital added to Our plan in Lower Hutt regional focus section</li> </ul>                                                           | 87                 | 97                 |
| Waterloo Transit-Oriented Development                         | <ul style="list-style-type: none"> <li>Removed reference to Waterloo as a consultation question in Lower Hutt regional focus section</li> <li>Added in consultation analysis from consultation</li> </ul>                                    | 88                 | 98-99              |
| Ōwhiro bay improvements                                       | <ul style="list-style-type: none"> <li>Have added “Implement changes already proposed for Ōwhiro Bay” and “investigate further changes and extensions” to the Our Plan section in Wellington City regional focus</li> </ul>                  | 93                 | 105                |

## Attachment 2 to Report 25.295

| Change                                                                 | Detail                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Reference old page | Reference new page |
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| Tawa service improvements                                              | <ul style="list-style-type: none"> <li>Have added “extend Tawa services into Grenada North and increase frequency” to the Our Plan section in Wellington City regional focus</li> </ul>                                                                                                                                                                                                                                                                            | 93                 | 105                |
| Added Aotea to Our Plan in Porirua Regional focus section              | <ul style="list-style-type: none"> <li>Amended to add Aotea to the following point: “plan for improved public transport connections to Eastern Porirua, including Aotea”</li> </ul>                                                                                                                                                                                                                                                                                | 99                 | 111                |
| Minor changes to Kāpiti map                                            | <ul style="list-style-type: none"> <li>Amended Kāpiti Network map to show double tracking at N/S Junction and Waikanae</li> </ul>                                                                                                                                                                                                                                                                                                                                  | 101                | 113                |
| N/S junction, Levin station                                            | <ul style="list-style-type: none"> <li>Added point to Our Plan section in Kāpiti Regional Focus advocating for North / South Junction and Waikanae double tracking</li> <li>Added point regarding the movement of Levin station and supporting Horowhenua District Council on this</li> </ul>                                                                                                                                                                      | 103                | 117                |
| Added content from Wellington Strategic Rail Plan to Kapiti section    | <ul style="list-style-type: none"> <li>Added relevant overview information from the WSRP to Kapiti section including improvements</li> </ul>                                                                                                                                                                                                                                                                                                                       | 103                | 117                |
| Change to Inter-regional services                                      | <ul style="list-style-type: none"> <li>Removal of mention of ‘diesel’ trains as they are confirmed to be hybrid</li> </ul>                                                                                                                                                                                                                                                                                                                                         | 105-106            | 118                |
| Rewrite of On-Demand section – replaced with demand-responsive section | <p>NZTA made a point in their submission regarding the value for money aspect of this section – if our independent review has found fixed services would provide better value for money, we should not be considering on demand at all.</p> <ul style="list-style-type: none"> <li>New section still leaves door open for On-Demand but acknowledges that it is costly to run</li> <li>Have included further information regarding community transport.</li> </ul> | 109-110            | 121-122            |
| Ferry focus reviewed and updated                                       | <ul style="list-style-type: none"> <li>Changes made to reflect contract type change</li> </ul>                                                                                                                                                                                                                                                                                                                                                                     | 115-116            | 127-128            |
| Park and Ride                                                          | <ul style="list-style-type: none"> <li>Updated to account for new direction recommended at Deliberations:</li> </ul>                                                                                                                                                                                                                                                                                                                                               | 117-121            | 129-133            |

## Attachment 2 to Report 25.295

| Change                                                                    | Detail                                                                                                                                                                                                                                                                  | Reference old page | Reference new page                       |
|---------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------------------------------|
|                                                                           | <ul style="list-style-type: none"> <li>○ The solution needs to align with integrated ticketing and needs to consider other things including patronage stabilisation and congestion charging.</li> <li>• Add in consultation analysis</li> </ul>                         |                    |                                          |
| Procurement, Service Delivery, and monitoring                             | <ul style="list-style-type: none"> <li>• Minor changes to ferry contract aspect.</li> </ul>                                                                                                                                                                             | 125                | 137                                      |
| New action added to Procurement, Service Delivery, and Monitoring section | <ul style="list-style-type: none"> <li>• Action regarding application of Social Procurement Strategy added to section</li> </ul>                                                                                                                                        | 126                | 138                                      |
| Units                                                                     | <ul style="list-style-type: none"> <li>• Proposed new Bus units added to Units.</li> </ul>                                                                                                                                                                              | 128-129            | 141                                      |
| Vehicle Standards updated                                                 | <ul style="list-style-type: none"> <li>• Brief Rail and Ferry standards now included too</li> </ul>                                                                                                                                                                     | N/A                | 145                                      |
| Infrastructure                                                            | <ul style="list-style-type: none"> <li>• Added in that information in tables is correct as of June 2025 but may be subject to change</li> </ul>                                                                                                                         | N/A                | 150                                      |
| Funding status for RLTP projects added                                    | <ul style="list-style-type: none"> <li>• Added funding status, timeline updates, lead updates, title of project updates across projects listed in RPTP</li> </ul>                                                                                                       | N/A                | Relevant RLTP project tables in the RPTP |
| Punctuation, grammar, spelling etc.                                       | <ul style="list-style-type: none"> <li>• Full stops, capitals / lower case, spacings, macrons for certain Māori words</li> <li>• Abbreviations, elaborations, minor format changes, minor clarifications, minor structure changes throughout entire document</li> </ul> | N/A                | Whole document                           |

