

If calling, please ask for Democratic Services

Council

Thursday 27 February 2025, 10.00am

Committee Room, Greater Wellington Regional Council, 34 Chapel Street, Masterton

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

Thursday 27 February 2025, 10.00am

Committee Room, Greater Wellington Regional Council, 34 Chapel Street, Masterton

Public Business

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4.	Confirmation of the Public minutes of the Council meeting on Thursday 5 December 2024	24.650	4
5.	Confirmation of the Public Excluded minutes of the Council meeting on Thursday 5 December 2024	PE24.652	12
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Public Excluded Business

14.	Strategic public transport asset ownership	PE25.35	291
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Restricted Public Excluded Business

17.	Confirmation of the Restricted Public Excluded minutes of the Council meeting on Thursday 5 December 2024	RPE24.651	346
18.	Bus services procurement: Transition out of current contracts	RPE25.36	351
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21.	Interim Review of the Chief Executive's Performance for 2024/25	RPE25.18	381

Please note these minutes remain unconfirmed until the Council meeting on 27 February 2025.

Report 24.650

Public minutes of the Council meeting on Thursday 5 December 2024

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington at 9.31am

Members Present

Councillor Ponter (Chair)
Councillor Staples (Deputy Chair)
Councillor Bassett
Councillor Connelly
Councillor Duthie
Councillor Gaylor (from 9.31am to 10.31am and from 10.49am)
Councillor Kirk-Burnnand
Councillor Laban
Councillor Lee (from 9.31am to 10.31am and from 10.49am)
Councillor Nash
Councillor Saw
Councillor Woolf (from 9.31am to 10.31am and from 10.49am)

Councillor Kirk-Burnnand participated at this meeting remotely via Microsoft Teams and counted for the purpose of quorum in accordance with clause 25A of Schedule 7 to the Local Government Act 2002.

Karakia timatanga

The Council Chair opened the meeting with a karakia timatanga.

Public Business

1 Apologies

There were no apologies.

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

3 Public participation

Pat van Berkel spoke to agenda item 6 – Update on plan change work to implement the National Policy Statement for Freshwater Management – Report 24.634.

4 Confirmation of the Public minutes of the Council meeting of 31 October 2024 - Report 24.593

Moved: Cr Nash / Cr Gaylor

That the Council confirms the Public minutes of the Council meeting of 31 October 2024 – Report 24.593.

The motion was **carried**.

5 Confirmation of the Public Excluded minutes of the Council meeting of 31 October 2024 – Report PE24.592

Moved: Cr Staples / Cr Duthie

That the Council confirms the Public Excluded minutes of the Council meeting of 31 October 2024 – Report PE24.592.

The motion was **carried**.

6 Update on plan change work to implement the National Policy Statement for Freshwater Management – Report 24.634 [For Information]

Fathima Iftikar, Director, Strategy, Policy and Regulation, and Nicola Arnesen, Manager Policy, spoke to the report.

7 Adoption of Standing Orders – Report 24.596

Francis Ryan, Head of Governance and Democracy, and Elizabeth Woolcott, Manager Democratic Services, spoke to the report.

Moved: Cr Laban / Cr Staples

That Council adopts the Standing Orders, as set out in Attachment 1, with the Standing Orders to take effect on 1 February 2025.

The motion was **carried**.

8 Patron of the Wellington Tramway Museum Incorporated – Report 24.664

Francis Ryan, Head of Governance and Democracy, spoke to the report.

Moved: Cr Gaylor / Cr Lee

That Council accepts the appointment from the Wellington Tramway Museum Incorporated for the Council Chair to be a patron of the incorporated body.

The motion was **carried**.

Noted: Councillors Staples and Bassett voted against the motion and requested that their vote against the motion be recorded.

The meeting adjourned at 10.31am and resumed at 10.47am.

9 Appointment to the Regional Transport Committee – Report 24.668

Francis Ryan, Head of Governance and Democracy, spoke to the report.

Moved: Cr Bassett / Cr Staples

That Council:

- 1 Revokes the appointment of Deputy Mayor Lawrence Kirby as alternate member for Kāpiti Coast District Council on the Regional Transport Committee.
- 2 Appoints Councillor Martin Halliday as alternate member for Kāpiti Coast District Council on the Regional Transport Committee.

The motion was **carried**.

10 Statements of Expectations for Council Controlled Organisations 2025/26 – Report 24.662

Jan de Bruin, Senior Advisor, Company Portfolio and Economic Development, spoke to the report.

Moved: Cr Gaylor/ Cr Duthie

That Council:

- 1 Approves the key themes for the Statements of Expectations (Attachment 1), for the following Council Controlled Organisations:
 - a WRC Holdings Limited
 - b Wellington Regional Stadium Trust
 - c Wellington Regional Economic Development Agency
- 2 Delegates to the Council Chair authority to sign off the final Statements of Expectation for delivery to each Council Organisation.

The motion was **carried**.

Councillors Gaylor, Lee, and Woolf rejoined the meeting at 10.49am, during the introduction of the above item.

11 WRC Holdings – Chair remuneration – Report 24.665

Sarah Allen, Head of Company Portfolio and Economic Development, spoke to the report.

Moved: Cr Bassett / Cr Nash

That Council:

- 1 Notes that the Chair of WRCHL is remunerated in accordance with Council’s Policy on the Appointment and Remuneration of Directors of Council Organisations, adopted on 30 March 2023 (“the Policy”).
- 2 Notes the recent changes to Councillor remuneration and, as a consequence, changes to the remuneration entitlement of the Chair of WRCHL, as a result of the Local Government Members (2024/25) Determination 2024 (“the Determination”).
- 3 Resolves to pass a special resolution as shareholder of WRCHL, by way of written resolutions contained in Attachment 1 – Shareholder Resolutions, to:
 - a authorise the remuneration of the Chair of WRCHL at \$17,863 per annum, effective from 1 July 2024; and
 - b authorise the remuneration of the Chair of WRCHL for all subsequent years commencing on and after 1 July 2025 at the relevant rate prevailing at the time that payment is made, being the difference between the highest tier of annual remuneration of a Chair of a Committee established by the Council (other than the Council Chairperson and Deputy Chairperson) and the annual remuneration of a Councillor with no additional responsibilities, as set out in the applicable Local Government Members Determination.
- 4 Authorises the Council Chair to sign the resolution and consent of the sole shareholder and agreement of entitled person of WRCHL (Attachment 1 – Shareholder Resolutions).

The motion was **carried**.

Councillor Kirk-Burnnand, having a conflict of interest, did not participate in the discussion or vote on the above item.

12 Greater Wellington’s Quarter One 2024/25 summary report – Report 24.663

Nigel Corry, Chief Executive, spoke to the report.

Moved: Cr Duthie / Cr Staples

That Council:

- 1 Accepts Greater Wellington’s 2024/25 Quarter One Performance Summary Report, as at 30 September 2024 (Attachment 1).

The motion was **carried**.

13 Finance update – October 2024 – Report 24.617 [For Information]

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

Resolution to exclude the public

14 Resolution to exclude the public – Report 24.669

Moved: Cr Gaylor / Cr Bassett

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

Appointment of trustees to the Wellington Regional Stadium Trust – Report PE24.578

Appointment of director to the Wellington Regional Economic Development Agency – Report PE24.655

Confirmation of the Restricted Public Excluded minutes of the Council meeting on 31 October 2024 – Report RPE24.595

Bus services procurement- Confirming the draft commercial terms for operators and market engagement (Part Three) – Report RPE24.564

East by West funding arrangements – Report RPE24.653

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:

Appointments of trustees to Wellington Regional Stadium Trust – Report PE24.578	
<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>The information contained in this report includes personal and identifying information about the proposed candidates for appointment to the Wellington Regional Stadium Trust. Withholding this information prior to Council’s decision is necessary to protect the privacy of those natural persons (section 7(2)(a) of the Act) as releasing this information would disclose their consideration as a trustee of the Wellington Regional Stadium Trust.</p> <p>Greater Wellington has not been able to identify a public interest favouring</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(a) of the Act in order to protect the privacy of natural persons, including that of deceased natural persons.</p>

disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.	
Appointment of director to the Wellington Regional Economic Development Agency – Report PE24.655	
<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>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 in order to protect the privacy of natural persons, including that of deceased natural persons.</p>
Confirmation of the Restricted Public Excluded minutes of the Council meeting on 31 October 2024 – Report RPE24.595	
<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 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 (section 7(2)(i) of the Act).</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act in order enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial 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>Bus services procurement- Confirming the draft commercial terms for operators and market engagement (Part Three) – Report RPE24.564</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 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 (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 in order enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>
<p>East by West funding arrangements – Report RPE24.653</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>Information contained in this report is commercially sensitive. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on commercial 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>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act in order enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</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.

The motion was **carried**.

The public part of the meeting closed at 11.04am.

Councillor D Ponter

Chair

Date:

Please note these minutes remain unconfirmed until the Council meeting on 27 February 2025.

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

Report PE24.652

Public Excluded minutes of the Council meeting on Thursday 5 December 2024

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington at 11.04am

Members Present

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

Councillor Kirk-Burnnand participated at this meeting remotely via Microsoft Teams and counted for the purpose of quorum in accordance with clause 25A of Schedule 7 to the Local Government Act 2002.

Public excluded Business

1 Appointment of trustees to the Wellington Regional Stadium Trust – Report PE24.578

Sarah Allen, Head of Company Portfolio and Economic Development, spoke to the report.

Moved: Cr Gaylor / Cr Staples

That Council:

- 1 Appoints Phillippa Harford, as Trustee, to the Wellington Regional Stadium Trust for a further three-year term from 1 January 2025, ending 31 December 2027.
- 2 Appoints Tracey Bridges, as Trustee, to the Wellington Regional Stadium Trust for a further term of two years from 1 January 2025, ending 31 December 2026.
- 3 Notes that Wellington City Council will also consider the appointments of Tracey Bridges and Phillippa Harford as Trustees to the Wellington Regional Stadium Trust at its Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee meeting on 11 December 2024.

The motion was **carried**.

2 Appointment of director to the Wellington Regional Economic Development Agency – Report PE24.655

Sarah Allen, Head of Company Portfolio and Economic Development spoke to the report.

Moved: Cr Bassett / Cr Nash

That the Council:

- 1 Agrees to the reappointment of Jill Hatchwell as director of the Wellington Regional Economic Development Agency Ltd (WellingtonNZ) for a three-year period ending 31 December 2027.
- 2 Notes that Wellington City Council has already agreed to the reappointment of Ms Hatchwell as director at its meeting of the Long Term Plan, Finance and Performance Committee on 7 November 2024.

The motion was **carried**.

The Public Excluded part of the meeting closed at 11.07am.

Councillor D Ponter

Chair

Date:

For Decision

APPROVAL OF DRAFT REGIONAL PUBLIC TRANSPORT PLAN FOR STATUTORY CONSULTATION

Te take mō te pūrongo

Purpose

1. This report presents the Council with the draft Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan (Draft RPTP) 2025-35 for approval for consultation.

He tūtohu

Recommendations

That Council:

- 1 **Notes** that on 16 February 2023, the Transport Committee approved the commencement of a review of Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan 2021-2031 (Regional Public Transport Plan 2025-35 Review - Report 23.12).
- 2 **Notes** that the narrative of the draft Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan 2025-35 (Draft RPTP 2025-35) has been built around the strategic priority of “an efficient, accessible, affordable and low carbon public transport network” achieved through:
 - 3 Increasing the attractiveness of public transport relative to driving
 - a Reducing public transport emissions by decarbonising the fleet
 - b Continuing to improve passenger experience across all aspects of our network
 - c Improving access to public transport for those with specific needs
- 4 **Approves** for consultation the Draft RPTP 2025-35 as set out in Attachment 2 to this report.
- 5 **Agrees** that the Draft RPTP 2025-35 will be consulted on using the Special Consultative Procedure with public consultation scheduled to occur between 3 March 2025 and 28 March 2025.
- 6 **Notes** that officers will be holding a series of engagement events for the Draft RPTP 2025-35 including four online engagement events during the consultation

period on 10, 11, 13 and 15 March 2025 and a “drop-in” engagement event on 20 March 2025.

- 7 **Notes** that formal hearings on the Draft RPTP 2025-35 are scheduled to occur on 6 and 7 May 2025. An “informal” hearings session will be held 30 April 2025.
- 8 **Agrees** that the Transport Committee convene as a hearings committee to consider the submissions on the Final Draft RPTP 2025-35 and to make its recommendations to Council.

Te tāhū kōrero

Background

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). A legislative requirement checklist for Regional Public Transport Plan is included as **Attachment 1**.

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
8. Has been prepared in accordance with any relevant guidelines issued by NZ Transport Agency Waka Kotahi (NZTA)
 - a Is consistent with the Regional Land Transport Plan (RLTP)
 - b Has applied the five principles specified below (see paragraph 11).
9. 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.
10. 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

11. 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
12. 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
13. 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
 - a 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
14. 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.

Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan 2021-2031 – current RPTP

15. Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan 2021-2031 (RPTP 2021-31) was adopted by Council on 29 June 2021 (see Report 21.168 Adoption of Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan 2021-2031).

Review of RPTP 2021-31

16. On 16 February 2023, the Transport Committee approved the commencement of a review of the RPTP 2021-31 (Regional Public Transport Plan 2024-34 Review - Report 23.12).
17. The purpose of the Review was to:
- a confirm the next network unit structure in anticipation of procurement of new bus operating contracts
 - b address planned strategic changes and opportunities arising from the then pending amendment to the Land Transport Management Act 2003
18. align the RPTP with a number of other key Greater Wellington strategic plans.
19. The Review was originally planned to have concluded with adoption of a new RPTP by mid-2024. However, due to a need to adjust and align the RPTP to emerging Government policy releases and decisions, timeframes were pushed out by approximately seven months to allow officers to pivot accordingly. Significant pivot points included:
- a Release of the draft Government Policy Statement on Land Transport 2024 (GPS), March 2024
20. Let's Get Wellington Moving programme close-out, March 2024
- a Release of draft RPTP Development Guidelines by NZTA, June 2024
 - b Publication of final Government Policy Statement on Land Transport 2024 (GPS), June 2024
 - c Release of NZTA guidance note on Increasing the Private Share of Public Transport Expenditure, August 2024
 - d Release of National Land Transport Fund (NLTF) decisions, September 2024
 - e Release of Private Share targets for Public Transport Authorities by NZTA, November 2024.
21. Initial development of Draft RPTP 2025-35 was based around government policy direction from the draft GPS 2024 which was finally released for consultation after a protracted development process in August 2023, just prior to the 2023 General Election. The March 2024 release of a new draft GPS reflected significant changes in Government policy for land transport and a significant change in the direction

signalled through the Sustainable Public Transport Framework (review of the previous Public Transport Operating Model) policy process that culminated in passing of the Land Transport Management (Regulation of Public Transport) Act 2023 immediately prior to the General Election.

22. Draft RPTP Development Guidelines were released by NZTA in June 2024. These Guidelines replaced previous guidelines in place since 2013 and introduced significant changes to the range and scope of content required for inclusion in RPTPs under both the LTMA and NZTA requirements derived from their public transport oversight powers.
23. The release of NLTF investment decisions by NZTA in September 2024 coincided with Greater Wellington's originally mooted public consultation period for the RPTP. The highly significant and impactful nature of the investment decisions by NZTA, and their effect on Metlink policy and planning, necessitated a further rewrite of the draft RPTP and postponement of public consultation by approximately six months.
24. The release of NZTA guidance on Increasing Private Share in August 2024, and subsequent release of individual PTA targets in November 2024, have prompted further revision of RPTP policy settings.
25. The cumulative effect of these releases has seen officers undertake multiple revisions of the original draft RPTP developed in 2023 including complete restructuring in June 2024 to ensure alignment with the NZTA RPTP Development Guidelines and the LTMA as amended through the Land Transport Management (Regulation of Public Transport) Act 2023 in September 2023.

Development of Draft Regional Public Transport Plan

26. Officers have developed a Draft RPTP 2025-2035 (**Attachment 2**) for Council's approval for consultation.
27. The Draft RPTP 2025-2035 has been developed following extensive stakeholder engagement between 2023 and 2024. A key focus has been developing a collaborative model for RPTP development with Greater Wellington's territorial local authority (TLA) partners. This approach has included collaborative design sessions to consider future residential and economic growth across the region and how this growth can be serviced through network design.
28. The Draft RPTP 2025-2035 references and aligns to key national and regional policies and strategies including:

Central government

- a The Government Policy Statement on Land Transport 2024
- b National Policy Statement on Urban Development
- c Ministry of Transport's 2016 Accessibility of Public Transport for those with a Disability
- d UN Convention on the Rights of Persons with Disabilities (ratified by New Zealand in 2018)

- e Emissions Reduction Plan
- f NZTA’s Public Transport Framework including RPTP Development Guidelines.

Local Government

- a Greater Wellington’s Long-Term Plan 2024-2034
 - b The Wellington Regional Land Transport Plan 2021: 2024 Mid-term Review
 - c Future Development Strategy
 - d Greater Wellington Declaration of a Climate Emergency
 - e Greater Wellington Climate Change Strategy
 - f Greater Wellington Māori Economic Development Strategy
 - g Metlink Strategic Public Transport Asset Control Strategy
29. Metlink’s Public Transport Asset Management Plan
- a Territorial Authority district plans and strategies.

Strategic direction and development of draft policies

30. On 30 November 2023, a workshop was held with the Transport Committee to discuss the draft strategic direction for the RPTP.
31. The strategic direction has been built around the strategic priority of “an efficient, accessible, affordable and low carbon public transport network” achieved through:
32. Increasing the attractiveness of public transport relative to driving
- a Reducing public transport emissions by decarbonising the fleet
 - b Continuing to improve passenger experience across all aspects of our network
 - c Improving access to public transport for those with specific needs.
33. On 22 February 2024, a workshop was held with the Transport Committee to discuss the draft policies that would be included in the Draft RPTP.
34. On 20 June 2024, the Transport Committee was informed of changes being made to the RPTP to align it with NZTA’s revised RPTP Development Guidelines. The Transport Committee also approved the proposed public consultation process for the RPTP.

Overview of Draft RPTP 2025-2025

35. The paragraphs below provide an overview of the Draft RPTP 2025-2035.

Strategic direction: key measures and policies

Increasing the attractiveness of public transport relative to driving

36. For this strategic direction, the Draft RPTP 2025-2035 proposes the key measure of an increase in annual public transport boardings to 75.4 per capita by 2030 (as set out in the Long-Term Plan 2024-34), this has decreased from the 88 per capita by 2030 measure set out in the previous Long-Term Plan.

37. The Draft RPTP 2025-2035 outlines that the key measure will be achieved through implementing the following draft policies:
38. Providing, maintaining, and continuing to improve a high quality, high capacity, high frequency core network
39. Improving access to public transport
40. Integrating public transport services into the design of urban environments
41. Encouraging and enabling multi-modal journeys
42. Developing asset and infrastructure management strategies
43. Balancing user contributions with public funding
44. The creation and design of units supports the efficient delivery of services and provides value for money
45. An approach to procurement and monitoring of services that supports the efficient delivery of services and provides value for money.

Reducing public transport emissions by decarbonising the fleet

46. For this strategic direction, the Draft RPTP proposes the key measure of reducing the tonnes of CO2 emitted per year by public transport emissions to 16,300 tonnes by 2030/31 (as set out in the Long-Term Plan 2024-34), this has increased from the 5,500 tonnes by 2030 measure set out in the previous Long-Term Plan.
47. The Draft RPTP 2025-2035 outlines that the key measure will be achieved through implementing the following draft policies:
 - a Continuing to decarbonise the Metlink bus fleet
 - b Providing targeted public transport to help people get to and from strategic events safely and in a climate friendly manner.

Continuing to improve passenger experience across all aspects of our network

48. For this strategic direction, the Draft RPTP 2025-2035 proposes the key measures of: maintaining a customer satisfaction rating greater than 92% for overall trip; 40% reduction in serious injuries on the public transport network by 2030.
49. The Draft RPTP 2025-2035 outlines that the key measure will be achieved through implementing the following draft policies:
 - a Providing greater choice and flexibility for journey planning, fares and fare payment options including integrated fares
 - b Prioritise safety through continuous improvements to both infrastructure and operations
 - c Delivering a public transport service that is responsive to passenger needs
 - d Providing commercial offerings and opportunities linked to our public transport services and infrastructure

Improving access to public transport for those with specific needs

50. For this strategic direction, the Draft RPTP 2025-2035 proposes the key measure of increasing from 74.4% by greater than 1%, the percentage of people within 500m of an all day, 7 day a week public transport service with minimum 60-minute daytime frequency, and increasing boardings by people that use the Accessible Concession (as a percent of total boardings). This is a new measure in the Long-Term Plan 2024-34.
51. The Draft RPTP 2025-2035 outlines that the key measure will be achieved through implementing the following draft policies:
 - a Improve the accessibility of public transport for all
 - b Promote fairness and equity in the provision of public transport services
52. Māori perspectives are considered at a level that mana whenua and mātāwaka consider appropriate.