**Council**  
**26 June 2025**  
**Report 25.278**



**For Decision**

## **PINEHAVEN FLOODPLAIN MANAGEMENT PLAN STRUCTURAL WORKS IMPLEMENTATION - REVIEW**

**Te take mō te pūrongo**

### **Purpose**

1. To update Council on the Pinehaven Floodplain Management Plan (FMP) structural works implementation and the recommendations of the Environment Committee and the Te Awa Kairangi Hutt River Valley Subcommittee (the Subcommittee).

**He tūtohu**

### **Recommendations**

That Council:

- 1 **Agrees** to the construction of Stages 3 to 5 of the Pinehaven FMP structural works remaining on hold.
- 2 **Requests** officers to develop, over the next 12 months, alternative options for Stages 3, 4, and 5 of the Pinehaven FMP structural works, and report to Council and its relevant Sub/committees on the options.

### **Consideration by Committee**

2. The Subcommittee, at its 13 May 2025 meeting, discussed Report 25.186, "*Pinehaven Floodplain Management Plan Structural Works Implementation – Review*", and specifically noted the cost increase from a total of \$10.9 million to an estimated \$58.6 million. Affordability and return on investment for Upper Hutt City Council (UHCC) and Greater Wellington Regional Council (Greater Wellington) ratepayers was a consideration for the Subcommittee recommendation up to the Environment Committee. The Subcommittee has requested an update on the alternative option development at their meeting on 5 August 2025.
3. Report 25.270, "*Pinehaven Floodplain Management Plan Structural Works Implementation – Review*", is being considered at the Environment Committee on 19 June 2025. At the time of writing this report, the Environment Committee has yet to meet. Officers will provide an update at the Council meeting if the resolutions made by the Environment Committee differ from the recommendations contained in this report.



## **Te horopaki Context**

4. In 2017, Greater Wellington and UHCC agreed to work together to implement the Pinehaven FMP, with costs to be shared 50% to UHCC and 50% to Greater Wellington agreed in a Memorandum of Understanding (MoU).
5. The Pinehaven Stream has a long history of regular flooding, with the largest flood occurring in 1976. Streets and properties alongside the stream have since been flooded in 2004, 2005 and 2009 and 2019. Greater Wellington and UHCC have partnered to address the risk of flooding. Led by Greater Wellington, the Pinehaven FMP project has two primary objectives:
  - a. Provide in-channel capacity to accommodate a 1-in-25-year return period flood event (4% Annual Exceedance Probably (AEP)); and
  - b. Protect habitable homes within the catchment from flooding up to a 1-in-100-year (1% AEP) return period event.
6. Implementation of the Pinehaven FMP is being led by UHCC as they will own and maintain the assets upon completion of the works as outlined in the MoU. UHCC appointed Wellington Water Limited (WWL) as its agent to undertake the implementation of the structural measures on behalf of both Councils.
7. The works area extends over a length of approximately 1,200m in the lower catchment of the Pinehaven Stream, extending from the Pinehaven Reserve to the inlet where the Pinehaven Stream is piped to Hulls Creek.
8. In addition to the project's primary objectives, the works are designed to reduce risk of injury or harm from flood flows, integrate overland flow paths into the stormwater network, and enable efficient and effective construction and ongoing maintenance of the structures.
9. The structural works are to be completed in five phases shown in Figure 1; Phases 1 and 2 are complete:

## Project Phases



| Phase   | Stages | Description                                                                       |
|---------|--------|-----------------------------------------------------------------------------------|
| Phase 2 | 9 – 10 | Willow Park                                                                       |
| Phase 3 | 7 – 8  | Reclamation of land at 28 Blue Mountains Road (BMR)                               |
| Phase 4 | 5 – 6  | Vertical wall stream channel construction and driveways to 30 – 40 BMR            |
| Phase 5 | 1 – 4  | Vertical wall stream channel construction and driveways behind 8 – 11 Birch Grove |



Figure 1: Phase location plan.