Key structural elements

53. The Draft RPTP 2025-2035 is consistent with the legislative requirements set out in the LTMA and NZTA's revised Guidelines released in June 2024.
54. The first section of the Draft RPTP 2025-2035 outlines our vision and what we want to achieve. This sets out our strategic focus areas and our major projects. It also outlines the following:
 - a The role of public transport, how we are funded and key network design principles
 - b our approach to the integrated planning and delivery of public transport services in the Greater Wellington region
55. the key maps, service descriptions, new terms from the One Network Framework (ONF), and integral determination relating to the public transport network
 - a service hours and frequency and future state schematics
 - b our strategic event and school bus policies.
56. The funding and fares section of the Draft RPTP 2025-2035 outlines our funding and fares related policies. This includes information on our funding and subsidies, fares and pricing policies, and integrated fares and ticketing.
57. The strategic direction section of the Draft RPTP 2025-2035 outlines our partnering approach with mana whenua, and our key strategic focus areas. The policy areas covered are:
58. Mana whenua, mātāwaka, and our public transport journey
 - a Reduce public transport emissions by decarbonising the fleet
 - b Passenger experience and information
 - c Gathering passenger insights
 - d Supporting the transport disadvantaged
59. The Greater Wellington regional section of the Draft RPTP 2025-2035 provides an overview of the public transport services we provide to the Greater Wellington

Region (including our route list) and sets out our actions and activities to improve our public transport services for each of the following areas in the Greater Wellington Region:

- a Wairarapa
 - b Upper Hutt City
 - c Hutt City
 - d Wellington City
 - e Porirua City
60. Kāpiti Coast District
61. The public transport policy section sets out our policies relating to the following:
- a Our approach to providing inter-regional public transport services
 - b On-demand Public Transport
62. Te Hunga Whaikaha Total Mobility programme
- a Ferry services
 - b Our Park and Ride facilities and the implementation of the Smarter Connections Strategy including our demand management approach.
 - c Exempt services
 - d Our procurement units, vehicle standards and Asset Control Strategy
63. Our approach to procurement, service delivery and how we monitor the performance of our contracts.
- a Our bus and rail public transport infrastructure and the associated policies and procedures.
64. Our approach to monitoring our operators' service performance and the associated targets and measures.
- a Our significance policy.
65. The legislative and strategic context section provides information on what the RPTP is and why it is needed. This section also sets out the strategic and legal context associated with the RPTP and the key strategic documents that the RPTP is consistent with.

Consultation and Hearings process

Consultation on the Draft RPTP 2025-2035

66. Public consultation on the Draft RPTP 2025-2035 will be undertaken via Greater Wellington's Have Your Say website <https://haveyoursay.gw.govt.nz/>. Submissions can also be made via email to RPTP2025@gw.govt.nz or by manual submission to Greater Wellington offices or by post.
67. Officers will be running a series of online consultation sessions where the public can discuss aspects of the plan with officers. These online sessions are:

- a Monday 10 March, 12 midday - 1pm
 - b Tuesday 11 March, 2 - 3pm
 - c Thursday 13 March, 4 - 5pm
 - d Saturday 15 March 9 - 10am
68. Members of the public can signal attendance at the online sessions via eventfinda.co.nz. A further engagement session will be held in person on Thursday 20 March at 2 pm.
69. Officers are currently working with the region's Territorial Authorities to finalise elected member engagement sessions with Greater Wellington councillors on the RPTP.
70. On top of the planned online public consultation sessions, we are aiming to increase our marketing and advertising of the Draft RPTP 2025-2035 consultation in parts of the Greater Wellington where we typically get lower engagement from. These areas include:
71. Kāpiti
- a Wairarapa
 - b Wainuiomata
 - c Eastern Porirua
 - d Naenae
 - e Taita
72. A drop in session will be held on 30 April 2025 from 1pm. Formal hearings are set down for 5 May to 7 May 2025 where public submissions on the Draft RPTP 2025-2035 will be heard by the hearings committee.
73. During April and May 2025, Greater Wellington will consider and respond to submissions and the insights and information collected through the consultation process and prepare the final RPTP 2025-2035 for Council consideration.

Process for consideration of submissions

74. It is proposed that the Transport Committee convene as a hearings committee to consider the submissions received on the Draft RPTP 2025-2035, including receiving presentations from submitters in support of their written submissions.
75. The report of the Transport Committee on changes to the Draft RPTP 2025-2035 as an outcome of its consideration of submissions, together with the report on the finalisation of the RPTP, will go forward to the Council meeting scheduled for 26 June 2025 to enable the RPTP to be adopted.

Ngā hua ahumoni

Financial implications

76. The RPTP is a statutory instrument which does not have a primary investment focus, nor the financial and planning functions of the LTP or the RLTP. However, the NZTA RPTP Development Guidelines explicitly link the inclusion of RPTP content to NZTA's investment and procurement decision making.
77. There are no direct financial implications associated with the adoption of the Draft RPTP 2025-2035 other than the \$150,000 budget for development, consultation and printing/marketing.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

78. Metlink worked with Te Hunga Whiriwhiri to ensure mana whenua perspectives were built into the RPTP. A partnering workshop collaboration process will be developed to give this effect.
79. The Draft RPTP 2025-2035 includes a section titled: *Mana whenua, mātāwaka, and our public transport journey* with the objective, "Māori perspectives are considered at a level that mana whenua and mātāwaka consider appropriate". Key actions from this policy are:
 80. Explore Māori values and te tiriti o Waitangi articles and sustainability interface within a Responsiveness to Māori framework
 81. Ensure that Māori values and te tiriti o Waitangi articles are considered in the built environment through our design principles
 82. 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
 83. Extend the use of Te Reo Māori in passenger information channels and fare payment methods where appropriate and practical to do so
 84. Consider initiatives and alternative methods of engaging with Māori including mana whenua and mātāwaka
 - a All projects will consider potential impacts for Māori
 85. Continue to provide channels for engagement to create and maintain relationships with mana whenua and co-design where mana whenua desire
 - a Work with mana whenua to reach communities and build relationships to encourage public transport use
 86. 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
 87. Work with marae, kura and kaupapa Māori organisations to develop transport services that meet their needs.

- a Mana whenua collaboration has focused on ensuring the RPTP objectives, outcomes and policies adequately reflect mana whenua perspectives and aspirations.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

- 88. 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.
- 89. Climate change mitigations are a key focus for the current RPTP with its strategic priority an “efficient, accessible, affordable and low carbon public transport network”.
- 90. Current RPTP Strategic Focus Areas related to climate change are:
 - a Reduce public transport emissions by accelerating decarbonisation of the vehicle fleet
- 91. Minimise gross emissions for Metlink’s public transport fleet, reducing the offsets required to reach net carbon neutrality.
- 92. Current RPTP key measures related to climate change are:
 - a Reduce tonnes of CO₂ emitted per year by public transport emissions to 16,300 tonnes by 2030
 - b Reduce CO₂ per KM travelled by half by 2035.
- 93. Current RPTP Themes related to climate change are:
 - a Drive environmental and cost sustainability by pursuing smart commercial opportunities and lower carbon technologies
 - b Continue to decarbonise the Metlink bus fleet
 - c Explore ways to further decarbonise the Metlink rail and ferry fleet.

Ngā tikanga whakatau

Decision-making process

- 94. The subject matter of this report is part of a decision-making process that will ultimately lead to Council making a decision of high significance within the meaning of the Local Government Act 2002 (by adopting a new RPTP).
- 95. The decision-making process for this matter is prescribed by sections 119 – 122 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”.

Te hiranga Significance

96. 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*. The decision to review this Plan is part of a decision-making process that will ultimately lead to Council making a decision of high significance within the meaning of the Local Government Act 2002 (by adopting a new RPTP).
97. The development of the Draft RPTP 2025-35 has been conducted in accordance with the Significance Policy of the RPTP 2021-31. The RPTP Significance Policy has been reviewed as part of the development process with only minor amendments drafted.

Te whakatūtakitaki Engagement

98. The structure, strategic priorities and some draft content have been discussed with key stakeholders including NZTA, individual territorial authorities and the Public Transport Advisory Group.

Ngā tūāoma e whai ake nei Next steps

99. Upon endorsement by Council, officers will make any final minor amendments to the Draft RPTP 2025-2035 and begin public consultation on Monday 3 March 2025.
100. A press release will be put out to announce the start of the public consultation period and our communication and marketing plan will commence.

Ngā āpitihanga Attachments

Number	Title
1	Legislative Requirement Checklist for Regional Public Transport Plan
2	Draft Regional Public Transport Plan

Ngā kaiwaitohu Signatories

Writers	Scott Walker – Senior Policy Advisor, Metlink Emmet McElhatton – Manager Policy, Metlink
Approvers	Tim Shackleton – Senior Manager Commercial, Strategy and Investments, Metlink Samantha Gain – Kaiwhakahaere Mauta, Waka-ā-atea Group Manager, Metlink

**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council's roles or with Committee's terms of reference

While the terms of reference provide that the Transport Committee has the specific responsibility to: Prepare the Wellington Regional Public Transport Plan (and variations) and recommend its adoption by Council, timing has required that the report be presented to Council for consideration.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

The Draft RPTP and its associated policies and actions implement the public transport – related priorities in Greater Wellington's Long-Term Plan.

Internal consultation

RPTP development is a collaborative process involving all divisions in the Metlink Group and with Strategy Group, Te Hunga Whiriwhiri and Customer Engagement.

Risks and impacts - legal / health and safety etc.

There are no known risks arising from the matter for decision.

Legislative Requirements Checklist

Section 120 LTMA requirements – Contents of RTP

Section	Requirement	Status	Comment
120 (1) (i) and (ia)	<u>Must</u> identify the public transport services that are integral to the public transport network and <u>Must</u> identify the infrastructure necessary to support the services identified under subparagraph (i)	Completed Completed	Route list sets out our integral services Our infrastructure for bus and rail services is set out in the Public Transport Infrastructure section of the RTP
120 (1) (ii) and (ia)	<u>Must</u> for scheduled services identified under subparagraph (i), provide an outline of their routes, frequency, and hours of operation; and <u>Must</u> for unscheduled services identified under subparagraph (i), provide an outline of their geographic area, and hours, of operation	Completed Completed	Included in service provision table Outlined the services available through our Total Mobility programme
120 (1) (iii)	<u>Must</u> arrange all of the public transport services identified under subparagraph (i) into units; and	Completed	Units table included in the Units section of the RTP
120 (1) (iv)	<u>Must</u> indicate the date by which any service in a unit or part of a unit is expected to start operating	Completed	Units table included in the Units section of the RTP
120 (1) (v)	<u>Must</u> indicate the date by which any exempt service that is to be replaced by a service or services in a unit is to be deregistered	Not applicable	No exempt services are planned to be replaced by any services in a unit.
120 (1) (vi)	<u>Must</u> identify any units for which the regional council intends to provide financial assistance	Completed	Our contribution to Unit 19 run by Horizons Regional Council is noted in the Units table included in the Units section of the RTP

Section	Requirement	Status	Comment
120 (1) (vii)	<u>Must</u> identify any passenger services in small passenger service vehicles for which the regional council intends to provide financial assistance	Completed	These services are sets out in the Te Hunga Whaikaha Total Mobility section in the RTP
120 (1) (viii)	<u>Must</u> describe how the network of public transport services and the services referred to in subparagraph (vii) will assist the transport-disadvantaged	Completed	This is set out in the Supporting the Transport Disadvantaged section of the RTP
120 (1) (b) (i)	<u>Must</u> specify any objectives and policies that apply to any units	Completed	This is set out in Procurement, Service Delivery and Monitoring section of the RTP
120 (1) (b) (ii)	<u>Must</u> specify any objectives and policies the apply any services revered to at (a) (vii) (i.e. small passenger services that are provided with financial assistance)	Completed	This is set out in the Te Hunga Whaikaha Total Mobility section in the RTP
120 (1) (c)	<u>May</u> describe exempt services but may not make them subject to the objectives and policies described in paragraph (b)	Completed	This is set out in the Exempt Services section in the RTP
120 (1) (d)	<u>May</u> state or describe any other matters the regional council thinks fit	Completed	Multiple sections in the RTP
120 (2) (a)	Without limiting subsection (1)(b), a regional council <u>must</u> , in relation to any units, include in a regional public transport plan policies on— (a) accessibility, quality and performance	Completed	This is set out in the policies for the management and quality of public transport services, infrastructure and vehicles
120 (2) (b)	(b) fares and the method or formula or other basis for setting and reviewing those fares	Completed	This is set out in the Fares and Pricing Policy section of the RTP
120 (2) (c)	(c) the process for establishing units	Completed	This is set out in the Units and Procurement, Service Delivery and Monitoring sections of the RTP
120 (2) (d)	(d) the approach that will be taken to procuring the delivery of the service or services in a unit	Completed	This is set out in the Units and Procurement, Service Delivery and Monitoring sections of the RTP

Section	Requirement	Status	Comment
120 (2) (e)	(e) how the procurement of units will be phased in over time	Completed	This is set out in the Units and Procurement, Service Delivery and Monitoring sections of the RPTP
120 (2) (f)	(f) managing, monitoring and evaluating the performance of units	Completed	This is set out in the Units and Procurement, Service Delivery and Monitoring sections of the RPTP
120 (3)	The approach to procurement specified in subsection (2)(d) <u>must</u> , in relation to a public transport service for which the regional council does not intend to provide financial assistance, be approved by the Agency.	Not applicable	Not applicable
120 (4)	A regional public transport plan <u>must</u> set out the policy the regional council will apply in determining whether a proposed variation to the regional public transport plan is significant for the purpose of section 126(4) .	Completed	This is set out in Significance Policy section of the RPTP
120 (5) (a)	A regional public transport plan <u>may</u> — (a) provide that an action described in the plan must or may be done by a regional council or a committee or other subordinate decision-making body or a member or officer of the regional council; and	Not applicable	Not applicable
120 (5) (b)	(b) specify conditions that apply to that action.	Not applicable	Not applicable
120 (6)	Subsection (5) does not limit or affect anything in the Local Government Act 2002	Not applicable	Not applicable

Section 121 LTMA requirements – Notification and provision of copies of plans

Section	Requirement	Status	Comment
121 (1) (a)	If a regional council adopts or varies a regional public transport plan, the regional council <u>must</u> — (a) ensure that notice is given, as soon as practicable, in the relevant newspaper circulating in the region of the adoption or variation of the plan and its availability for inspection and purchase; and	In progress	This is included in our Comms plan and will happen when the draft RPTP is released for public consultation
121 (1) (b)	(b) give, as soon as practicable, to the operator of every public transport service in the region, and to every person who has notified the regional council of a proposal to operate an exempt service in the region, written or electronic notice of the adoption and a copy of the plan (or variation); and	In progress	This is included in our Comms plan and will happen when the draft RPTP is released for public consultation
121 (1) (c) (i)	(c) within 20 working days of adopting or varying a regional public transport plan,— (i) notify, in writing or electronically, each of the following of the regional public transport plan or variation: (A) the Agency: (B) the Secretary: (C) the Minister of Education: (D) the relevant railway line access provider (E) territorial authorities in the region (EA) if there are any specified development projects in the region, Kāinga Ora–Homes and Communities (F) the relevant regional transport committee	In progress	This is included in our Comms plan and will happen when the draft RPTP is released for public consultation

Section	Requirement	Status	Comment
	(G) in the case of a plan or a variation adopted by Auckland Transport, the Auckland Council; and		
121 (1) (c) (ii)	(ii) ensure that— (A) copies of the plan or variation are kept at the regional council’s principal office and such other places that the regional council appoints and made available for public inspection, free of charge, and for purchase at a reasonable price; and (B) a copy of the plan or variation is made available on the regional council’s Internet site.	In progress	This is included in our Comms plan and will happen when the draft RPTP is released for public consultation
121 (2)	A regional council may publish a regional public transport plan and a regional land transport plan as a single document.	Not applicable	Not applicable

Section 124 LTMA requirements – Matters to take into account when adopting RPTP

Section	Requirement	Status	Comment
124 (a)	A regional council <u>must</u> , before adopting a regional public transport plan,— (a) be satisfied that the plan— (i) contributes to the purpose of this Act; and (ii) has been prepared in accordance with any relevant guidelines that the Agency has issued; and (iii) is, if it includes a matter that is not within the scope of the regional land transport plan, otherwise consistent with that plan; and	Noted	We have consulted with NZTA on the draft RPTP including the compliance with the NZTA’s revised RPTP guidelines. We will get further feedback from NZTA during the public consultation that will be factored into the final version of the RPTP that is sent to Council for adoption in June 2025

Section	Requirement	Status	Comment
124 (b)	be satisfied that it has applied the principles specified in section 115(1) ; and	Noted	
124 (c)	<p>take into account—</p> <ul style="list-style-type: none"> (i) any national energy efficiency and conservation strategy; and (ii) any relevant regional policy statement, regional plan, district plan, or proposed regional plan or district plan under the Resource Management Act 1991; and (iia) the transport component of any plan or strategy that has been developed and publicly consulted on by— <ul style="list-style-type: none"> (A) a territorial authority within the region; or (B) the regional council if it has transferred its public transport responsibilities to a territorial authority under section 17 of the Local Government Act 2002; and (iii) the public transport funding likely to be available within the region; and (iv) the need to obtain the best value for money; and (iva) the views of the territorial authorities in the region; and (v) the views of public transport operators in the region; and (vi) the views of the public transport workforce and its representative unions registered under Part 4 of the Employment Relations Act 2000; 	Underway	We are already engaged with local territorial authorities and our operators on the RPTP. We will receive further feedback from these parties and the workforce/unions during the public consultation phase and this feedback will be considered in preparing the final version of the RPTP that is sent to Council for adoption in June 2025

Section	Requirement	Status	Comment
124 (d)	<u>consider</u> the needs of persons who are transport-disadvantaged.	Underway	We have been working with the Customer experience team on this issue and have also sought the views of PTAG

Section 125 LTMA requirements – Preparation of RPTP

Section	Requirement	Status	Comment
125 (1) (b)	<p>When preparing a draft regional public transport plan, a regional council <u>must</u>—</p> <p>(b) <u>consult all the following entities:</u></p> <ul style="list-style-type: none"> (i) the relevant regional transport committee (but Auckland Transport must consult the Auckland Council and each affected local board of the Auckland Council) (ii) the Agency (NZTA) (iii) every operator of a public transport service in the region (iv) every person who has notified the regional council of a proposal to operate an exempt service in the region (v) the Minister of Education (vi) the relevant railway line access provider (vii) Kāinga Ora–Homes and Communities, if there are any specified development projects in the region (viii) if the regional council proposes to plan, procure, or operate an inter-regional public transport service, all relevant local authorities 	In progress	We have reached out to all these parties during the development of the RPTP and will also be directly contacting them when the public consultation opens on the Monday 3 March and providing them with a copy of the draft RPTP

Section	Requirement	Status	Comment
	in the other regions in which the service is proposed to operate.		
125 (2)	Before adopting a regional public transport plan, a regional council— (a) must consult in accordance with the consultative principles specified in section 82 of the Local Government Act 2002; and (b) may use the special consultative procedure specified in sections 83 and 87 of the Local Government Act 2002, and those sections apply for the purposes of this section with the necessary modifications.	In progress	We have scheduled 4 weeks of public consultation from Monday 3 March to Friday 28 March 2025. This will then be followed by informal and public hearings before the RPTP is finalised and adopted by Council in June 2025
125 (3)	A regional council that is preparing a regional public transport plan <u>may</u> request any information from any territorial authority within its region that the regional council considers necessary to perform its functions under this Act in relation to that plan, and the territorial authority must promptly comply with that request.	Noted	We have consulted with our local territorial partners during the development of the RPTP but have requested any specific data from them
124 (4)	A regional council <u>may</u> carry out consultation on a proposal to adopt a regional public transport plan in conjunction with the relevant regional transport committee’s consultation on its regional land transport plan under this Act.	Not applicable	The RLTP was consulted on separately



**Te Mahere Waka Whenua
Tūmatanui o te Rohe o Pōneke**
Draft Wellington Regional
Public Transport Plan
2025-2035

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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 2025/26, 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 will also be considered as part of this RPTP review.

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".

Daran Ponter
Greater Wellington Regional Council Chair

He Kupu nā te Tiamana o te Komiti Waka

Transport Committee Chair's Message

Greater Wellington has set out four strategic focus areas to focus on in this Regional Public Transport Plan:

- Increase the attractiveness of public transport compared to driving a private vehicle
- Reduce public transport emissions by decarbonising the fleet
- Continue to improve passenger experience across all aspects of our network
- Improve access to public transport for those with specific needs.

This draft plan has been developed with these strategic focus areas front of mind. The resulting RPTP sets out:

- Our long-term goals and objectives for the Metlink public transport network
- Our strategic focus areas and the policies and actions that will help us achieve our goals
- The Metlink public transport services we are proposing to provide including our Te Hunga Whaikaha Total Mobility provision.

This RPTP sets out a busy work programme over the coming decade to achieve our goals. 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 PT access bridge will be an important contribution to improving daily travel in the region. We highlight these projects in this draft plan.

Our network of 6100+ Park and Ride spaces across the region has been hugely successful in providing access to the public transport network for thousands of commuters. With demand for parking exceeding supply, and land availability and cost limiting our ability to expand provision, we are introducing a proposed new approach to Park and Ride demand management 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.

Motu Move (the National Ticketing Solution) and enhanced Real Time Information will improve passenger experience and deliver on our objective of a truly integrated and connected network. It will also enable us to deliver integrated fares and daily and weekly fare caps. Our Council's contribution to urban development will continue through the redevelopment of Waterloo Station into a high-amenity, integrated transport hub.

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.

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



Thomas Nash
Chair, Transport Committee

Tukuna ō Kōrero mō te Mahere Waka Tūmatanui ā-Rohe

Have Your Say on the Wellington Regional Public Transport Plan

Public transport plays a central role in the daily lives of many of us in the Wellington region. It is important that Greater Wellington and Metlink hear your thoughts on this key planning document for the public transport network.

Metlink has engaged in a range of stakeholder engagements on the draft Regional Public Transport Plan 2025-2035 (RPTP) since development commenced in 2023. This version of the RPTP is the final draft for public consultation. As signaled in the annual plan informing document, as part of the Councils cost reduction measures, Metlink will be seeking to optimise the network based on the service design principles set out in this document.

The Have Your Say website will include a series of specific questions we would like our passengers, ratepayers, residents and stakeholders to answer.

The consultation allows you to provide more comprehensive comments on the plan, and gives you the opportunity to provide us with more information about your public transport context. This information will give us a more informed picture of how our strategic focus areas, policies and key initiatives are viewed across the region.

As you read this plan, we would like you to consider six key questions which you can provide us feedback on.

These questions are:

- Will the activities and policies outlined in the draft RPTP result in an efficient, equitable, accessible and low carbon public transport network?
- Will 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, result in improved social, economic and environmental outcomes for all?
- Will introducing demand management to Metlink Park and Rides, including paid parking in the form of an integrated park and travel system, improve passenger access to the public transport network?
- Will the planned redevelopment of Waterloo Station into a high-amenity, climate-friendly, integrated transport hub improve the passenger experience of, and access to, public transport in the Hutt Valley?
- Should Metlink permit passengers 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)?
- Do you support Metlink phasing out cash on board buses?

We have a few important milestones in our public consultation process:

- 3 to 28 March 2025. Public consultation where you can submit feedback via email, post, drop off in person, or via Greater Wellington's Have Your Say website <https://haveyoursay.gw.govt.nz/>
- 6 to 7 May 2025 – Public submissions on the draft RPTP will be heard by a hearings committee of Greater Wellington Councillors at the Council Chambers, 100 Cuba Street, Wellington
- 30 April 2025 - Public submissions heard via informal hearings where you can share your submissions in a more relaxed format with other members of the public and members of the Transport Committee. This will also be held in the Council Chambers, 100 Cuba Street, Wellington
- During May and June 2025 Greater Wellington will consider and respond to submissions and the insights and information collected through the consultation process and prepare the final RPTP for Council consideration.

We will also be running public events where you can meet Greater Wellington officers and discuss aspects of the plan that interest or affect you, your communities, or your organisation or business.

The dates and times for these sessions are as follows:

- 10 March 12pm-1pm
- 11 March 2pm-3pm
- 13 March 4pm-5pm
- 15 March 9am-10am

Following this process, the final RPTP will be presented to Greater Wellington for adoption in June 2025 and, subject to Council direction, will come into effect 20 working days after it is adopted.

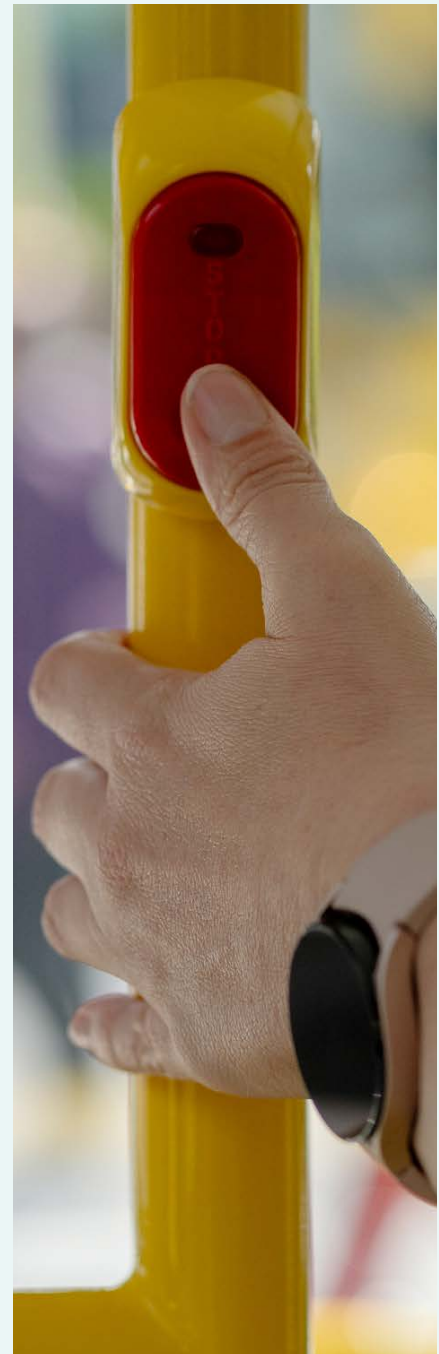
We also invite you to comment on any other aspect of the plan and make a public submission in writing and/or in person.

A consultation brochure summarising the key aspects of the RPTP 2025-2035 is available to download from Greater Wellington's Have Your Say webpage.



Samantha Gain

Group Manager
Metlink





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

Mana Newlands Coaches by Transdev are also responsible for delivering Metlink's Airport Express service.

Subsidised taxi services across ten operators provide travel support for people who have difficulty using regular public transport services 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.








We are focussed on providing a high quality, high capacity, high frequency core public transport network so our services:

- Go where people want to go, at the times they want to travel
- Provide competitive journey times against other modes of transport
- Provide value for money
- Are easy to understand and use
- Are safe, comfortable, and reliable
- Provide flexibility, allowing people to change their plans
- 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.

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 CO₂ and harmful emissions into the air and are responsible for 50% of Greater Wellington's carbon footprint
- This RPTP sets out a target of reducing the tonnes of CO₂ 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 CO₂ 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. 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. Improved access to public transport for those with specific needs

- A 2023 analysis of access to public transport identified some areas of the region that could improve access to public transport for people who are transport disadvantaged. How these are better served requires consideration in this plan.



Vision: Efficient, accessible, affordable, and low carbon public transport network

Strategic Focus Areas	Key Measures	Themes
Reduce public transport emissions by decarbonising the fleet	<p>Reduce tonnes of CO2 emitted per year by public transport emissions to 16,300 tonnes by 2030.</p> <p>Reduce CO2 per KM travelled by half by 2035</p>	<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>
Increase the attractiveness of public transport relative to driving	Increase annual public transport boardings to 75.4 per capita by 2030	<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>
Continue to improve passenger experience across all aspects of our network	<p>Maintain a passenger satisfaction rating of greater than 92% for the overall trip.</p> <p>40% reduction in serious injuries on the public transport network by 2030</p>	<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>Providing 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>
Improve access to public transport for those with specific needs	<p>Increase from 74.4% the percentage of people within 500m or 5-10 minute walk of an all day, 7 day a week public transport service with minimum 60-minute daytime frequency</p> <p>Increased boardings by people that use the Accessible Concession (as a percent of total boardings) by greater than 1%</p>	<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>

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.





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.

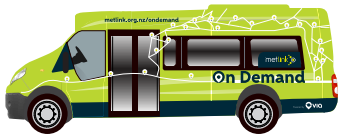
The provision of public transport in Wellington region also contributes to the central government's objectives as set out in the Government Policy Statement on Land Transport.

Overall, the public transport network:

- Decreases traffic congestion, particularly in the morning and afternoon peak periods, which in turn affects 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 harmful emissions 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 the private car
- 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).

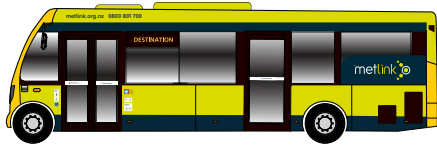


Very Small Vehicle

Operates in Tawa
 Number in fleet: 5
 Length: 8.2m
 Height: 2.3m

Max Capacity
20

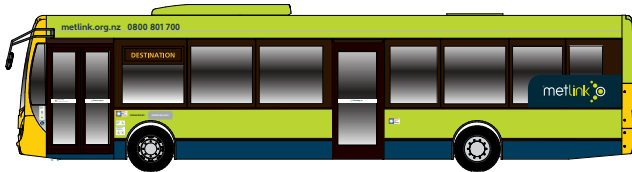
Not to scale.
 There are variations between different models of bus for example differences between the electric and diesel buses. Not all models and variations are displayed here.



Small Bus

Operates in Kāpiti
 Number in fleet: 15
 Length: 10.4m
 Height: 2.8m

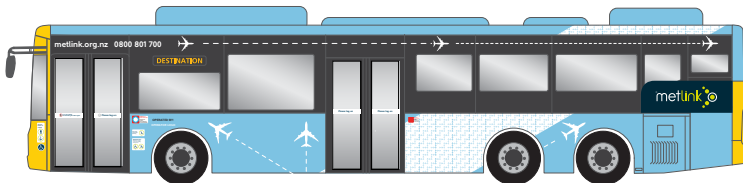
Max Capacity
51



Medium Bus

Operates region-wide
 MV number in fleet: 101
 Length: 11.7m
 Height: 2.8m

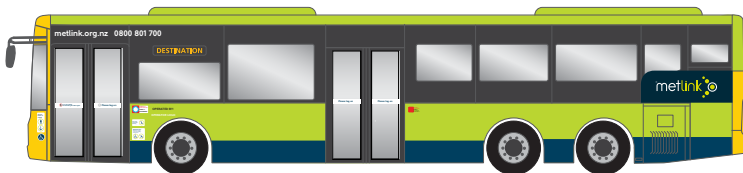
Max Capacity
55



Airport Bus

Operates Airport Express
 AXELV number in fleet: 10
 Length: 13.6m
 Height: 3.4m

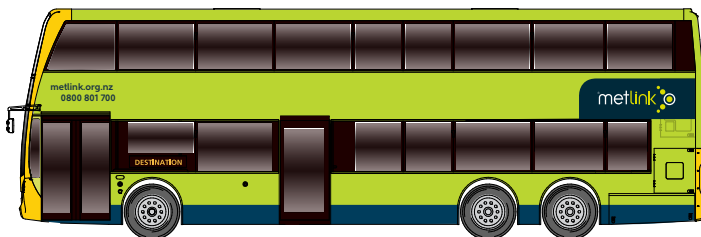
Max Capacity
70



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



Not to scale.



Matangi Train

Matangi operate across the region to as far as Waikanae and Upper Hutt

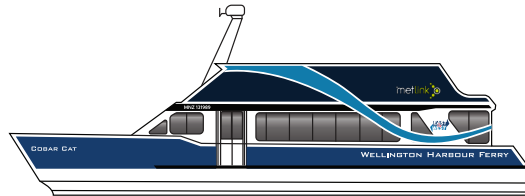
Max Capacity

Powered carriage: **185**

Trailer carriage: **192**

Number in fleet: 83

Length of unit: 43,100mm (includes couplers)



East West Ferry (City Cat and Cobar Cat)

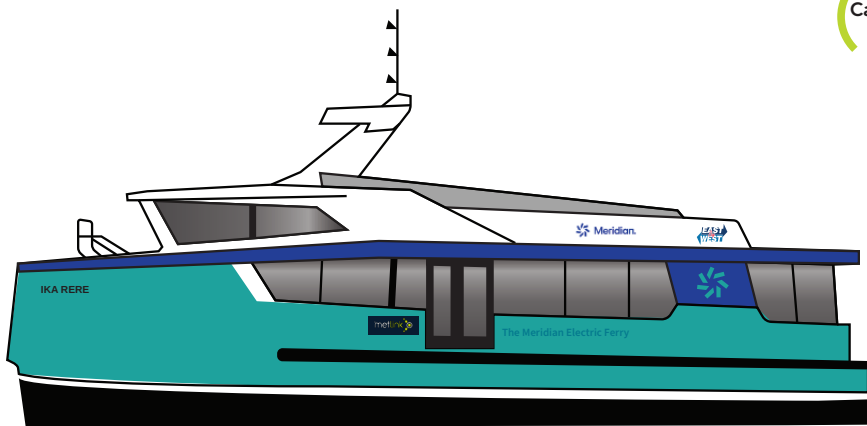
Operates in Wellington Harbour

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

Me Pehea te Putea Moni

How We are Funded

Public transport is funded through fares, Greater Wellington rates, and investment from NZ Transport Agency Waka Kotahi (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.

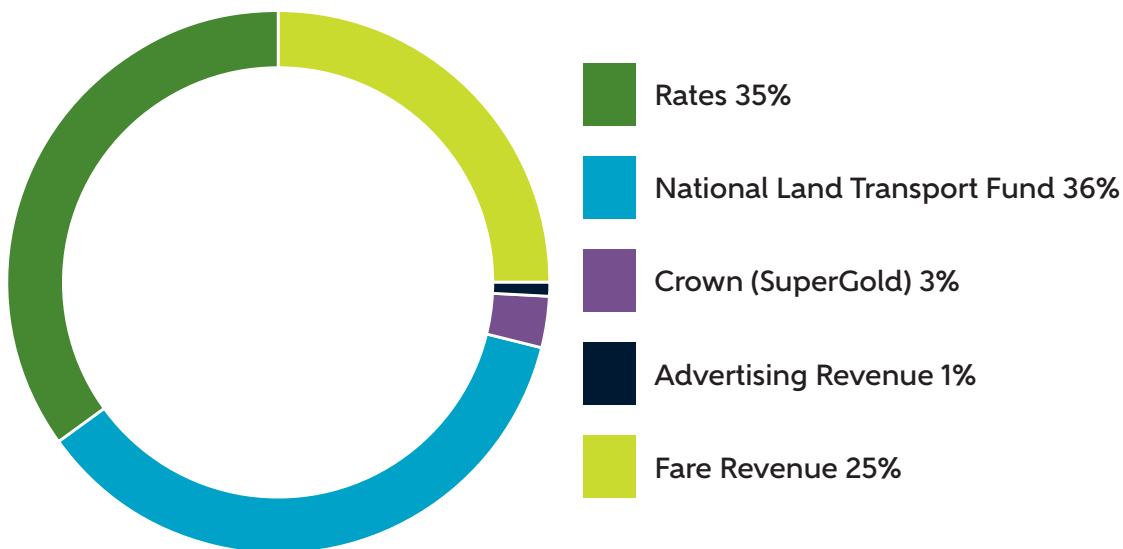
Maintaining levels of service, meeting priorities and addressing challenges require spending on renewals and new capital. The majority of our

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**



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 contact to Greater Wellington (as the Public Transport Authority) 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 Regional Public Transport Plan 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.



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 infrastructure thus have a strong interest how PTAs are operating public transport services across the whole of New Zealand.

Local councils

Local councils (or Territorial Land 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
- Kapiti 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 public transport services operate on the KiwiRail network. Access to a fit for purpose rail network is critical to the successful operation of our rail public transport 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 making changes to their district plans ii. Maintain constructive relationship with our key partners.

P2. Objective: Enhanced Metlink capacity and capability through regional and national collaboration

Policies	Actions
b. 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.

Relationship approach

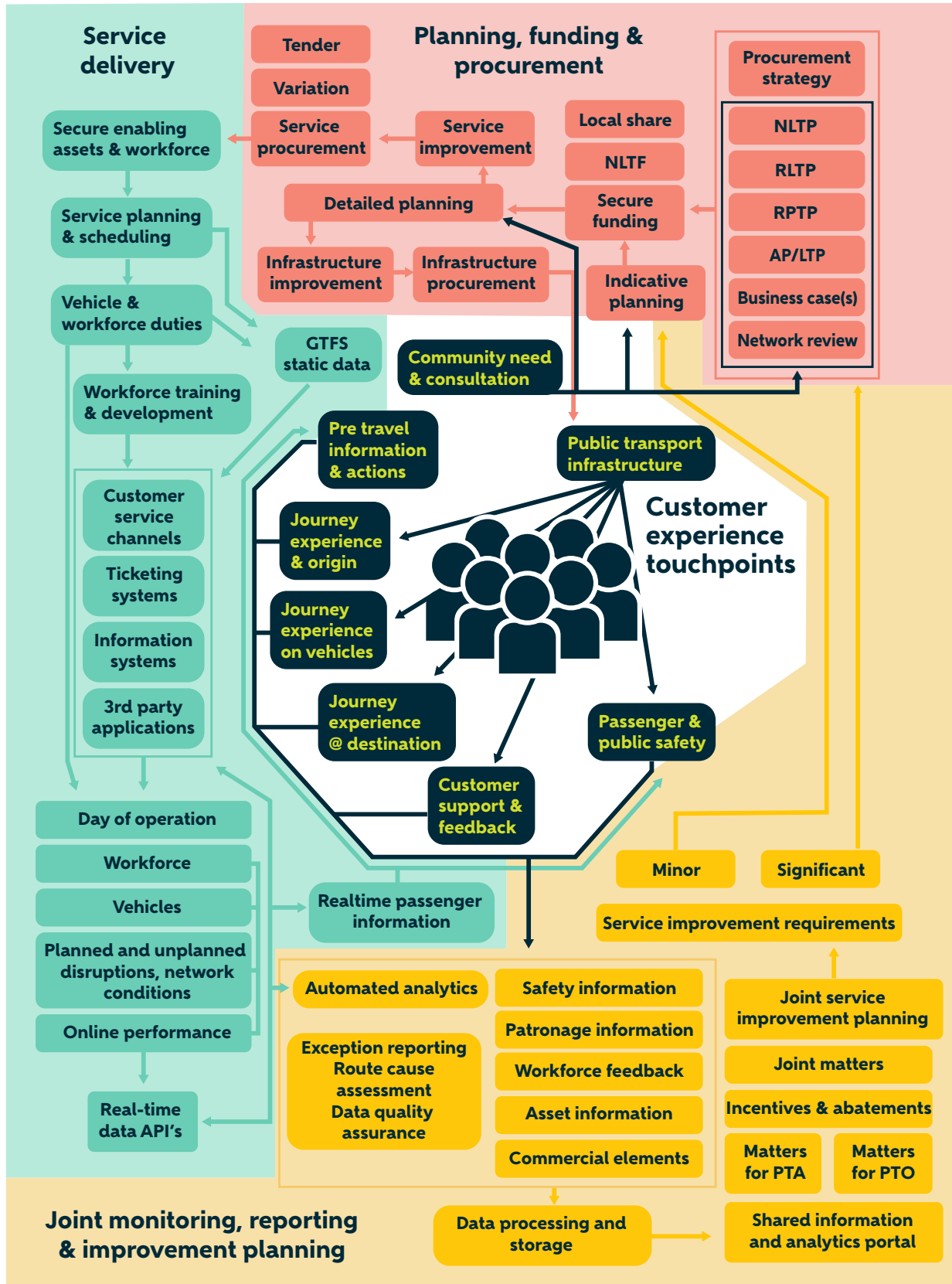
Greater Wellington has strong relationships with our key partners and places an emphasis on making sure the relationships are constructive, well maintained and that information is provided to our partners in a timely manner. This is critical to ensuring that our public transport services are delivered 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.



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 network with a clear structure that is easy to understand
- A connected network that 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
- A consistent network that provides a consistent customer experience across the network that recognises demand and wider community outcomes
- An optimal network that 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 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 and coverage-oriented outcomes. The LTMA could be interpreted as supporting 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).
- 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. Criteria	Definition	Weighting
a. Appropriate density and land use characteristics	<ul style="list-style-type: none"> • Minimum 15 dwellings per hectare; and • Minimum 2,700 usual resident population within the catchment area. A catchment area refers to a 500m or 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 • Location of urban hubs, employment and education centres, and other destinations of significance • 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. 	30%
b. Sufficient demand	<ul style="list-style-type: none"> • Minimum regular use of 4 or more passengers per trip and aims for at least 20% cost recovery • Whether there is demand for any specific trip that exceeds the total vehicle capacity • Specific cultural, sporting, and social events • 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. 	30%
c. Increased transport network efficiency and improved environmental outcomes	<ul style="list-style-type: none"> • Upcoming developments and population growth • Efforts to connect different regions and sub-regions • Improving efficiency of key transport spines, particularly during peak • Consideration of route location, speed and directness. 	20%
d. Inherent social utility – improved network access and demographic considerations	<ul style="list-style-type: none"> • Proportion of people living in disadvantaged areas, with limited access to private vehicles, or with other transport access issues • 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 • Bringing public transport to within 500m or a 5-10 minute walk of bus stops • Public transport needs to balance mass movement of people with coverage of the areas served • 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. 	10%
e. Other considerations	<ul style="list-style-type: none"> • Upcoming housing and business developments and population growth and demographic change • Technology changes and innovations • Efforts to connect different parts of our regions and/or different regions • Creating a network that allows people to choose to live car-free. 	10%

Whakaahua Ratonga, Tūtohu Hou, me te Manawanui

Service Description, New Terms (ONF), and Integral Determination

Service description and new terms

To align with the 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 land) 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 PT 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 PT 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 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 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.