10. A workshop was held with the Subcommittee on 11 February 2025 for the purpose of explaining why the construction of the structural works for the Pinehaven FMP was on hold and to propose an alternative way of achieving the FMP outcomes.
11. In summary, the structural works are on hold due to the significant cost escalation and these costs are discussed in the Financial Implications section of this report
12. The remaining works in Stages 3, 4 and 5 are largely on private property and include several private driveway bridges as well as lengths of concrete walled channel.
13. An alternative option involving a more natural channel form with fewer structures could offer a viable alternative to what is currently proposed, and this is being explored.

## Te tātaritanga Analysis

14. As delivery of the works evolved from the concept design conceived in the FMP, significant cost escalations have occurred. This is due to increasing scope and complexity as detailed design was completed and the full scale of the works became apparent, as well as construction costs generally increasing over this period.
15. Notwithstanding the above, Stages 1 and 2 of the project have been completed for a cost of \$22.5m. These stages included the works on the main public infrastructure including the Sunbrae and Pinehaven Road culvert crossings as well as a channel upgrade through Willow Park.
16. The more detailed modelling completed as part of the structural works design identified 70 buildings at risk of inundation in a 1% annual exceedance probability (AEP) plus climate change flood event. This was significantly greater than the 33 buildings identified as being at risk in the FMP.

17. The completed Stage 1 and 2 works have reduced the flood risk to 13 buildings with 57 remaining at risk. The works currently proposed for Stages 3, 4 and 5 reduce the flood risk to a further 28 buildings taking the total number of buildings relieved of flood hazard in the modelled 1% AEP plus climate change flood event to 41 buildings.
18. At the completion of the currently proposed FMP structural works, 29 buildings will remain at risk of inundation in the 1% AEP plus climate change flood event.
19. In August 2024, Wellington Water were instructed to pause any further construction work on Stages 3, 4 and 5 in light of the significant cost increases and the Subcommittee requested a review of the project.
20. This review has identified the following:
  - a. Costs have increased from \$10.9 million when the Pinehaven FMP was developed to \$58.6 million.
  - b. Remaining work for Stages 3 to 5 of the project are estimated to cost \$36.1 million.
  - c. Benefits after completion of Stage 2 are that 13 habitable floors are relieved from flooding from a modelled 1% AEP plus climate change flood event.
  - d. It is an opportune time to take stock of the benefits achieved from the first two stages, document the learnings from the work to date, and consider more cost-effective delivery options for Stages 3 to 5 that still meet the objectives of the FMP.
  - e. Consideration is needed of options for future stages and how they will be funded including longer term maintenance.
  - f. A review of governance and project management arrangements is required.
  - g. Consideration should be given to asset ownership and maintenance, including responsibilities for river management.
  - h. Project timescales need to be revised.
21. Following on from this review, the Pinehaven Steering Group now consider that the structural works proposed in the FMP should be re-evaluated and alternative, more cost-effective options be developed.

## **Nga kōwhiringa Options**

22. Three options are to be analysed so that an informed decision can be made as to the scope of the remaining FMP structural works:
  - a. Option 1 – Proceed with works as currently proposed
  - b. Option 2 – More naturalised channel enlargement with minimal structures
  - c. Option 3 – Do no further structural works but enhance maintenance and emergency management provisions to manage flood risk
23. To enable these options to be evaluated, modelling and design work is required to develop realistic cost estimates. This would then be used as the basis for a cost benefit analysis to help inform which option provides the best overall outcome.

### **Ngā hua ahumoni**

#### **Financial implications**

24. The FMP was originally forecast to cost \$10.9 million. In 2017 this estimate was revised to \$18.2 million and work started on Stage 1. In 2020, the cost increased to an estimated range of \$37 million to \$45 million. The current estimate to complete is \$58.6 million total. \$22.5 million has been spent to date leaving \$36.1 million remaining to be spent.
25. Greater Wellington has allocated approximately \$18 million in their 2024-2027 Long Term Plan.
26. Upper Hutt City Council has a total capital budget of \$6.53m in their 2024-2027 Long Term Plan. This amount represents the total cost, with 50% of the revenue budget expected to come from Greater Wellington. Consequently, the net budget amounts to \$3.27 million. Assuming a 50:50 cost share, this leaves a shortfall of \$14.83 million.
27. The recommended option will require some expenditure to undertake redesign work but is expected to reduce overall project costs, realising savings back to both councils.