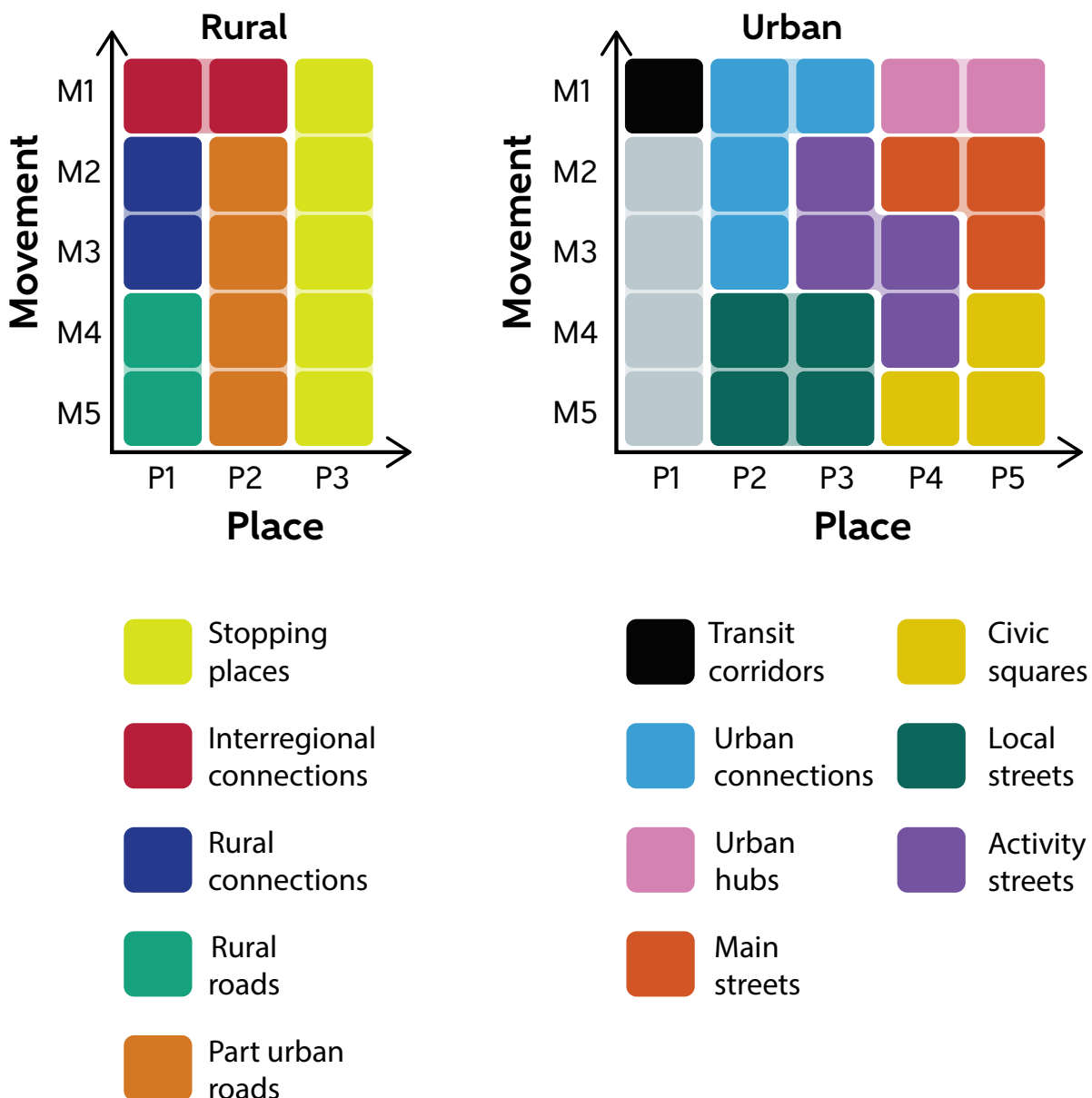
Regional network terminology

City Connector: these services provide comprehensive coverage to enable regular access to essential services including education, employment and social between cities and large urban areas.

Regional Connector: these services provide basic coverage to enable regular access to essential services including education, employment and social between 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 interpretation generally 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 Weekdays 5.00am – Midnight Saturday 6am – 1am Sunday 7am – Midnight	All day frequent direct services Weekday 6am – 11pm Saturday 7am – 11pm Sunday 7am – 9pm	All day local coverage and access. Weekday 7am – 9pm Saturday 8am – 7pm Sunday 9am – 6pm	Night buses – Midnight – 5am Other services according to demand including school buses and commuter buses.
Frequency	Daytime Every 15 – 30 minutes (more frequent in peaks depending on demand at key stations)	Daytime every 10 – 15 minutes (more frequent in peaks depending on demand)	Daytime 20 – 60 minutes (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 the lower-demand corridors	As required to meet targeted demand including schools, town centres, and medical facilities

How we design the network

Metlink has twin objectives of capacity and coverage.

Like all public transport networks, Metlink designs its network to accommodate the twin factors of coverage and capacity.

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 “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 capacity focused public transport services, we also provide coverage focused 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 capacity and coverage 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.

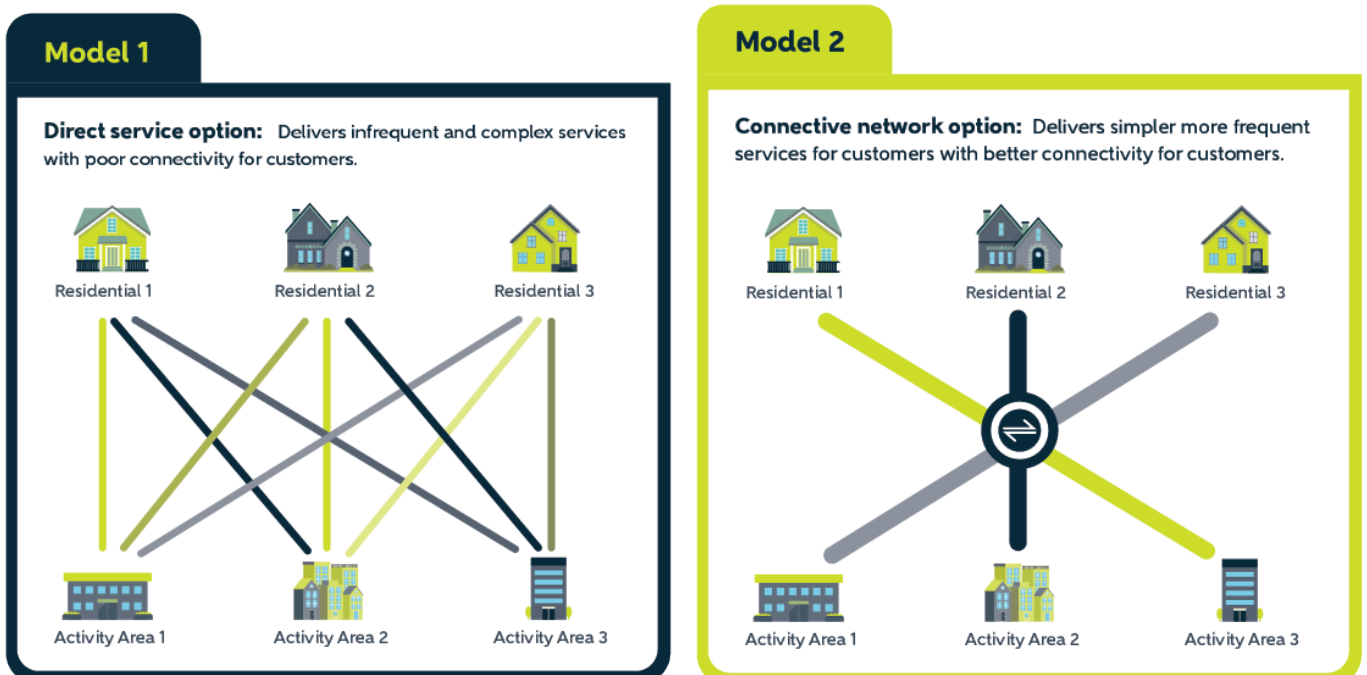
In designing an optimal public transport network to achieve both capacity and coverage, it is not always possible to provide services that take people to their desired destination in a single trip. Our policy is to provide feeder and connector services to primary public transport hubs and the rail network 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).

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 road 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’

Objectives and policies

P.4 Objective: Encourage and enable multi-modal journeys, improve 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	<ul style="list-style-type: none"> i. Enable travel choice through the provision of direct and frequent services serving high demand corridors and linking regional centres 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 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 iv. Minimise duplication of service provision in areas where there is ready access to the rail corridors.
b. Utilise double-deck EV buses and articulated buses on high demand routes to manage capacity demands	<ul style="list-style-type: none"> 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.

Consultation Focus – 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 draft Government Policy Statement on Land Transport, as they stimulate urban and economic development, reduce commuter travel times and enable more frequent services.

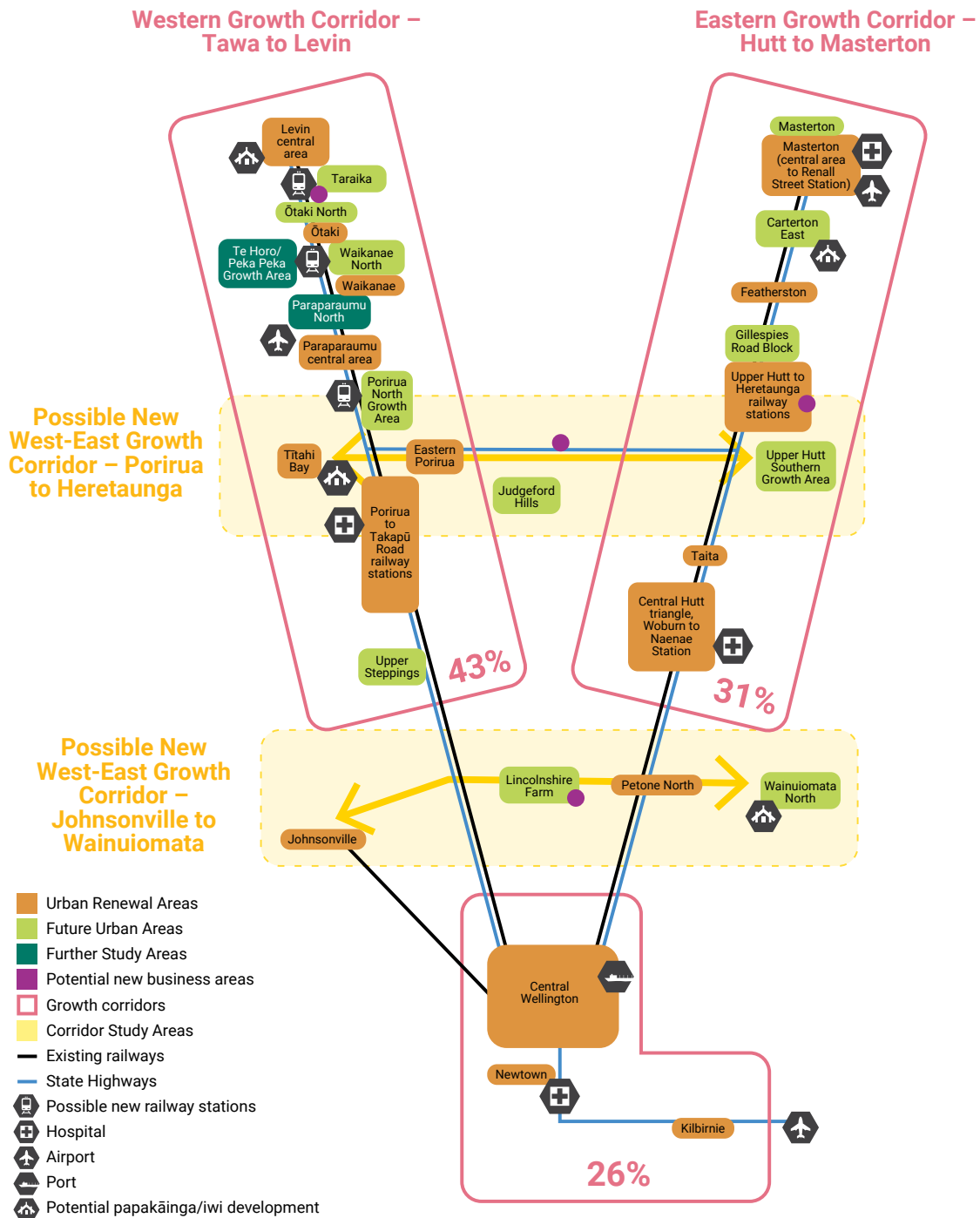
Will the creation of a network of high-frequency bus corridors across the region, at the loss of a modest level of parking and roading space, result in improved social, economic and environmental outcomes for all? We welcome your thoughts on this through our public consultation process.

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



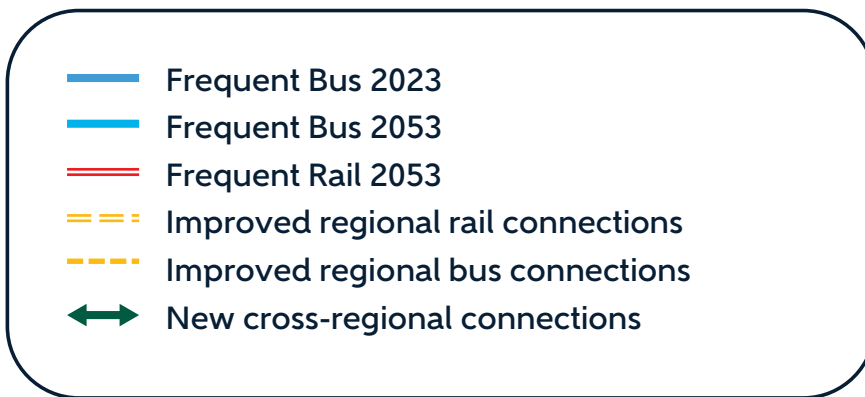
30 Year Vision and Future Network State – Extending Reach and Coverage





2053

- 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)



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. Strategic event support is focused on providing targeted public transport to help people get to and from events safely and in a climate friendly manner.

When considering whether to provide support, the following will be considered:

- If there are 10,000 or more people in attendance
- The event will significantly impact on the functioning of the timetabled services and create congestion in the Wellington region
- Association with the event will have a positive impact on the Metlink brand
- 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

- 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.

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 ii. Work with event venues and promoters of major events to help develop and market combined event and public transport packages and ticketing 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.

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 school

Policies	Actions
a. Provide targeted school bus services to supplement the public transport network	<ul style="list-style-type: none"> i. A majority of school students using public transport will travel on public Metlink services ii. Where there is enough demand, supplementary school bus services are provided in urban areas: <ul style="list-style-type: none"> - To nearest public or zoned schools not served by the public transport network - 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. 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 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 v. Undertake regular assessment and review of the provision of services vi. Work with schools, and the Ministry of Education where appropriate, to find effective solutions to school travel issues.

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
A	<ul style="list-style-type: none"> – Everyone can sit – Passengers don't need to sit next to someone else 			
B	<ul style="list-style-type: none"> – Everyone can sit – Passengers may need to sit next to someone else 			Target
C	<ul style="list-style-type: none"> – All seats are occupied – Some passengers need to stand, personal space maintained 		Target	Acceptable <15 mins
D	<ul style="list-style-type: none"> – All seats are occupied – Many passengers need to stand without physical contact 	Target	Acceptable <15 mins	
E	<ul style="list-style-type: none"> – All seats are occupied – Many passengers with some physical contact – Passengers need to move around to allow other passengers to alight 	Acceptable <15 mins		
F	<ul style="list-style-type: none"> – All seats are occupied – Many passengers with close physical contact (crush load) – Passengers cannot board, or the bus doesn't stop – Passengers are required to get off the bus to let other passengers alight 			

Metlink follow all national guidance with regard to safety and standing on Metlink services.

Kaupapa Here Utu

Fares and Pricing Policy

How fares are set and reviewed

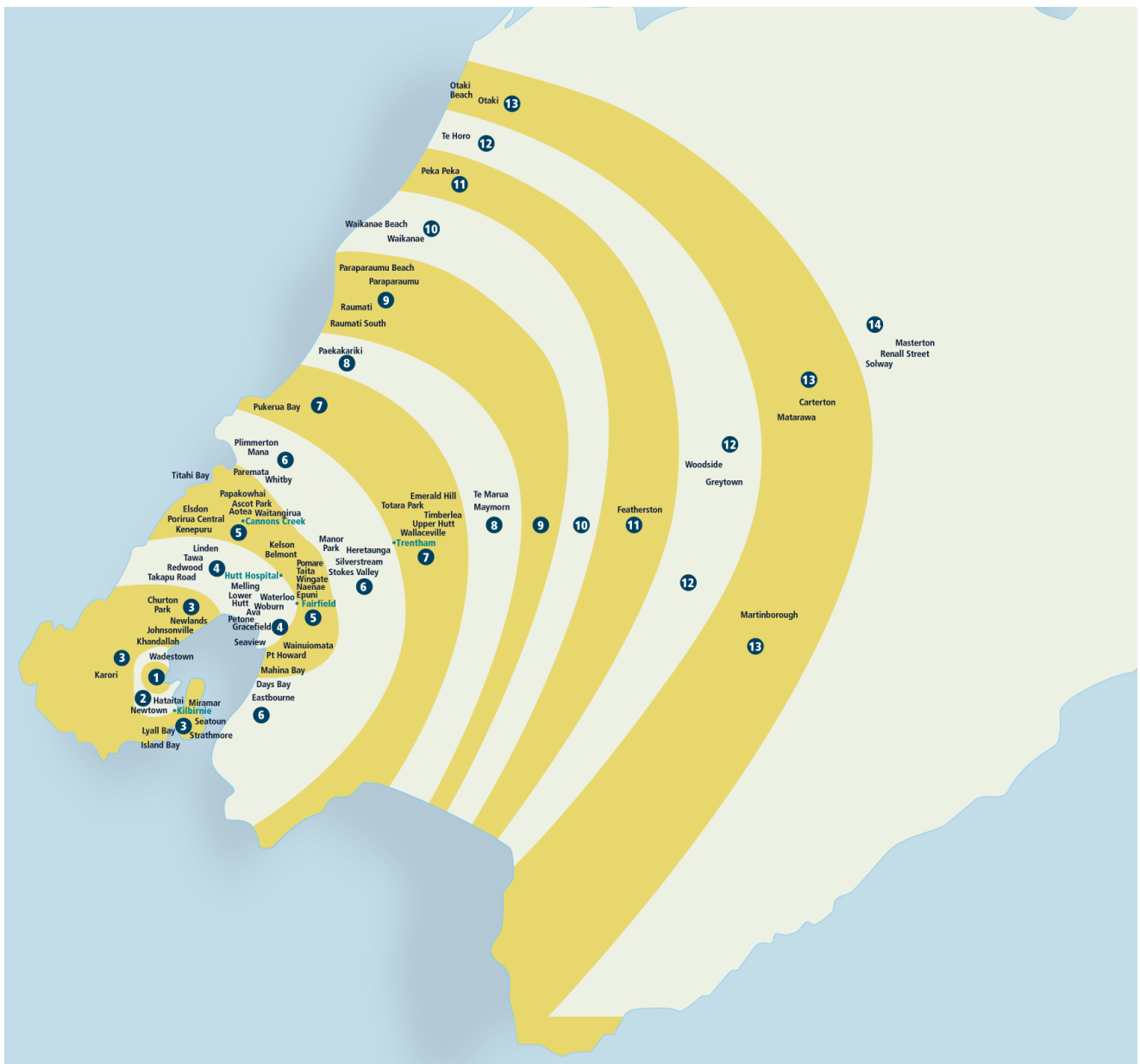
In the Wellington region, bus and rail fares are set based on a fare zone system and differentiated by time of day. The zone system divides the region into geographical zones (currently 14) radiating out from Wellington city. The fare zone system provides a broad relationship between the fare charged and the distance travelled with the fare charge depending on the number and size of fare zones, which in turn determines the size of the fare increments.

The graph below presents the current zone boundaries. Further information on this is available on the Metlink website.

Ferry fares are fixed rate point-to-point fares with no time differentiation and fares on the Airport Express service are flat fares regardless of the distance travelled.

Cash fares are set at 25% surcharge over the equivalent Snapper fares and rounded to the nearest 50 cents. Setting the cash fares at a higher rate compared to the base fares is intended to encourage greater use of electronic ticketing and reduce cash payments.

Fares levels are reviewed annually through annual fares review and the Annual Plan or Long-Term Plan process.



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"> i. Develop and implement a transition plan to facilitate the changeover to integrated fares and ticketing ii. Simplify fare products in the lead up to integrated ticketing
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"> i. Monitor passenger experience of the fare structure and their perception of fares relative to the benefits they receive from using services 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 iii. Ensure the future fare structure balances the cost for fare payers, ratepayers and taxpayers, and funding partners.
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"> i. Provide free travel for children under five years old ii. Offer concessions for school children, full-time tertiary students, and people with disabilities iii. Support the central government scheme providing free off-peak travel for SuperGold card holders and discounted travel for Community Services Card holders iv. Collaborate with central government and other regions on national and cross-regional concession schemes.
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"> i. Offer a consistent off-peak discount to spread peak demand, where required ii. Provide discounted fare schemes to reward greater use of public transport and encourage off-peak travel through fare capping or other incentive schemes iii. Price fares to encourage greater use of cashless payment and ensure reload options are available iv. Encourage behaviour change away from cash payment on board services by promoting increased use of contactless fare payment v. Explore innovative pricing and incentive options to promote public transport use and connections with other sustainable modes of transport vi. Develop targeted products for corporate passengers to encourage greater use of public transport vii. Explore 'Mobility as a Service' options to facilitate access to public transport viii. Support the development and introduction of new targeted fares products for group, visitor, family and event travel across the region ix. Support the work programme with WellingtonNZ with regard to event travel across the region.

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"> 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 national fare box recovery policy requirements ii. Amend fare levels annually with inflation, subject to reviews and Council decisions 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 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 v. Investigate new funding and financing mechanisms, including advertising revenue, to ease pressure on fare payers, ratepayers, and funding partners.
b. Ensure that all users pay the correct fares	<ul style="list-style-type: none"> i. Implement measures in the integrated ticketing solution to simplify and automate the collection of the correct fare ii. Ensure fare compliance through effective fare revenue protection measures, including through ticket checks and enforcement action, where necessary iii. Encourage passengers to pay the correct fare and make it more convenient to do so iv. Ensure operators collect fares and follow Metlink fare policies v. Improve operational policies, guidelines, and procedures, including refund policy vi. Improve reporting and data analysis to better address fare evasion vii. Implement measures to introduce a nationally-supported method of validating concession eligibility.
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"> i. Conduct annual network efficiency reviews to assess service effectiveness, utilisation, and value for money ii. Undertake service reviews to identify poorly performing services with high costs and/or low patronage iii. Explore alternative ways of providing services.

Consultation Focus - Phase Out of 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.

We welcome your thoughts on this through our public consultation process.



Concessions and concession validation

In RPTP 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 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 RPTP.

Farebox recovery

Greater Wellington’s Ko te Kaupapa Here Moni Whiwhi me Ahumoni Revenue and Financing Policy 2024 aims to maintain approximately 25% of total operating revenue from fares and other user charges over the years of the Long-Term Plan. Revenue ratios under the guidance of the new GPS are yet to be finalised; however, Greater Wellington intends to be compliant with NZTA guidance on farebox recovery when it is released.

He Whakakotahinga Utu me Tikiti

Integrated Fares and Ticketing

Motu Move

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 through Motu Move. 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, more rewarding fare products such as:

- Fare capping
- Distance-based fares
- Account based payments
- Commercial employer schemes.

Motu Move is also expected to:

- Enable 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 – integrated fares and ticketing, 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
<p>a. Deliver an integrated ticketing system across the network to support integration of fares and public transport network and enable seamless journeys across the network using a single means of contactless payment</p>	<p>i. Implement an integrated ticketing solution through Motu Move</p> <p>ii. Ensure that the ticketing solution will be available on all services and modes and provide for the integration of fares and the network</p> <p>iii. Ensure that the transition from the current ticketing to Motu Move will enable:</p> <ul style="list-style-type: none"> – A seamless passenger experience during the transition, including managing reputational risk and balancing impact on users – Delivery of the solutions consistently and fairly <p>iv. Managing implementation risk and operational impact by avoiding complexity for Metlink, Greater Wellington, operators and public transport users</p> <p>v. Balancing costs and benefits to achieve value for money, with the aim of delivering to budget and timeline.</p>
<p>b. Integrate fares so that the cost of a journey is independent of the modes involved</p>	<p>i. Develop and implement a transition plan to facilitate the changeover to integrated fares and ticketing</p> <p>ii. Simplify fare products in the lead up to integrated ticketing.</p>

RLTP projects

Name: Fares and Ticketing Development

Lead: Greater Wellington

Desc: Fare options require consultation. Introduction of new revenue protection strategy and new offboard service design model, as well as product developments (including fare product aimed at organisations providing subsidised public transport to staff).

Cost: \$9.1 million

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Name: Motu Move (National Ticketing Solution)

Lead: Greater Wellington

Desc: Wellington region’s implementation of Motu Move, a national public transport ticketing and payments system which will operate on multiple modes of transport across Aotearoa.

Cost: \$36.86 million

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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.

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"> i. Explore Māori values and Te Tiriti o Waitangi articles and sustainability interface within a responsiveness to Māori framework ii. Ensure that Māori values and Te Tiriti o Waitangi articles are considered in the built environment through our design principles 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 iv. Extend the use of Te Reo Māori in passenger information channels and fare payment methods where appropriate and practical to do so v. Consider initiatives and alternative methods of engaging with Māori including mana whenua and mātāwaka vi. Provide support to Māori businesses to tender for public transport service contracts and public transport infrastructure projects vii. All projects will consider potential impacts for Māori viii. Consider Te Whariki, and Te Iti Kahurangi Greater Wellington's Māori development and capability frameworks in all the mahi that we do.
b. Effective Mana whenua partnerships and welcomed mana whenua co-design, collaboration, engagement, and/or participation	<ul style="list-style-type: none"> i. Continue to provide channels for engagement to create and maintain relationships with mana whenua and co-design where mana whenua desire ii. Work with mana whenua to reach communities and build relationships to encourage public transport use 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 iv. Work with marae, kura and kaupapa Māori organisations to develop transport services that meet their needs.



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 21 August 2019, Greater Wellington agreed to a series of carbon emission reduction targets for all operations and areas of direct influence:

40%

net reduction in 2024-25 financial year

Carbon neutral

by 30 June 2030 and thereafter

Climate positive

Have net emissions reduced more than 100% from 2034/2035.



Decarbonisation of the public transport fleet in the Wellington region will be a key contributor to reducing Greater Wellington's carbon footprint. Public transport currently contributes to 50% 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 2030.

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"> i. Incorporate low emissions technology in replacement strategies for end-of-life assets to reduce the environmental impact of public transport services ii. Develop business cases to support early asset replacement for decarbonisation purposes iii. Optimise the public transport network to minimise route duplication and improve energy efficiency iv. Deploy low-emission vehicles and new technologies to improve the environmental sustainability of the fleet, and closely monitor vehicle performance and maintenance.
b. Continue the decarbonisation of the Metlink bus fleet, through the staged replacement of diesel buses	<ul style="list-style-type: none"> 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 ii. Electrification of all core bus routes by 2030.
c. Investigating innovative solutions to reduce carbon emissions	<ul style="list-style-type: none"> i. Explore carbon-reduction innovations in urban development through the development of a high-amenity, climate-friendly integrated transport hub at Waterloo ii. Expanding current services along the Manawatū - Wairarapa lines with hybrid trains.



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:



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"> 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 ii. Continually improve the accuracy, usability, accessibility and reach of real-time information on digital channels iii. Provide real-time 'next stop' information on all buses and trains 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 v. Participate in the Motu Move rollout and ensure it is seamlessly integrated with our digital channels vi. Maintain a contact centre that offers public transport information and collects passenger feedback vii. Provide physical signage and printed timetables when required to ensure access to non-digital information.
b. Collect and use travel data and passenger insights to continually improve services	<ul style="list-style-type: none"> 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 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 iii. Use passenger data to monitor and improve the public transport network.
c. Provide a consistent brand experience	<ul style="list-style-type: none"> 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 ii. Maintain a flexible approach to branding in relation to place, heritage, and urban design considerations iii. Ensure that the placement of advertising or other media does not compromise accessibility, the passenger experience, and the values of Greater Wellington.

P13. Objective: Deliver a public transport service that is responsive to passenger needs

Policies	Actions
d. Provide a consistent experience	<ul style="list-style-type: none"> i. Provide a consistent quality of passenger service and fare products across modes and service types ii. Require all operator staff that are public facing to undertake and maintain passenger service and disability awareness training iii. Standardise levels of service for infrastructure, including stations, stops, and interchanges, through the asset management process according to levels of service 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.
e. Promote public transport to influence positive behaviour change and to support travel choice	<ul style="list-style-type: none"> i. Provide an array of payment methods that suit different passenger needs ii. Ensure compliance with Conditions of Carriage, and appropriate etiquette on our services iii. Ensure that service changes are communicated to affected passengers, through the appropriate channels iv. Ensure the specific requirements of passengers with accessibility needs are met through the Metlink Accessibility Charter and Accessibility Action Plan v. Use promotions, concessions, and targeted initiatives to increase utilisation of public transport services vi. Encourage awareness of journey planning tools and fare products to increase utilisation of public transport services.

Consultation Focus - Pets on Public Transport

Currently, domestic pets are allowed to travel during off-peak times on all Metlink trains, buses and harbour ferries as long as they are fully enclosed in a suitable pet carrier - not just a bag or backpack. The pet carrier must be stored securely in the available space for luggage or on the passenger's lap. The pet travels for free. Further details on the current policy can be found on our website and [Conditions of Carriage](#).

Greater Wellington occasionally receives requests that we liberalise our 'pets on PT' policy to permit larger animals, primarily larger dogs, to travel on our services. We tested this with a range of focus and advisory groups including representatives of disability communities and our public transport operators but want to test this more before deciding.

Should Metlink permit passengers 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)? We welcome your thoughts on this through our public consultation process.

Please note: Disability assist dogs can travel for free on all Metlink trains, buses, harbour ferries and taxis at any time of the day, when accompanied by their handler or someone involved with their training. Disability assist dogs are not a focus for this consultation.

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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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 policy 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 our design of services and the network.

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 and Greater Wellington.

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:

Estimated Cost 

Approx \$8m to set up with \$11m set aside for maintenance over the next 10 years

Estimated Timeframe 

Completion end of 2025

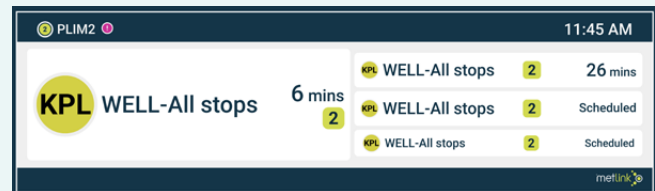
Real Time Information (RTI) provides our passengers with digital information that keeps pace with passenger expectations and ease of information. This system is highly customised and visualised with the passengers in mind, to cater for accessibility needs.

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.



On Bus Announcements:

Estimated Cost



Approx \$2.15m

On Bus Announcements are part of our commitment to the blind community under the Accessibility Action Plan. This has involved active engagement with the disability community, operators, unions, and public transport users.

The purpose of On Bus Announcements are to provide passengers with visual and cognitive disabilities and new and infrequent users of Metlink buses with audio-visual information along each bus route and key interchanges including any other network related information that allows them to travel on our network with confidence. Audio announcements are a key improvement in providing a more accessible journey and is integrated into our other passenger information channels such as our website, app and real time information system.

Estimated Timeframe



Mid-late 2024 to have total of 460 buses with system installed

This project provides multiple benefits to the disability community, visitors, and infrequent bus users by improving access and experience of catching the bus by improving the delivery of information about delays, disruptions and arrival and departure stops.

The project commenced December 2021, since then Metlink has delivered the On Bus Announcements in stages, with the first stage completed May 2024, successfully implementing the announcements on 220 buses. This second stage has also been completed in late 2024 bringing the total amount of buses with the system to 460.

He Tautoko ki te Hunga Kāore he Āheinga

Supporting the Transport Disadvantaged

The Land Transport Management Act 2003 defines transport disadvantaged people 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 considers the above when creating policies to assist the transport disadvantaged.

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 include:

- Age (youth and elderly)
- Disability
- Health conditions
- Low income
- Lack of access to a private vehicle/s
- Lack of accessible public transport services.

Taking these attributes into account, 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 people who are 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 500m or a 5-10 minute walk of public transport services to promote access to employment, education, shopping, and social services
- By 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.

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:

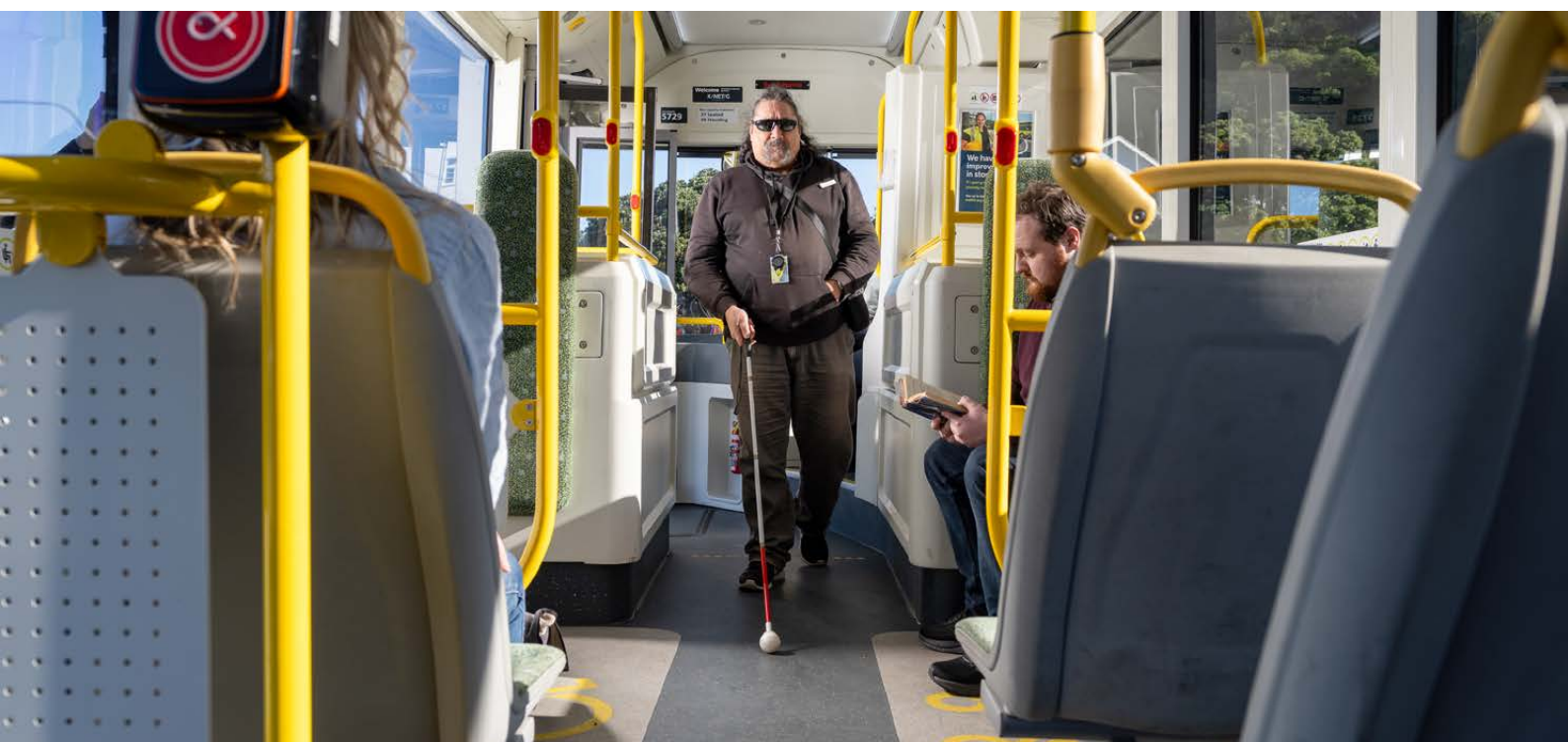
- Providing more accessibility training to operator drivers and customer facing staff
- Prioritising and investing in accessibility at stations and bus stops to create fully accessible transport hubs
- Exploring new technologies for assisting navigation on the network
- Improving the accessibility of 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"> i. Incorporate accessibility into the design and development of public transport facilities and infrastructure ii. Increase the provision of accessible information, and tailor this for the specific needs of the community iii. Engage the disability community early in the co-design process 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.
b. Ensure public transport is affordable by approving targeted fares	<ul style="list-style-type: none"> i. Provide concession-based fares for children, tertiary students, people with disabilities, and elderly.
c. Address inequity by supporting targeted services	<ul style="list-style-type: none"> i. Provide services to locations at times that serve the needs of transport-disadvantaged, including provision of basic coverage of urban areas ii. Consider alternative modes of transport iii. Support specialised services and assistance for disabled people under Te Hunga Whaikaha Total Mobility iv. Increase access to public transport services in identified socioeconomic deprived areas v. Provide targeted travel training / assisted journeys for transport-disadvantaged.



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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Equality versus Equity

Greater Wellington considers both equity and equality.

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 500m or 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:

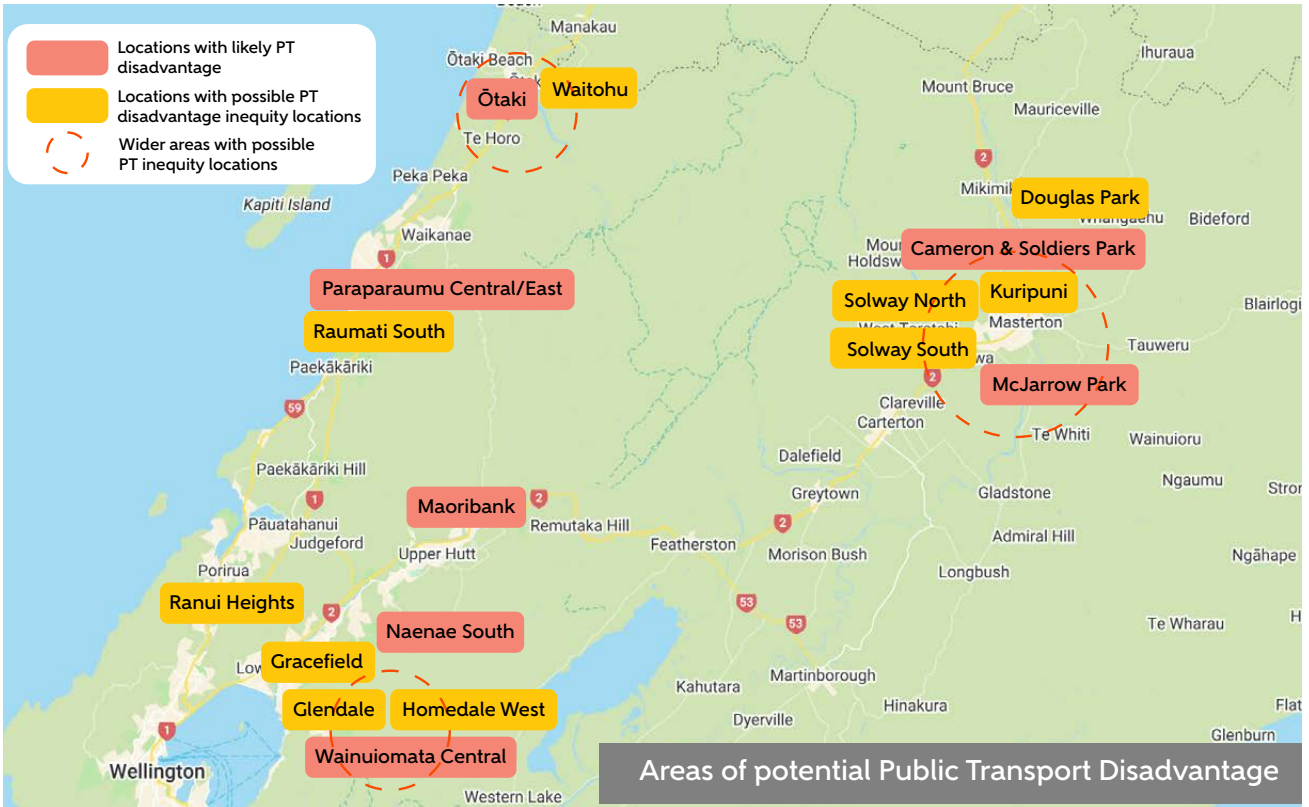
- Has reviewed and learned from the On Demand Public Transport Trial in Tawa that ended at the end of 2024
- Provides targeted fares for certain vulnerable groups including: those on low income, students, elderly, children, those with accessibility needs or disabilities
- Supports and administers the 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.

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.



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.

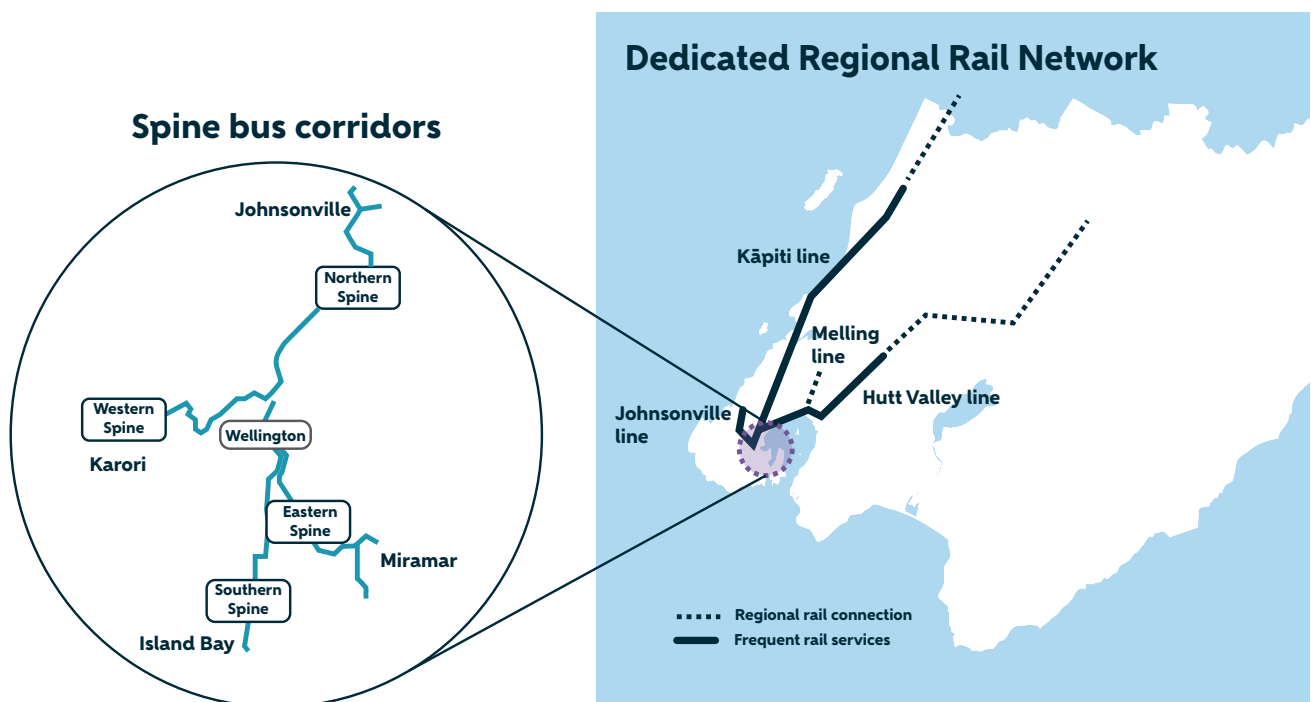
The regional dedicated regional rail network is the backbone of the Wellington region connecting communities within the region and between the Wellington and Horowhenua regions (with the planned Lower North Island Rolling Stock from 2028). Rail currently carries two thirds of all public transport passenger 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