### **Ngā Take e hāngai ana te iwi Māori**

#### **Implications for Māori**

28. The more naturalised option (Option 2) would generally be considered to be more aligned with the principles of Te Mana o Te Wai and it would also be positive for Māori that live in any of the houses that are to benefit in terms of reduced flood hazard.

### **Te huritao ki te huringa o te āhuarangi**

#### **Consideration of climate change**

29. Matters discussed in the report are considered in accordance with the process set out in Greater Wellington Climate Change Consideration Guide.

### **Ngā tikanga whakatau**

#### **Decision-making process**

30. The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002.

### **Te hiranga**

#### **Significance**

31. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter, taking into account Council's Significance and Engagement Policy and Greater Wellington's Decision-making Guidelines. Officers recommend that this matter is of low significance.

**Te whakatūtakitaki**  
**Engagement**

32. The Pinehaven community shall be informed that the structural works are on hold for at least the next 12 months while alternative options are being considered. A communications plan is being developed by the Pinehaven Steering Group and is to be led by Upper Hutt City Council.

**Ngā tūāoma e whai ake nei**  
**Next steps**

33. Modelling and design of alternative options over the next six months followed by cost benefit analysis and reporting to present a business case for the preferred option.

**Ngā kaiwaitohu**  
**Signatories**

|           |                                                                            |
|-----------|----------------------------------------------------------------------------|
| Writers   | Tina Love – Team Leader Infrastructure Projects                            |
| Approvers | Jack Mace – Director Delivery<br>Lian Butcher – Group Manager, Environment |

| <p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b><br/><b>Summary of considerations</b></p>                                                                                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>Management of flood risk and provision of flood risk infrastructure are fundamental responsibilities of both Greater Wellington and UHCC.</p>                                              |
| <p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>Management of flood risk and provision of flood risk infrastructure are fundamental responsibilities of both Greater Wellington and UHCC.</p>                             |
| <p><b><i>Internal consultation</i></b></p> <p>Pinehaven Steering Group membership provides internal representation. Internal consultation has also been undertaken with the Knowledge and Insights Function of the Environment Group.</p>                                          |
| <p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>The risk of investing too much in a structural works that benefit relatively few properties is considered greater than the risk of delaying structural flood risk improvements to Pinehaven Stream.</p> |

Council  
26 June 2025  
Report 25.298



For Information

## FINANCE REPORT UPDATE - MAY 2025

### Te take mō te pūrongo

#### Purpose

1. To provide Council with Greater Wellington Regional Council's (Greater Wellington) summary financial reports for the period ended 31 May 2025.

### Te tāhū kōrero

#### Background

2. The Council is responsible for overseeing and evaluating Greater Wellington's performance.
3. Regular review of financial results is needed for effective management enabling informed decision making, performance evaluation, and for compliance and accountability while highlighting potential risks to assets and services.
4. This report and [Attachment 1](#) provide a summary of the financial performance of Greater Wellington's activities for the 11 months to 31 May 2025. All amounts in this report and attachment are GST exclusive.
5. The full year forecast has been incorporated in this report based on the third quarter numbers and a review of the last quarter.

### Te tātaritanga

#### Analysis

6. The result to end of May 2025 is a \$19 million operating surplus before fair value movements. Greater Wellington had budgeted for an operating surplus of \$47 million. The main drivers for the variance are outlined below.

***Total Operating Revenue is currently \$70 million lower than budgeted, materially driven by the following items:***

7. Year to date Grants and Subsidies revenue is lower by \$70 million due to reassessed milestones with Lower North Island Rail Integrated Mobility (LNIRIM), delays in the National Ticketing Solution (NTS) project and the decision on the National Land Transport Plan (NLTP) projects. The trends flow into the full year variance of \$73 million - LNIRIM \$54 million, NTS delays \$5 million and the NLTP funding reduction of \$21 million. This is partially offset by additional Crown revenue

for flood protection and a lower amount payable to NZTA for reduced farebox revenue.

8. Year to date Other Revenue is lower by \$1 million, driven by farebox revenue being lower than anticipated (\$14.6 million), materially offset by higher interest revenue and subvention payment. Farebox revenue full year variance is forecast to reduce slightly to \$14.5 million by year end. We will continue to closely monitor it and provide an update accordingly in the next report.