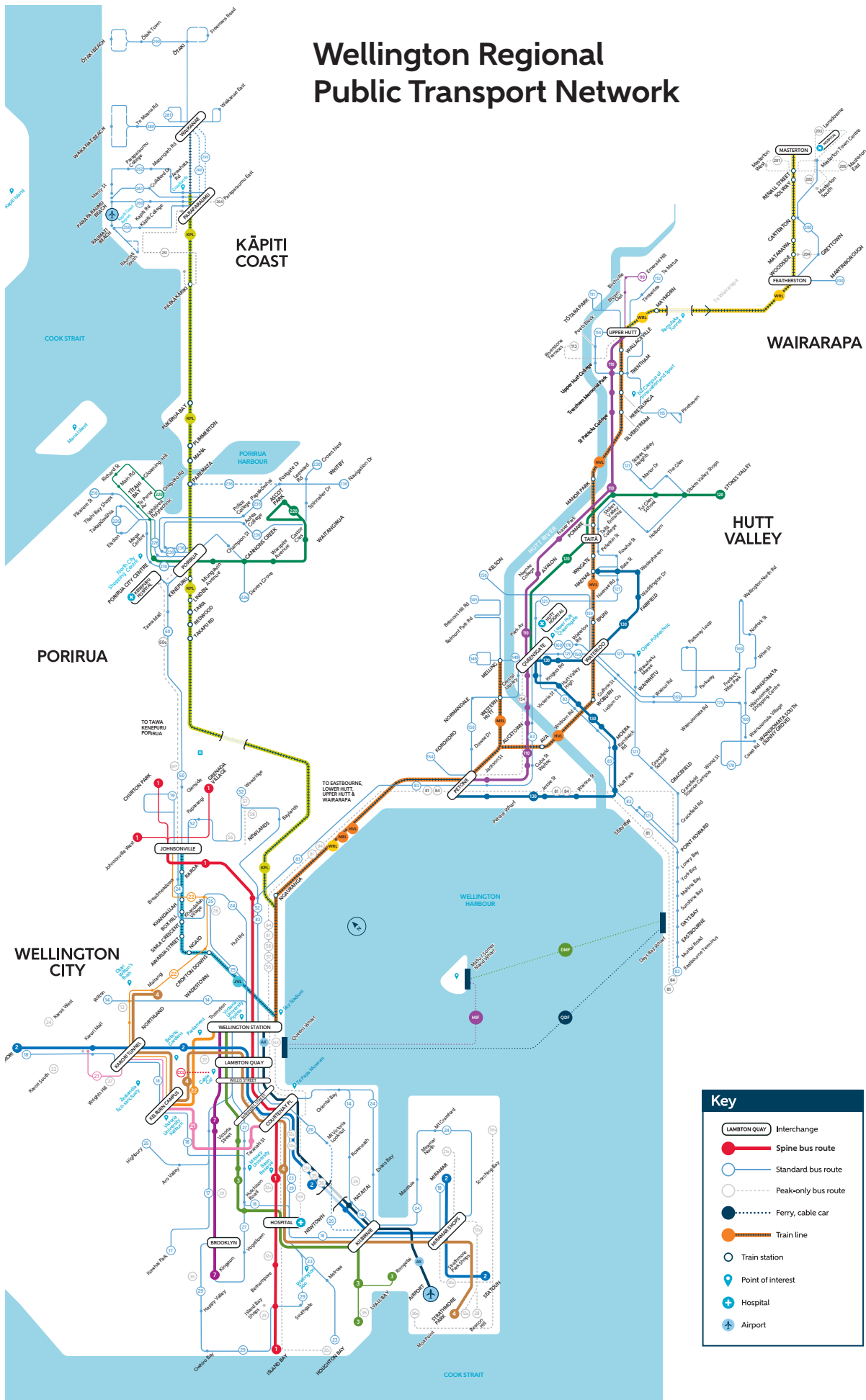
where many frequent and less frequent services operate. Currently these spines are used by services that carry 76% of passenger journeys in Wellington City. Investment in these spines, either through Mass Rapid Transit and/or enhanced bus improvements has the potential to benefit a majority of Metlink 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.

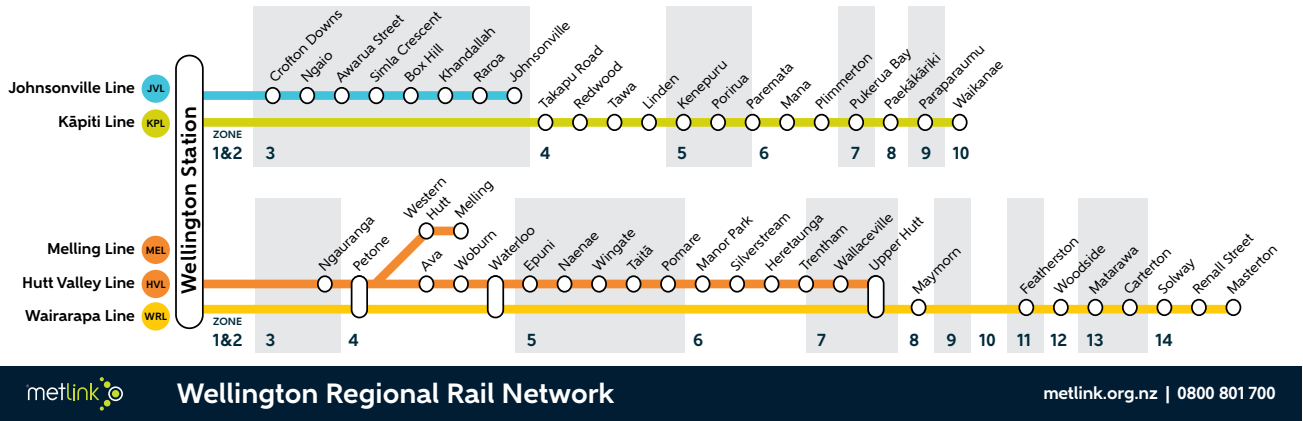
However, not all areas of the city are suited to regular fixed route transport and for some, such as people with disabilities, it may not be feasible to access regular fixed route services. We will look to new opportunities to provide first mile / last mile access solutions for public transport across the region. In some cases, in addition to or instead of standard bus services, where this results in better access for communities.



Wellington Regional Public Transport Network



Rail Network Map



Population and Growth

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 will not 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

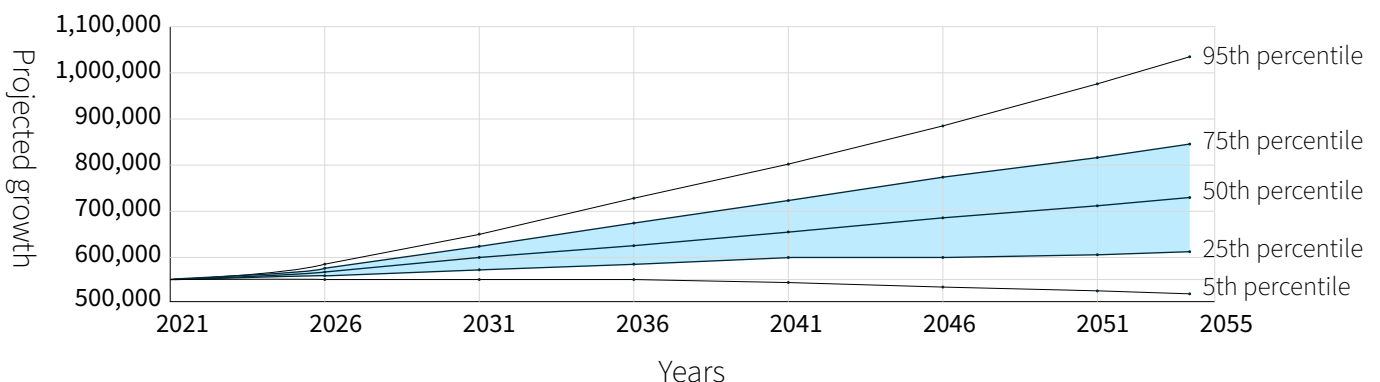
population, the increases in Gold Card users will also put financial pressures on public transport.

The Horowhenua-Wellington region population is forecasted to rise from 543,607 to 724,906 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 271,288 people - up 26% on the current population.

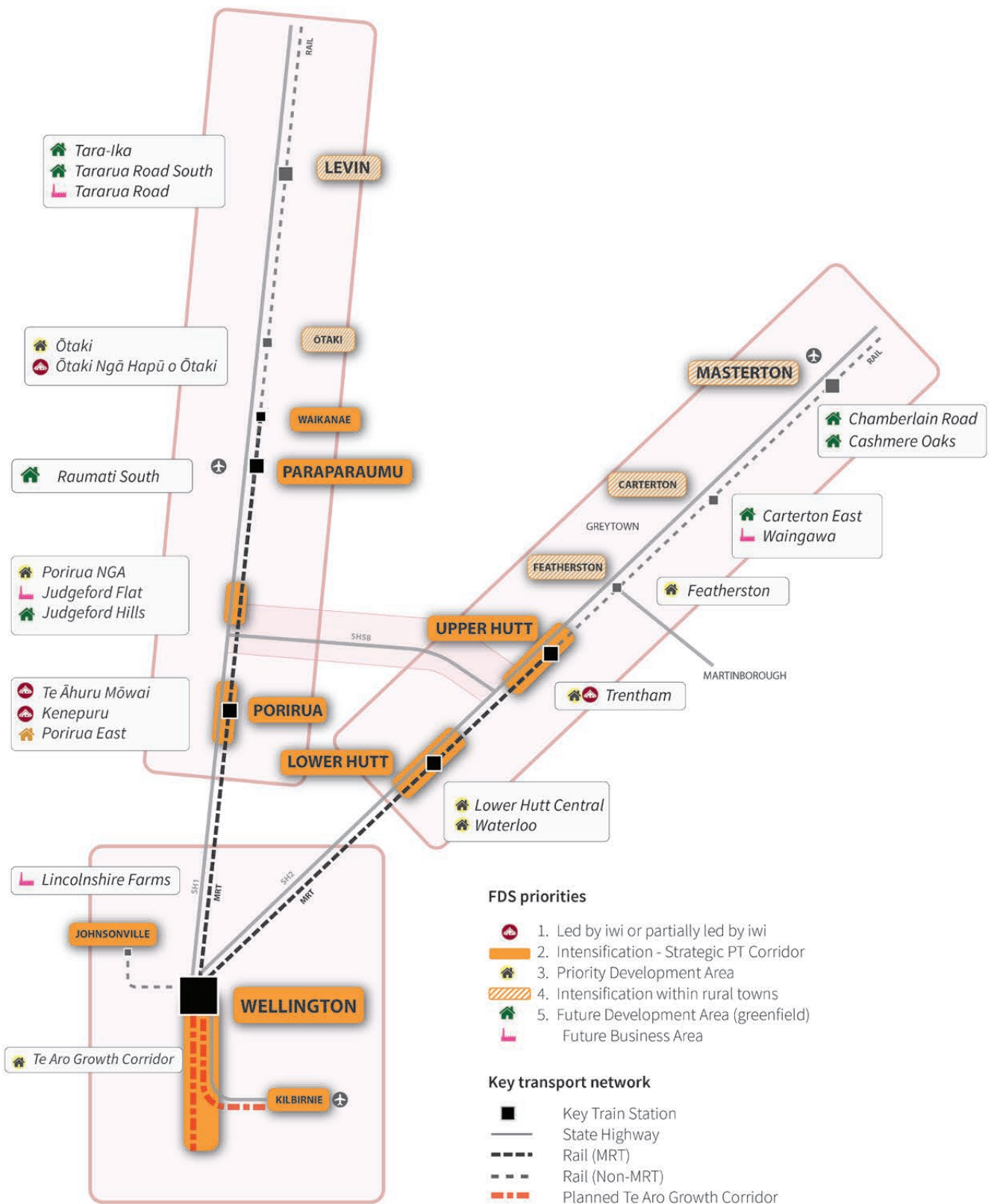
To accommodate this growth, Metlink will need to identify where the highest growth is likely to occur, where people will want to travel, and at what times. This can help to plan the routes needed, and capacity and frequency of the network to ensure that we can provide a network which moves the most amount 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.

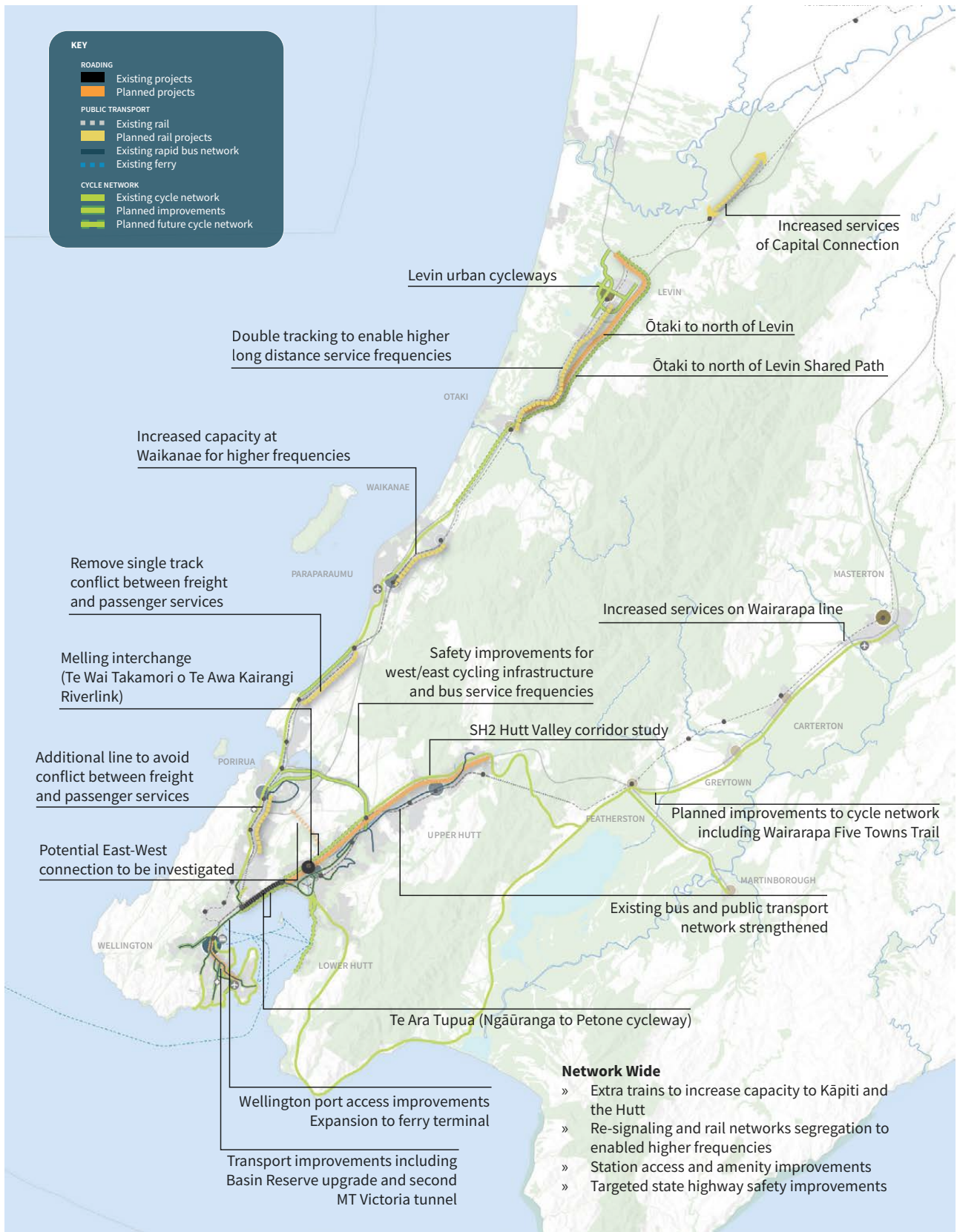
Projected population growth Wellington - Horowhenua region over the next 30 years



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: \$461.8 million

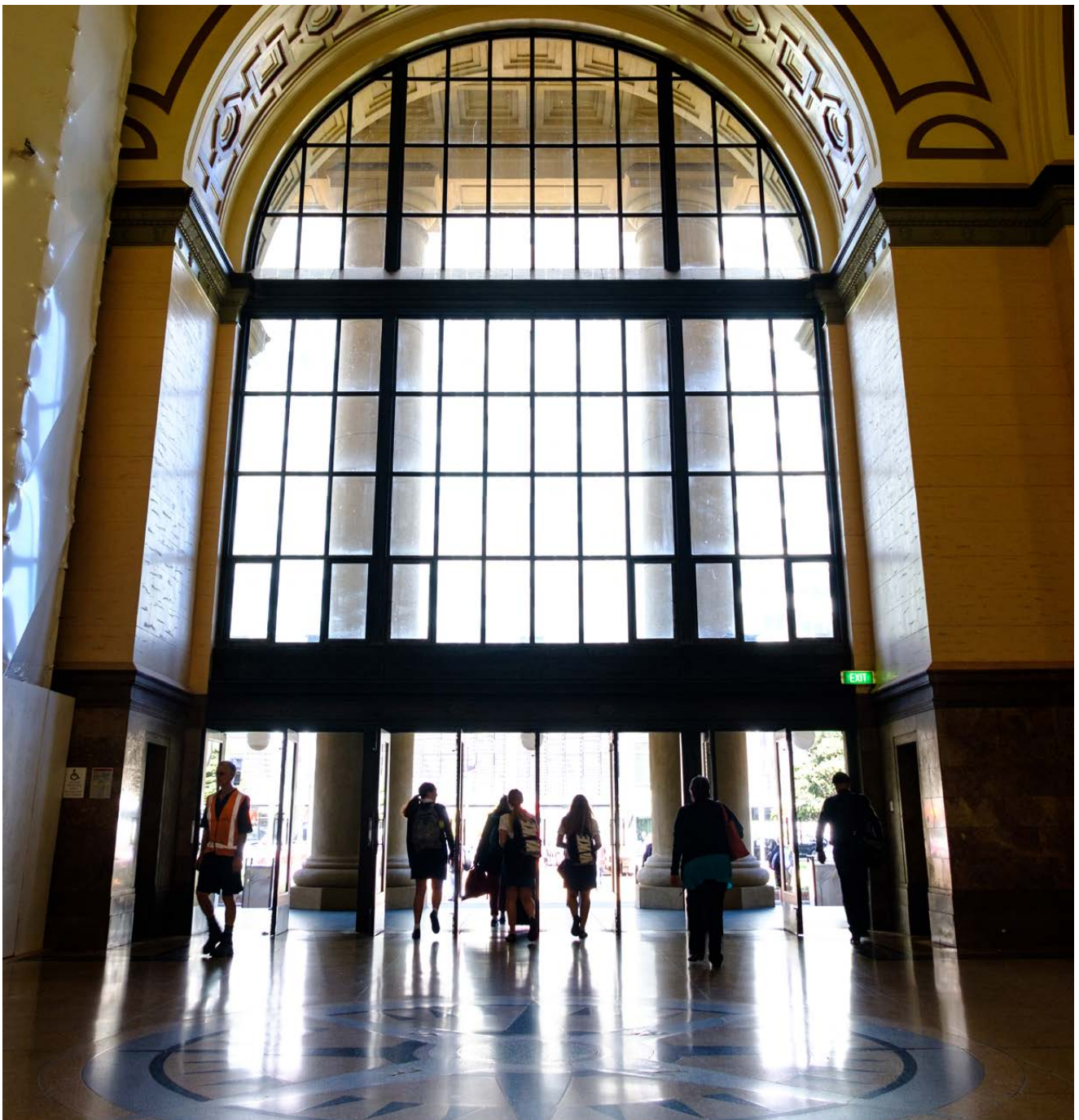
Name: Wellington Metro - Rail Network Rebuild (Backlog)
Lead: KiwiRail
Desc: Address and action renewal requests backlog for metro-rail assets. Ensuring no assets past end of life and meeting the government’s commitment to fit for purpose network.
Cost: \$332.8 million

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

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

Name: Unlocking Capacity & Improving Resilience - Infrastructure (Substation Upgrade)
Lead: Greater Wellington
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



Rārangi Ara

Route List

Route number	Unit number	Long Name	ONF Descriptor
1	Unit 01	Island Bay - Johnsonville West/Churton Park/Grenada Village	Frequent*
2	Unit 02	Miramar/Seatoun - Hataitai - Wellington - Karori	Frequent*
3	Unit 06	Wellington - Newtown - Kilbirnie - Lyall Bay/Rongotai	Frequent*
4	Unit 02	Mairangi – Kelburn – Wellington – Newtown – Strathmore Park	Frequent
7	Unit 07	Wellington - Brooklyn - Kingston	Frequent
12e	Unit 02e	Wellington - Hataitai - Kilbirnie - Strathmore Park	Targeted
13	Unit 03	Brandon Street - Glenmore Street - Mairangi	Targeted
14	Unit 05	Kilbirnie - Hataitai - Roseneath - Wellington - Wilton	Connector
17	Unit 07	Wellington - Brooklyn - Kowhai Park	Connector
18	Unit 02	Karori - Kelburn - Newtown - Miramar	Targeted
19	Unit 01	Johnsonville - Churton Park - Johnsonville	Connector
19e	Unit 01	Johnsonville - Churton Park - Johnsonville (Wellington extension)	Targeted
20	Unit 03	Wellington - Mt Victoria - Kilbirnie Local	Connector
21	Unit 03	Courtenay Place - Kelburn - Karori (Wrights Hill)	Connector
22	Unit 03	Wellington - Kelburn - Mairangi - Johnsonville	Connector
23	Unit 01	Wellington - Newtown - Houghton Bay	Connector
24	Unit 04	Miramar Heights - Wellington - Broadmeadows - Johnsonville	Connector
25	Unit 04	Highbury - Aro Valley - Wellington - Khandallah	Connector
26	Unit 04	Brandon Street - Ngaio - Khandallah	Targeted
27	Unit 01	Wellington - Vogeltown	Connector
28	Unit 02	Strathmore Park Shops - Beacon Hill	Targeted
29	Unit 07	Wellington - Newtown - Southgate - Island Bay - Owhiro Bay-Brooklyn	Connector
30x	Unit 02	Wellington - Scorching Bay/Moa Point (Express)	Targeted
31x	Unit 02	Wellington - Miramar North (Express)	Targeted
32x	Unit 01	Wellington - Berhampore - Island Bay - Houghton Bay (Express)	Targeted
33	Unit 02	Brandon Street - Karori South	Targeted
34	Unit 02	Brandon Street - Karori West	Targeted
35	Unit 02	Wellington - Hataitai	Targeted
36	Unit 06	Wellington - Hataitai - Kilbirnie - Lyall Bay	Targeted

Route number	Unit number	Long Name	ONF Descriptor
37	Unit 03	Brandon Street - Kelburn - Karori (Wrights Hill) (via The Terrace)	Targeted
39	Unit 07	Wellington - Brooklyn - Owhiro Bay - Island Bay	Targeted
52	Unit 08	Wellington - Newlands - Johnsonville	Connector
56	Unit 08	Wellington - Paparangi - Johnsonville	Targeted
57	Unit 08	Wellington - Woodridge	Targeted
58	Unit 08	Wellington - Newlands	Targeted
59	Unit 18	Greenacres - Tawa - Grenada North	Secondary
60	Unit 18	Johnsonville - Tawa - Porirua	Connector
60e	Unit 18	Wellington - Johnsonville - Tawa - Porirua	Targeted
81	Unit 12	Wellington - Petone - Eastbourne	Targeted
83	Unit 12	Wellington - Petone - Lower Hutt - Eastbourne	Targeted
84	Unit 12	Wellington - Petone - Gracefield - Eastbourne	Targeted
85x	Unit 12	Wellington - Eastbourne (Express)	Targeted
110	Unit 10	Petone - Lower Hutt - Upper Hutt - Emerald Hill	Frequent **
111	Unit 10	Upper Hutt - Totara Park - Upper Hutt	Connector
112	Unit 10	Upper Hutt - Maoribank - Timberlea - Te Marua	Connector
113	Unit 10	Upper Hutt - Riverstone Terraces	Targeted
114	Unit 10	Upper Hutt - Elderslea - Trentham	Connector
115	Unit 10	Upper Hutt - Pinehaven - Upper Hutt	Connector
120	Unit 09	Lower Hutt - Epuni - Taita - Stokes Valley	Frequent
121	Unit 09	Seaview - Lower Hutt - Naenae - Stokes Valley Heights	Connector
130	Unit 09	Petone - Lower Hutt - Waterloo - Naenae	Frequent
145	Unit 09	Lower Hutt - Melling - Belmont - Waterloo	Targeted
149	Unit 09	Tirohanga - Melling - Lower Hutt - Waterloo	Targeted
150	Unit 09	Petone - Maungaraki - Lower Hutt - Kelson	Connector
154	Unit 09	Petone - Korokoro - Petone	Targeted
160	Unit 11	Lower Hutt - Waterloo - Wainuiomata North	Connector
170	Unit 11	Lower Hutt - Wainuiomata South - Lower Hutt	Connector
200	Unit 15	Martinborough - Featherston - Greytown - Masterton	Regional connector
201-203 & 206	Unit 15	Masterton Town	Targeted

Route number	Unit number	Long Name	ONF Descriptor
204	Unit 15	Woodside Station - Greytown	Targeted
210	Unit 13	Porirua - Titahi Bay	Connector
220	Unit 13	Ascot Park - Porirua - Titahi Bay	Frequent ***
226	Unit 13	Sievers Grove - Elsdon - Sievers Grove	Connector
230	Unit 13	Porirua - Aotea - Whitby (The Crowsnest)	Connector
236	Unit 13	Porirua - Papakowhai - Paremata - Whitby (Navigation Drive)	Connector
250	Unit 14	Paraparaumu - Raumati South - Paraparaumu	Connector
251	Unit 14	Kāpiti Health Centre - Paraparaumu - Paekākāriki	Targeted
260-262	Unit 14	Paraparaumu - Paraparaumu Beach	Connector
264	Unit 14	Kāpiti Health Centre - Paraparaumu - Paraparaumu East	Targeted
280	Unit 14	Waikanae - Waikanae Beach - Waikanae	Connector
281	Unit 14	Waikanae Town	Targeted
290	Unit 14	Otaki - Waikanae	Regional connector
291	Unit 19	Levin - Waikanae	Targeted connector
300	Unit 13	Titahi Bay - Porirua - Whenua Tapu Cemetery	Targeted
309-315	Unit 15	Wairarapa school buses	Targeted
400-499	Unit 13 & 18	Porirua and Tawa Schools Targeted	Targeted
500-599	Unit 14	Kāpiti school buses	Targeted
600-799	Unit 1-8	Wellington school buses	Targeted
800-999	Unit 9-11	Hutt Valley school buses	Targeted
AX	Unit 20	Wellington Station to Wellington Airport	Frequent
QDF	Unit 17	Wellington Harbour Ferry (Queens Wharf - Days Bay)	Targeted
HVL	Unit 16	Hutt Valley Line (Wellington - Upper Hutt)	Rapid
JVL	Unit 16	Johnsonville Line (Wellington - Johnsonville)	Rapid
KPL	Unit 16	Kāpiti Line (Wellington - Waikanae)	Rapid
MEL	Unit 16	Melling Line (Wellington - Melling)	Targeted
WRL	Unit 16	Wairarapa Line (Wellington - Masterton)	Regional Connector
MUL	Unit 21	Manawatu Line (Wellington - Palmerston North)	City Connector

* Connector on branches

** Connector between Upper Hutt and Emerald Hill

*** Connector between Titahi Bay and Porirua

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 80% of trips to Wellington City from the Wairarapa are on rail public transport services.

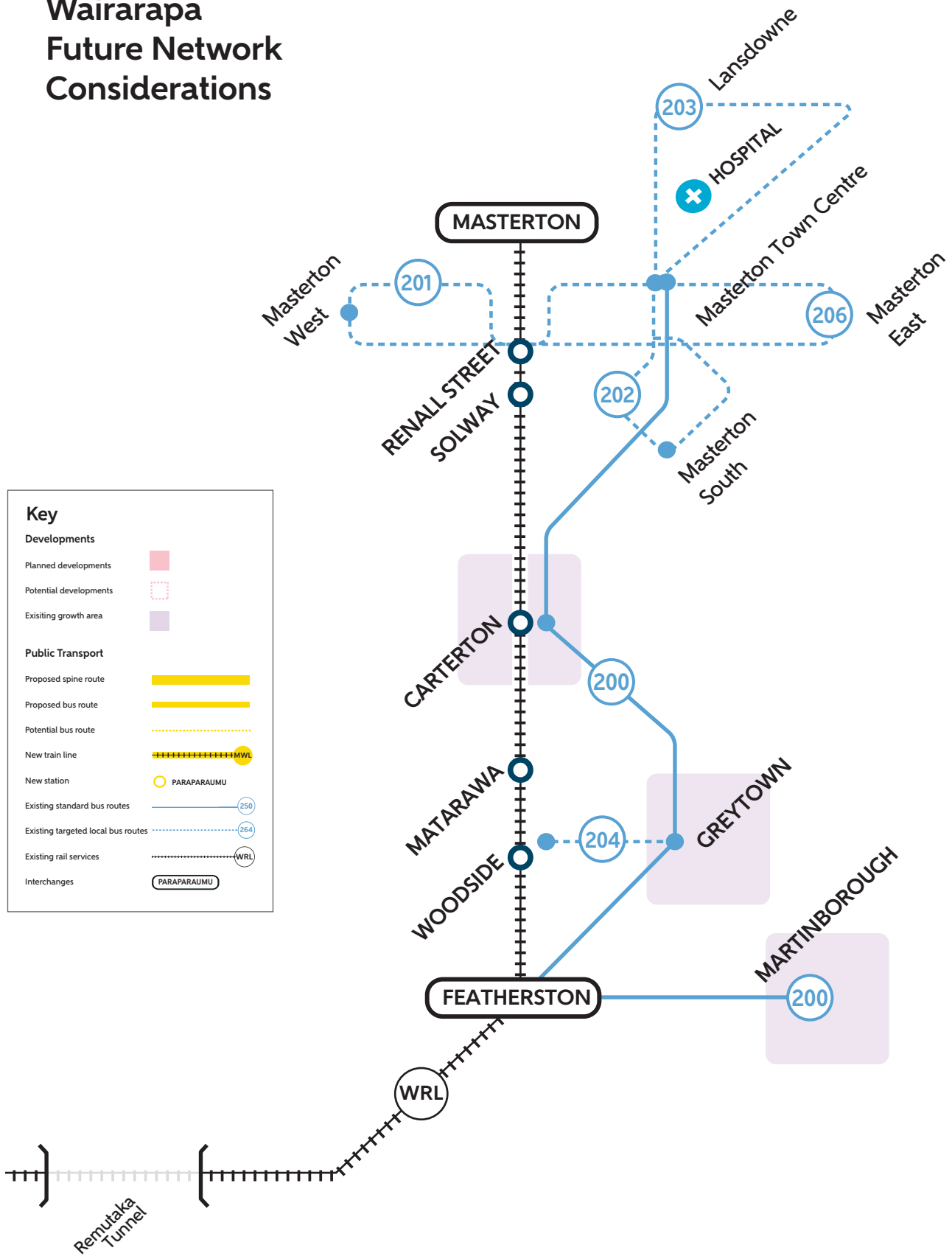
Wairarapa is expected to see a 49% increase in its population between 2021 and 2054 (an additional 25,000 people). We will need to be able to continue to move Wairarapa residents to the central city and other key local services in an efficient and timely manner to maintain and encourage even more uptake 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.



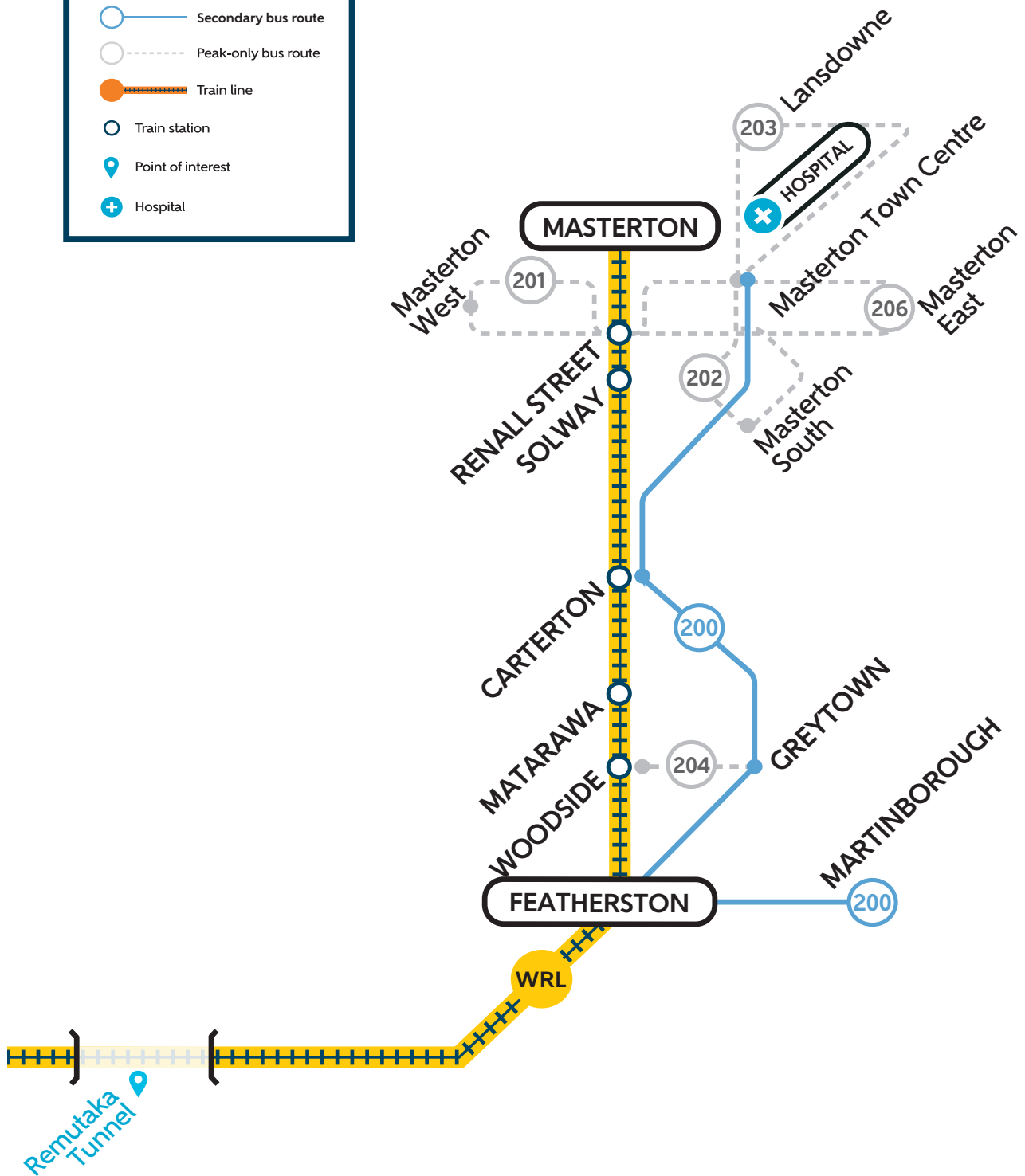
Wairarapa Future Network Considerations



Wairarapa Public Transport Network

Key

- LAMBTON QUAY Interchange
- Secondary bus route
- Peak-only bus route
- Train line
- Train station
- 📍 Point of interest
- + Hospital



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 400m² lots with an average of 500m²) 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 (400m² lots with an average of 500m²) 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 2000m² – 4000m² 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 due 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 brought alive as required. 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 State Highway 2 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



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.

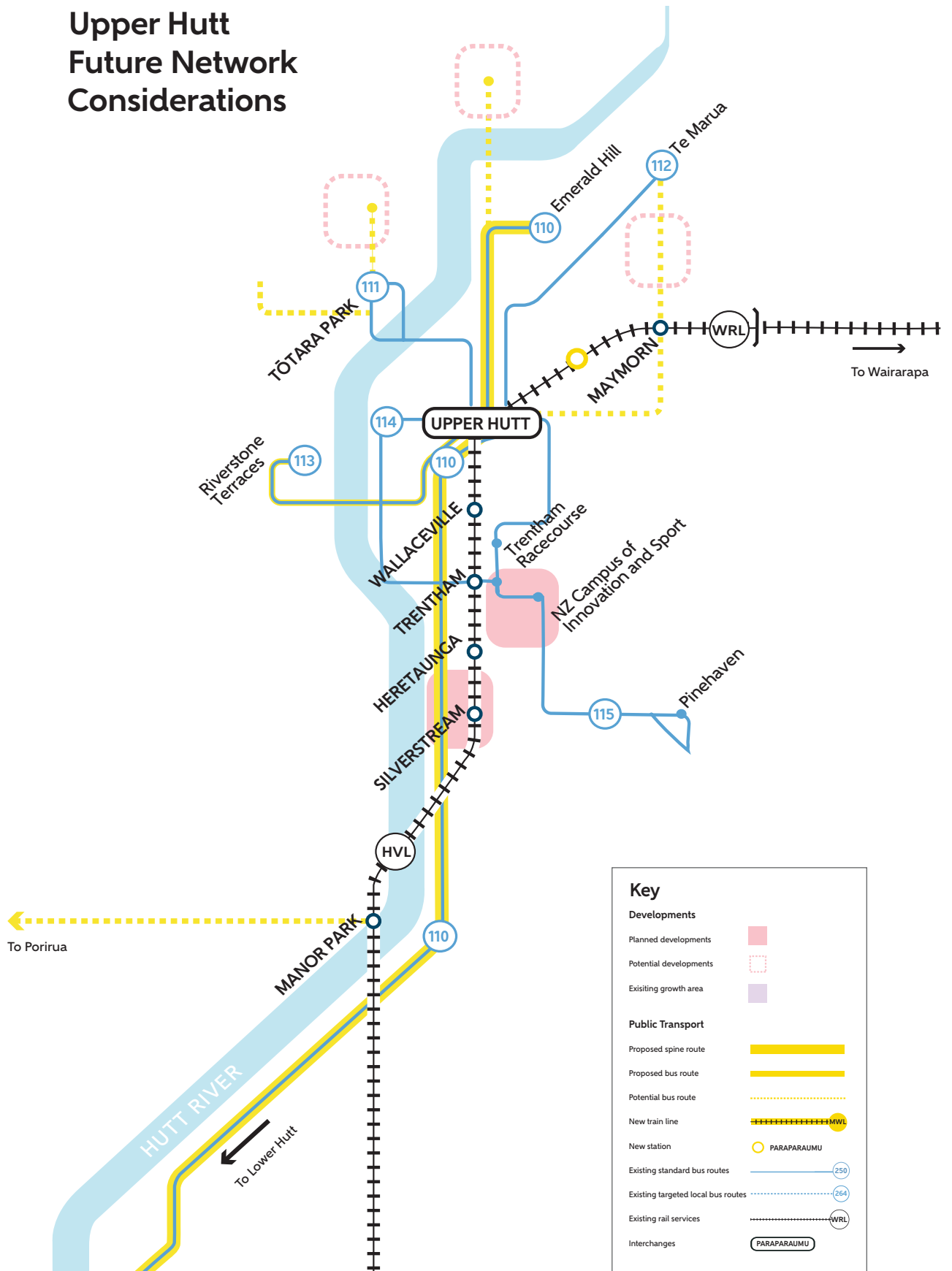
Due to its relative proximity to Wellington City, over 3,000 journeys per day starting in Upper Hutt are heading to the central city. Research also shows that 18% of trips starting in Upper Hutt in the morning peak are heading into the central city. Currently 65% of trips to Wellington City from Upper 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](#).



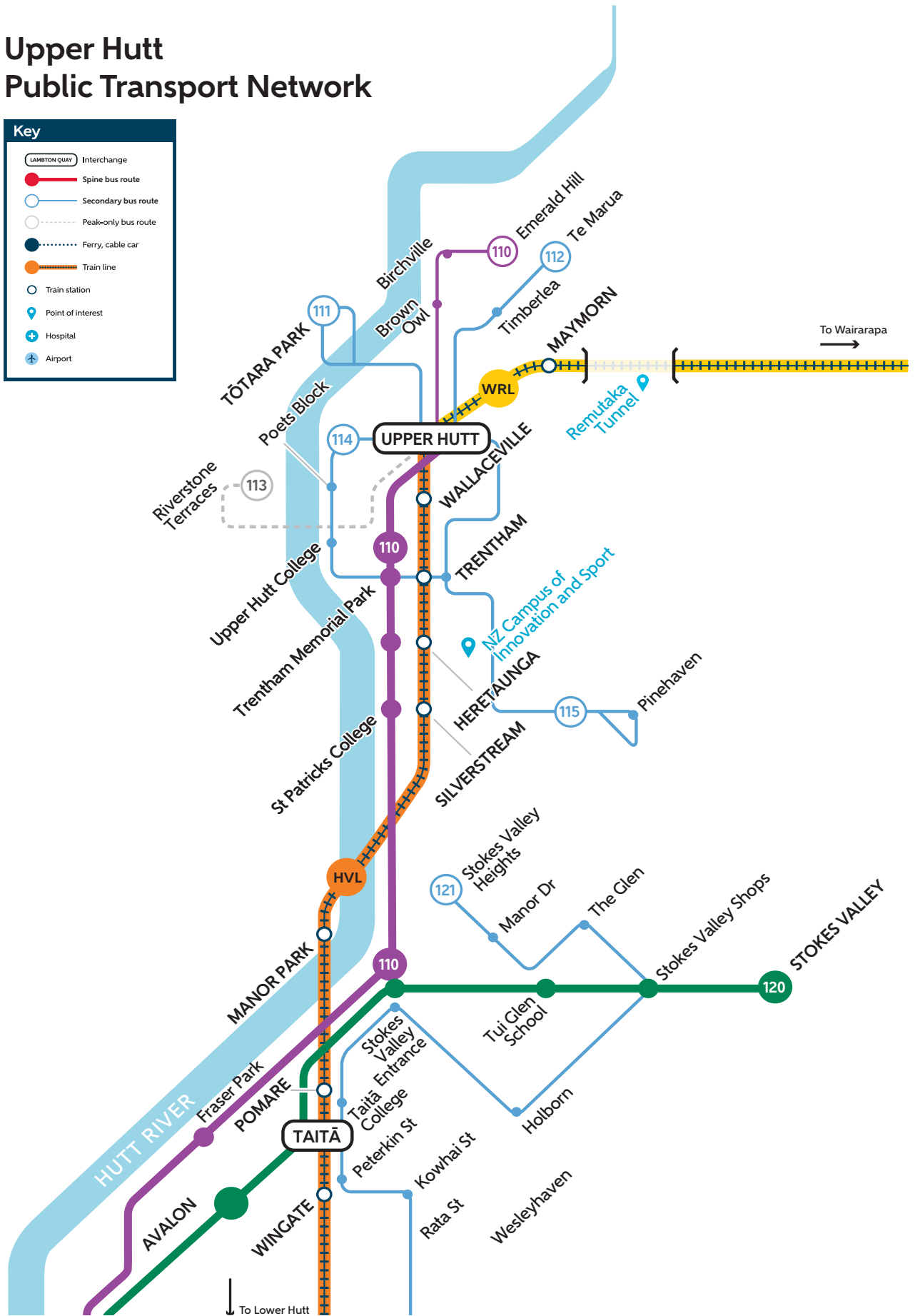
Upper Hutt Future Network Considerations



Upper Hutt Public Transport Network

Key

- LAMBTON QUAY Interchange
- Spine bus route
- Secondary bus route
- Peak-only bus route
- Ferry, cable car
- Train line
- Train station
- 📍 Point of interest
- + Hospital
- ✈️ Airport



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 through the District Plan zoning enabled mixed use development, 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 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.