***Total Operating Expenditure is currently \$43 million lower than budgeted, materially driven by the following items:***

9. Year to date Grants and Subsidies are under by \$28 million primarily due to changes in the accounting treatment for the NTS project moving from an expense to a Prepaid Asset \$25 million (Full Year \$28 million). This will be released when the NTS system goes live. Currently, the project is \$19 million behind budget due to Cubic CSAM solution and integration delays. This is forecast to reduce to a \$10 million full year underspend.
10. Year to date Consultants, Contractors and Suppliers are lower than budget by \$21 million, primarily due to lower spending across Environment and Public Transport. The underspend is expected to reduce to \$14 million by year-end.

***Total Capital Delivery is currently \$86 million lower than budgeted, materially driven by the following items:***

11. Year-to-Date capital expenditure is \$86 million lower than budgeted due to delays in Riverlink, budget rephasing of Te Marua Water treatment plant project and an agreed reduction in the Metlink capital programme to align with the NLTP funding decision is also contributing to the underspend.
12. The full year capital forecast is indicating \$66m underspend driven by the unapproved funding from Waka Kotahi on NLTP projects of \$21m. Water's capital projects are expecting \$32m underspend and a \$12m underspend in Riverlink will be partially offset by additional flood resilience works \$7m (crown funded). The remaining amount of \$8m is composed of smaller projects across the GW.
13. LNIRIM spend profile and cashflow has changed from the initial business case due to revised revenue recognition milestones. The 24/25 reduction in spend (\$8 million from \$67 million) does not indicate a material delay or reduction in overall programme cost.

#### ***Key Risks***

14. The Public Transport activity is currently forecasting a balanced result, using a modest amount of reserves. However, any further significant cost pressures may require additional debt or additional reserve funding.
15. Key external cost risks remain, particularly in relation to Bus contracts, Capital Connection and Transdev contract.
16. These risks continue to be actively monitored, and an update will be provided to the Council should any material impacts arise.



## Ngā tūāoma e whai ake nei

### Next steps

17. The draft full year financial report will be presented to Council on 28 August 2025.

## Ngā āpitihanga

### Attachment

| Number | Title                                                  |
|--------|--------------------------------------------------------|
| 1      | <a href="#">Council Financial Report – 31 May 2025</a> |

## Ngā kaiwaitohu

### Signatories

|           |                                                                                                                                                            |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Writer    | Darryl Joyce – Kaiwhakahaere Matua   Manager Accounting Services                                                                                           |
| Approvers | Ashwin Pai - Kaiwhakahaere Matua  Head of Finance<br>Alison Trustrum-Rainey – Kaiwhakahaere Matua, Pūtea me ngā Tūraru  <br>Group Manager Finance and Risk |

| <p style="text-align: center;"><b>He whakarāpopoto i ngā huritaonga</b><br/><b>Summary of considerations</b></p>                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>The Council has governance oversight of the robustness of the organisation's financial performance.</p>                 |
| <p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The report reviews performance against the budget set in the first year of 2024-34 Long Term Plan.</p> |
| <p><b><i>Internal consultation</i></b></p> <p>This report has been drafted following contributions from Finance Business Partners of Metlink, Environment and Corporate Services.</p>                           |
| <p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>There are no risks arising from this report.</p>                                                                                     |

# Council Report May 2025

This report provides the financials for the period ended 31 May 2025 with,

1. Comparisons are to the budget set in the first year of 2024/2034 Long Term Plan and includes re-budgets approved by Council.
2. Projected variance for the full-year compares the approved full year budgets to the current forecast updated in April 2025.
3. The figures in this report reflect best accounting practice. The overall funding surplus or deficit will differ due to non-cash items and capital grants.

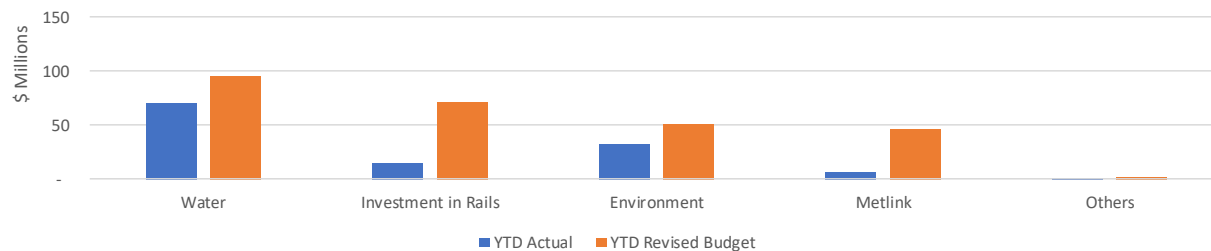
## Summarised Profit and Loss as at May 2025

Attachment 1 to the Report 25.298

|                                                       | Year to date     |                          |                    |              | Full Year          |                          |                    |              |
|-------------------------------------------------------|------------------|--------------------------|--------------------|--------------|--------------------|--------------------------|--------------------|--------------|
|                                                       | Actual<br>\$000s | Revised Budget<br>\$000s | Variance<br>\$000s |              | Forecast<br>\$000s | Revised Budget<br>\$000s | Variance<br>\$000s |              |
| <b>Operating Revenue</b>                              |                  |                          |                    |              |                    |                          |                    |              |
| Rates and Levies                                      | 294,937          | 294,467                  | 471                | 0%           | 321,821            | 321,531                  | 290                | 0%           |
| Grants and Subsidies                                  | 167,966          | 237,807                  | (69,841)           | -29%         | 186,888            | 259,515                  | (72,627)           | -28%         |
| Other Revenue                                         | 128,919          | 129,810                  | (890)              | -1%          | 147,338            | 147,866                  | (528)              | 0%           |
| <b>Total Operating Revenue</b>                        | <b>591,823</b>   | <b>662,084</b>           | <b>(70,260)</b>    | <b>-11%</b>  | <b>656,047</b>     | <b>728,912</b>           | <b>(72,865)</b>    | <b>-10%</b>  |
| <b>Operating Expenditure</b>                          |                  |                          |                    |              |                    |                          |                    |              |
| Personnel                                             | 92,431           | 93,031                   | (601)              | -1%          | 100,523            | 101,168                  | (645)              | -1%          |
| Grants and Subsidies                                  | 264,247          | 292,326                  | (28,079)           | -10%         | 288,840            | 319,708                  | (30,868)           | -10%         |
| Consultants, Contractors and Suppliers                | 126,836          | 147,737                  | (20,900)           | -14%         | 148,806            | 162,739                  | (13,932)           | -9%          |
| Finance Costs                                         | 54,554           | 51,113                   | 3,441              | 7%           | 60,246             | 56,154                   | 4,092              | 7%           |
| Depreciation                                          | 34,835           | 31,204                   | 3,631              | 12%          | 38,524             | 34,149                   | 4,374              | 13%          |
| <b>Total Operating Expenditure</b>                    | <b>572,903</b>   | <b>615,411</b>           | <b>(42,508)</b>    | <b>-7%</b>   | <b>636,939</b>     | <b>673,918</b>           | <b>(36,979)</b>    | <b>-5%</b>   |
| <b>Operating Surplus/(Deficit) before other items</b> | <b>18,920</b>    | <b>46,673</b>            | <b>(27,753)</b>    | <b>-59%</b>  | <b>19,108</b>      | <b>54,994</b>            | <b>(35,886)</b>    | <b>-65%</b>  |
| Fair Value Movements                                  | (18,918)         | -                        | (18,918)           | 0%           | (20,857)           | -                        | (20,857)           | 0%           |
| <b>Operating Surplus/(Deficit)</b>                    | <b>02</b>        | <b>46,673</b>            | <b>(46,671)</b>    | <b>-100%</b> | <b>(1,749)</b>     | <b>54,994</b>            | <b>(56,743)</b>    | <b>-103%</b> |
| <b>Capital Expenditure</b>                            | <b>111,146</b>   | <b>196,911</b>           | <b>(85,765)</b>    | <b>-44%</b>  | <b>150,621</b>     | <b>216,360</b>           | <b>(65,739)</b>    | <b>-30%</b>  |
| <b>Investment in Greater Wellington Rail</b>          | <b>15,075</b>    | <b>71,788</b>            | <b>(56,714)</b>    | <b>-79%</b>  | <b>17,859</b>      | <b>78,315</b>            | <b>(60,455)</b>    | <b>-77%</b>  |

\*\* Revised budget is budget set in the first year of 2024-34 Long Term Plan plus re-budgets approved by Council

Capital Expenditure by Group



\*All amounts in this report are GST exclusive.

### GM Finance and Risk Overview

#### Economic and Financial Overview

The economic outlook hasn't changed much since April. On 28 May 2025, the Reserve Bank of New Zealand lowered the Official Cash Rate (OCR) to 3.25% to help boost the economy. This should encourage people to spend more and improve business confidence. However, global trade tensions and low demand within New Zealand are still holding back growth. Rising inflation—especially from the U.S.—is also a risk. We continue our cautious approach in budgeting and treasury management due to the uncertain economic outlook.

New Zealand's March quarter GDP (due on 19 June 2025) will offer a clearer view of current conditions.

#### Full-Year Forecast Summary

Revenue remains below budget, driven by revised LNIRIM milestones, delayed NLTP funding decisions, and continued shortfall in farebox recovery. The Transport and Finance teams have implemented cost controls to help offset the shortfall. A modest funding gap is still forecast and remains manageable through existing reserves. However, the risk of a larger-than-anticipated deficit persists if revenue performance does not improve. We are actively monitoring the situation and will continue to adjust operating expenditure as required to mitigate impacts.

#### Potential Risks and Funding Considerations

The 2025/26 Annual Plan, which includes a proposed 9.72% rates increase, is on track for adoption. Work has commenced on the 2026/27 Plan, which continues to face significant cost pressures. The organisation remains focused on tight cost management and identifying savings opportunities to respond to these financial challenges.

#### Capital Expenditure

The capital expenditure variance continues to follow the same trends observed last month. Delays across multiple Water Supply projects, RiverLink property purchases, and the agreed reduction in the Metlink capital programme to align with NLTP funding have contributed to a year-to-date underspend of \$86 million.

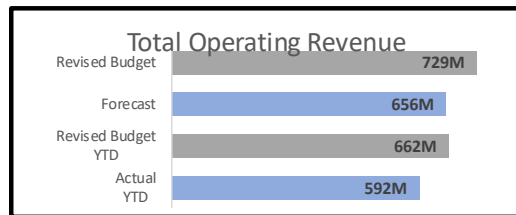
#### Treasury Highlights

Council's investments (excluding subsidiaries) have increased from **\$315 million** at the start of the financial year to **\$346 million**, including:

- Water contingency investments: **\$56 million** (June 2024: \$50 million)
- Pre-funding: **\$125 million** (June 2024: \$116 million)

Council's gross external debt stands at **\$1.2 billion**, with a net debt position of **\$841 million**, including **\$125 million** in pre-funded debt.

## Key Variance Commentary

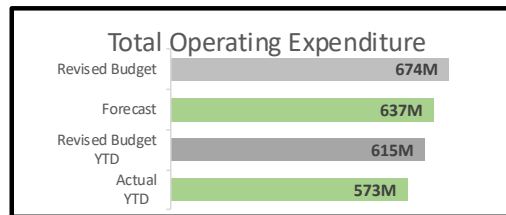


**Metlink PT** – YTD grants and subsidies revenue are below budget primarily due to reassessed milestones with LNIRIM, the NLTP projects funding decision and delays in the NTS programme, **\$78 million**. Full year forecasts remains at **\$78 million** - \$54 million relating to LNIRIM, \$21 million relating to the NLTP, \$5 million related to delays in NTS and \$3 million lower operational spending. This is partially offset by lower amount payable to NZTA for lower farebox revenue.

Farebox revenue is under budget by **\$14.6 million** year-to-date due to changing travel patterns, with fewer longer distance customers lowering the average ticket price and patronage numbers compared to budget assumptions. The full-year variance is forecast to reduce slightly to **\$14.5 million**.

**Environment** – YTD grants and subsidies is **\$6 million** above budget mainly due to unbudgeted Crown revenue for the Flood Resilience capex programme (FY forecast of **\$6 million** favourable).

**Investment** – YTD other revenues are **\$14 million** favorable due to higher subvention payments and interest revenue. This is partially offset by additional financing costs.

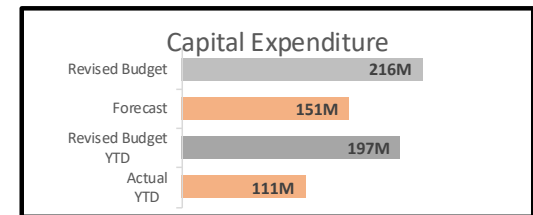


**Metlink PT** – YTD grants and subsidies are under by **\$29 million** primarily due to changes in the accounting treatment for the NTS project moving from an expense to a Prepaid Asset and delays in rail network renewals and decarbonisation. This will be released when the NTS system goes live. Of the **\$32 million** full year variance, \$28 million is due to NTS.

Currently NTS project is **\$19 million** behind budget due to Cubic CSAM solution and integration delays. This is forecasted to reduce to a **\$10 million** underspend for the full year.

**Environment** – Underspend in contractor and consultants across Knowledge & Insights, Catchment Management, and Pinehaven, **\$7 million**. This variance is expected to remain at **\$7 million** for the full year.

**Investment** – YTD Finance costs are **\$3 million** higher, mainly due to prefunding. This is offset by additional interest revenue.



**Metlink PT** – NZTA's decision to withhold funding for NLTP projects delayed their start times while funding prioritisation decisions were made, resulting in a **\$17 million** underspend year to date. Full year NLTP forecasts have had the NZTA funding portion of **\$21 million** removed.

**Environment** – RiverLink projects are currently **\$20 million** behind budget, mainly due to contractor cost savings on below ground demolition and Millis Street stop bank, the timing of EVA cable relocation costs, and delays in property acquisitions. This variance is expected to reduce to **\$12 million** by year end.

**Water Supply** – Te Marua project is currently **\$8 million** behind budget, with full year underspend of **\$16 million** expected. **\$10 million** of the forecasted underspend has been carried forward on the project and the remainder being carried forward to other projects.

**Council**  
**26 June 2025**  
**Report 25.306**



**For Decision**

## **RESOLUTION TO EXCLUDE THE PUBLIC**

That Council excludes the public from the following parts of the proceedings of this meeting, namely:

Confirmation of the Public Excluded minutes of the Council meeting on 12 June 2025 – Report PE25.282

Bus procurement: Transition update – Report RPE25.265

Lower North Island Rail Integrated Mobility: Funding arrangements for future assets – Report RPE25.292

Lower North Island Rail Integrated Mobility: Contract update – Report RPE 25.266

Chief Executive Performance Indicators for 2025/26 – Report RPE25.207

The general subject of each matter to be considered while the public is excluded, the reasons for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 (the Act) for the passing of this resolution are as follows:

| <b>Confirmation of the Public Excluded minutes of the Council meeting on 12 June 2025 – Report PE25.282</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Reason for passing this resolution in relation to each matter</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <i>Ground(s) under section 48(1) for the passing of this resolution</i>                                                                                                                                                                           |
| <p>Information contained in these minutes relates to future rail service procurement and contracting in the Wellington Region. Excluding the public from the proceedings of this part of the meeting is necessary as considering this information in public would be likely to prejudice or disadvantage the ability of Greater Wellington to carry out, without prejudice or disadvantage, negotiations.</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would</p> | <p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p> |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| override the need to withhold the information.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                   |
| <b>Bus procurement: Transition update – Report RPE25.265</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                   |
| <i>Reason for passing this resolution in relation to each matter</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <i>Ground(s) under section 48(1) for the passing of this resolution</i>                                                                                                                                                                           |
| <p>Certain information contained in this report relates to future bus service procurement and contracting in the Wellington Region. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on negotiations and may affect the probity of the bus services procurement process.</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p>                                        | <p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p> |
| <b>Lower North Island Rail Integrated Mobility: Funding arrangements for future assets – Report RPE25.292</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                   |
| <i>Reason for passing this resolution in relation to each matter</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <i>Ground(s) under section 48(1) for the passing of this resolution</i>                                                                                                                                                                           |
| <p>Certain information contained in this report relates to future rail service procurement and contracting in the Wellington Region. Excluding the public from the proceedings of the meeting is necessary as considering this information in public would be likely to prejudice or disadvantage Greater Wellington to carry out, without prejudice or disadvantage negotiations.</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p> | <p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p> |

| <b>Lower North Island Rail Integrated Mobility: Contract update – Report RPE 25.266</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Reason for passing this resolution in relation to each matter</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <i>Ground(s) under section 48(1) for the passing of this resolution</i>                                                                                                                                                                           |
| <p>Certain information contained in this report relates to future rail service procurement and contracting in the Wellington Region. Excluding the public from the proceedings of the meeting is necessary as considering this information in public would be likely to prejudice or disadvantage the ability of Greater Wellington Regional Council (Greater Wellington) to carry out, without prejudice or disadvantage negotiations.</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p> | <p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p> |
| <b>Chief Executive Performance Indicators for 2025/26 – Report RPE25.207</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                   |
| <i>Reason for passing this resolution in relation to each matter</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <i>Ground(s) under section 48(1) for the passing of this resolution</i>                                                                                                                                                                           |
| <p>This report contains information relating to the current Chief Executive's performance agreement. Release of this information would prejudice the privacy of the Chief Executive, by disclosing information pertaining to the employment relationship between the Chief Executive and the Council.</p> <p>Greater Wellington Regional Council has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the Chief Executive's privacy.</p>                                                                                                                         | <p>The public conduct of this part of the meeting is excluded as per section 7(2)(a) of the Act (to protect the privacy of natural persons, including that of deceased natural persons).</p>                                                      |

This resolution is made in reliance on section 48(1)(a) of the Act and the particular interest or interests protected by section 6 or section 7 of that Act or section 6 or section 7 or section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public.