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 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 services many are infrequent particularly in off-peak periods and for isolated suburbs and rural areas, and east-west connections are difficult both within Upper Hutt and 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 also 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
- Plan to better link walking and cycling with existing public transport infrastructure and services
- Plan to improve connectivity between bus and train services
- Plan to improve public transport access to Hutt Hospital from Upper Hutt.



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 and the concentration of office jobs in the Wellington CBD, 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.

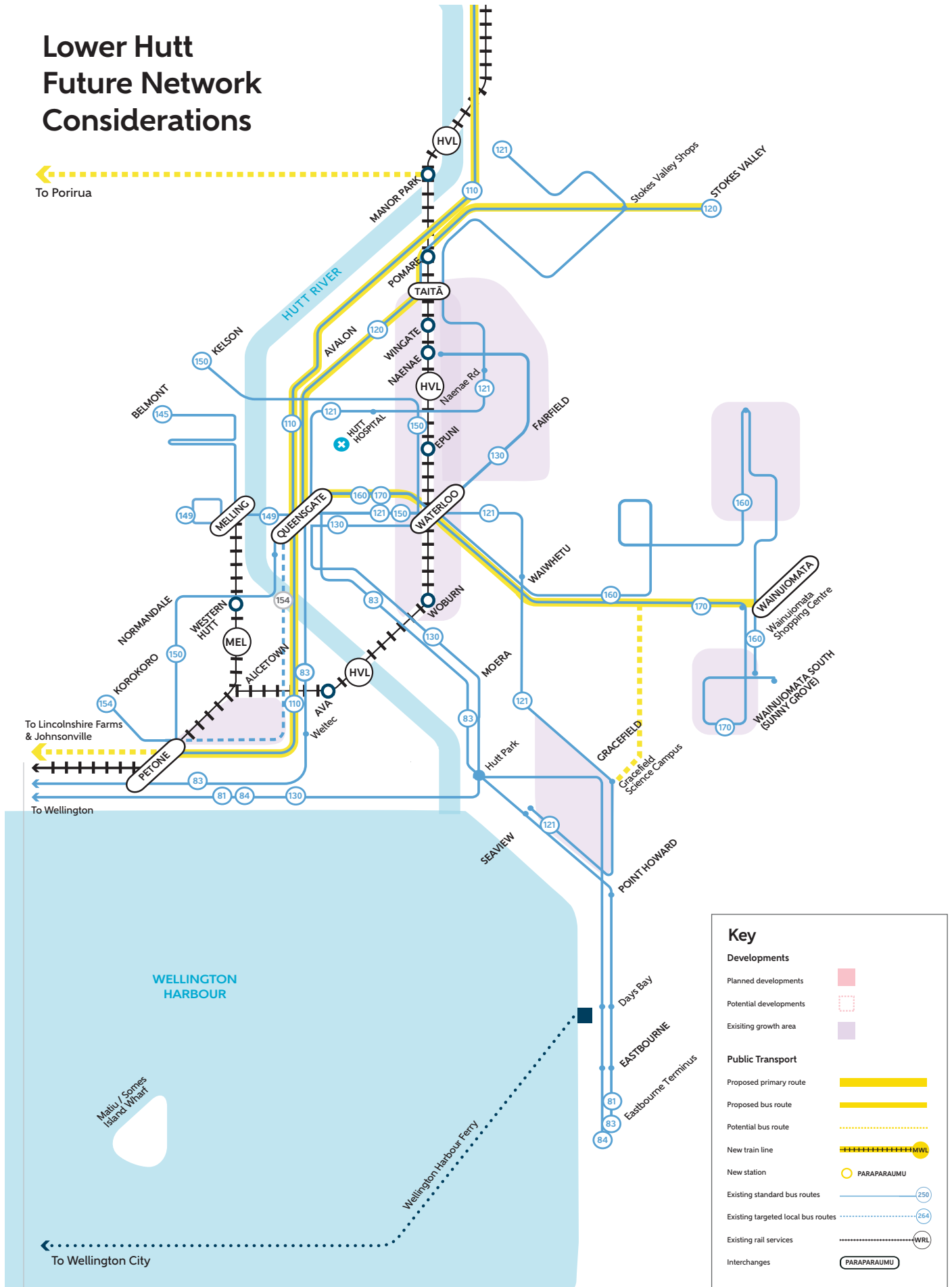
Hutt City is expected to see a 34% increase in its population between 2021 and 2054 (an additional 38,000 people). We will need to be able to continue to move Hutt City residents to the central city and other key local destinations in an efficient and timely manner to maintain and encourage even more 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](#).



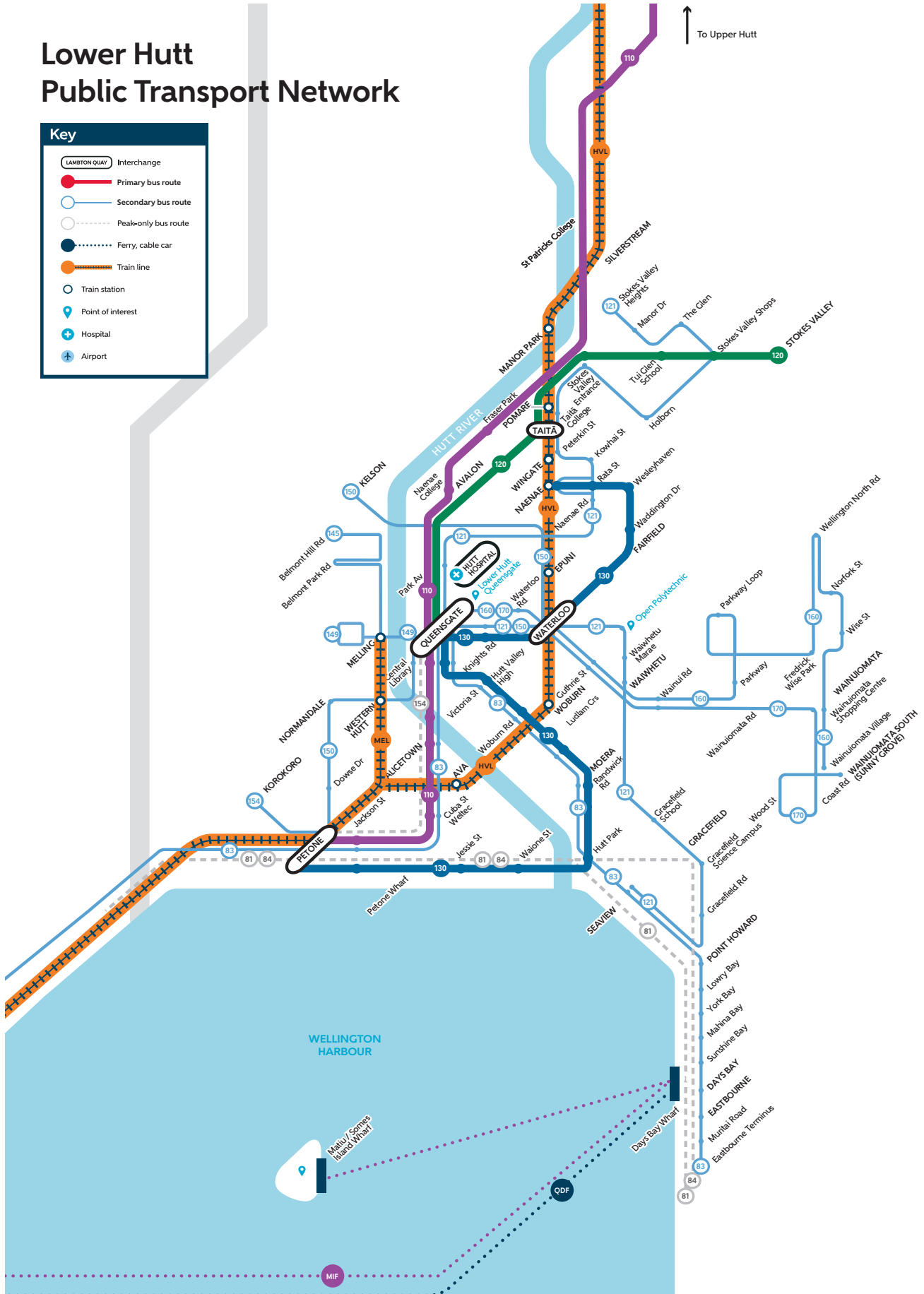
Lower Hutt Future Network Considerations



Lower Hutt Public Transport Network

Key

- LAMBTON QUAY Interchange
- Primary bus route
- Secondary bus route
- - - Peak-only bus route
- ⋯ Ferry, cable car
- Train line
- Train station
- 📍 Point of interest
- + Hospital
- ✈️ Airport



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 be adapted in order to handle the increased demand from these new 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

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.

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 Wainuiomata, 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 the Riverlink and Melling Station
- Progress work on the Waterloo Transit Orientated Development.

Consultation Focus - 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 18K m2, 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.

We have 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.

We have previously highlighted this project through our Long-Term Plan. Through this draft RPTP we would like to hear from passengers, local residents and businesses, and all interested people, on whether the redevelopment of Waterloo Station into a high-amenity, integrated transport hub will improve the customer experience of, and access to, public transport in the Hutt Valley? We welcome your thoughts on this through our public consultation process.

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

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

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.

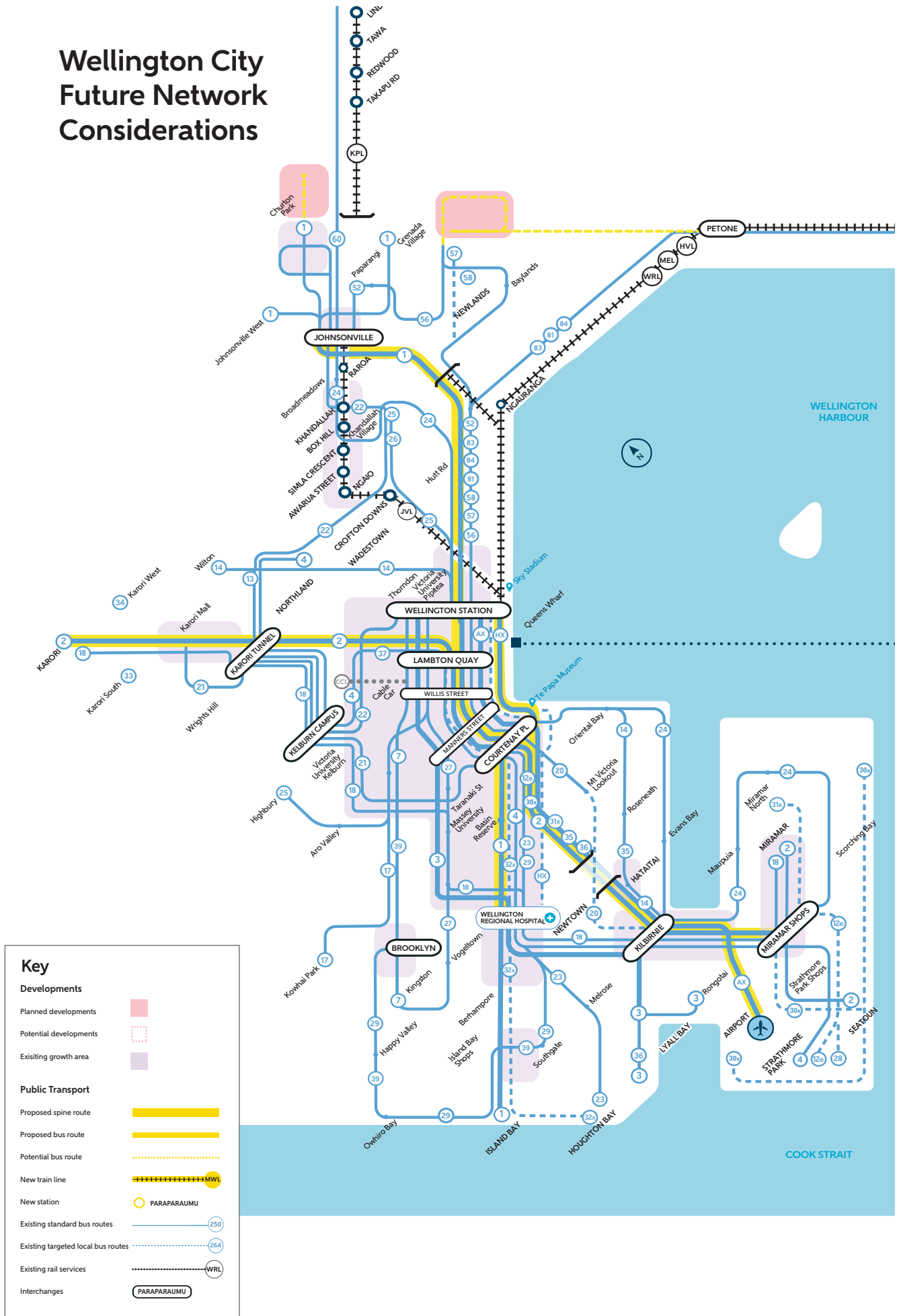
Key planning documents

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

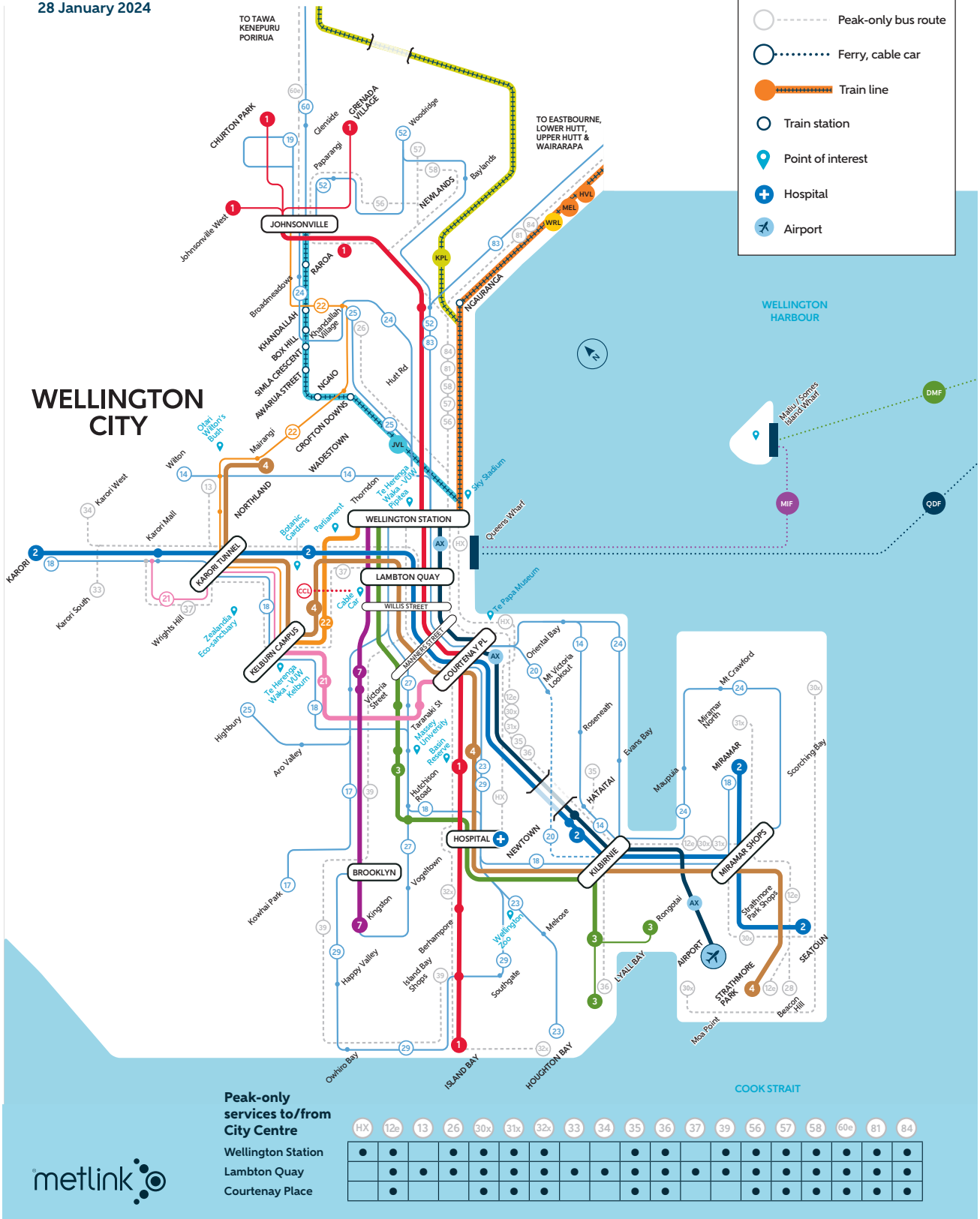


Wellington City Public Transport Network

28 January 2024

Map Key

- LAMBTON QUAY** Transfer point
- Red line** Spine bus route
- Blue line** Secondary bus route
- Grey dashed line** Peak-only bus route
- Blue dotted line** Ferry, cable car
- Orange line** Train line
- Circle** Train station
- Location pin** Point of interest
- Blue cross** Hospital
- Plane** Airport



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 be adapted in order to handle the increased demand from these new 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 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 be likely 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 Corridor from East-West and North-South
- Investigate improving bus linkages 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 articulated buses onto the number 2 route (Karori- Miramar/ Seatoun) to double its capacity
- Progress improvements to the transport hub in Johnsonville
- Progress work on developing a Southern Bus depot
- 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.



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

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

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

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

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

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

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

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

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

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

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

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

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

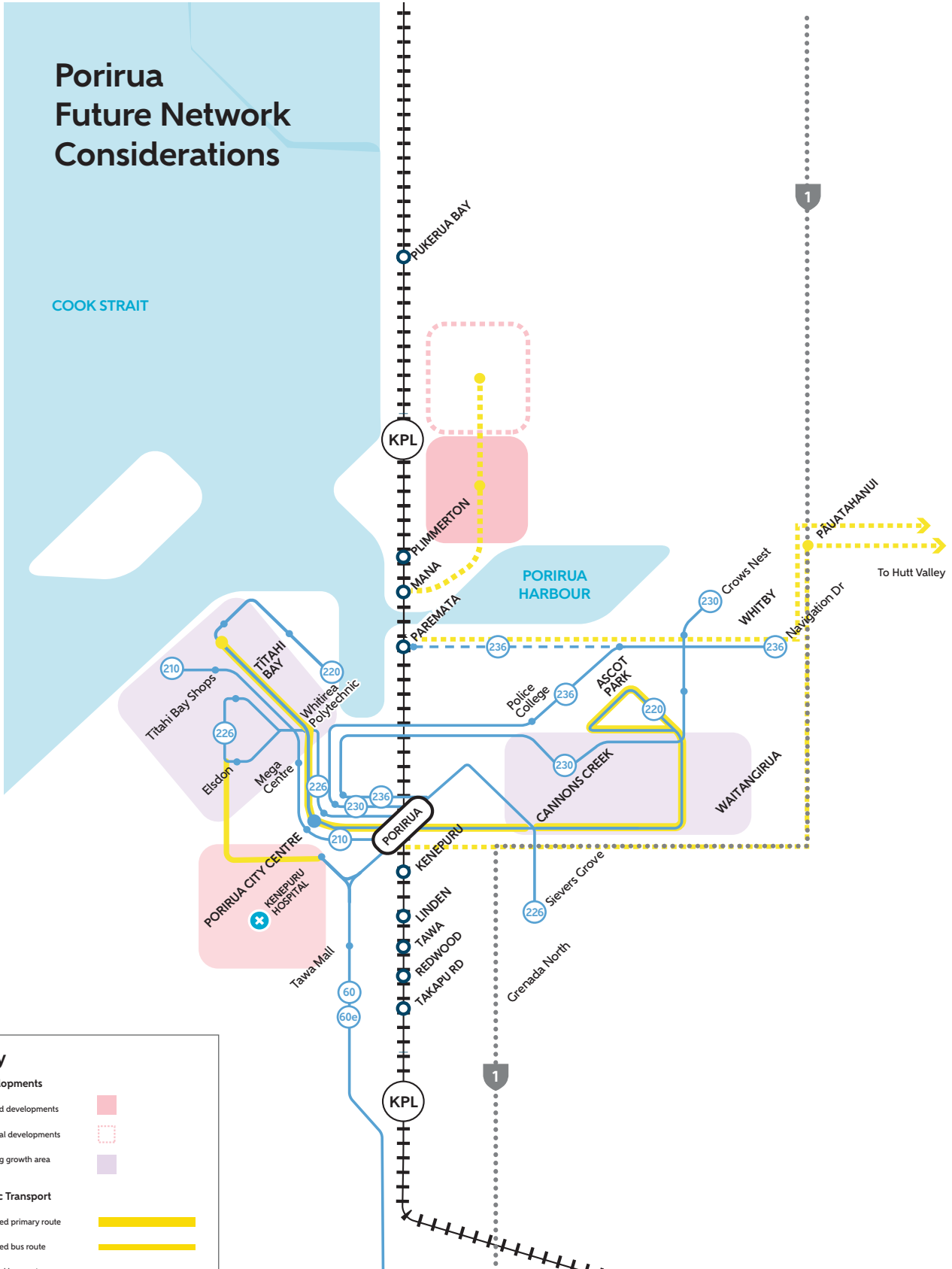
[Porirua District Plan](#)

[Porirua Growth Strategy 2053](#)

[Long-term plan 2024-34](#)



Porirua Future Network Considerations



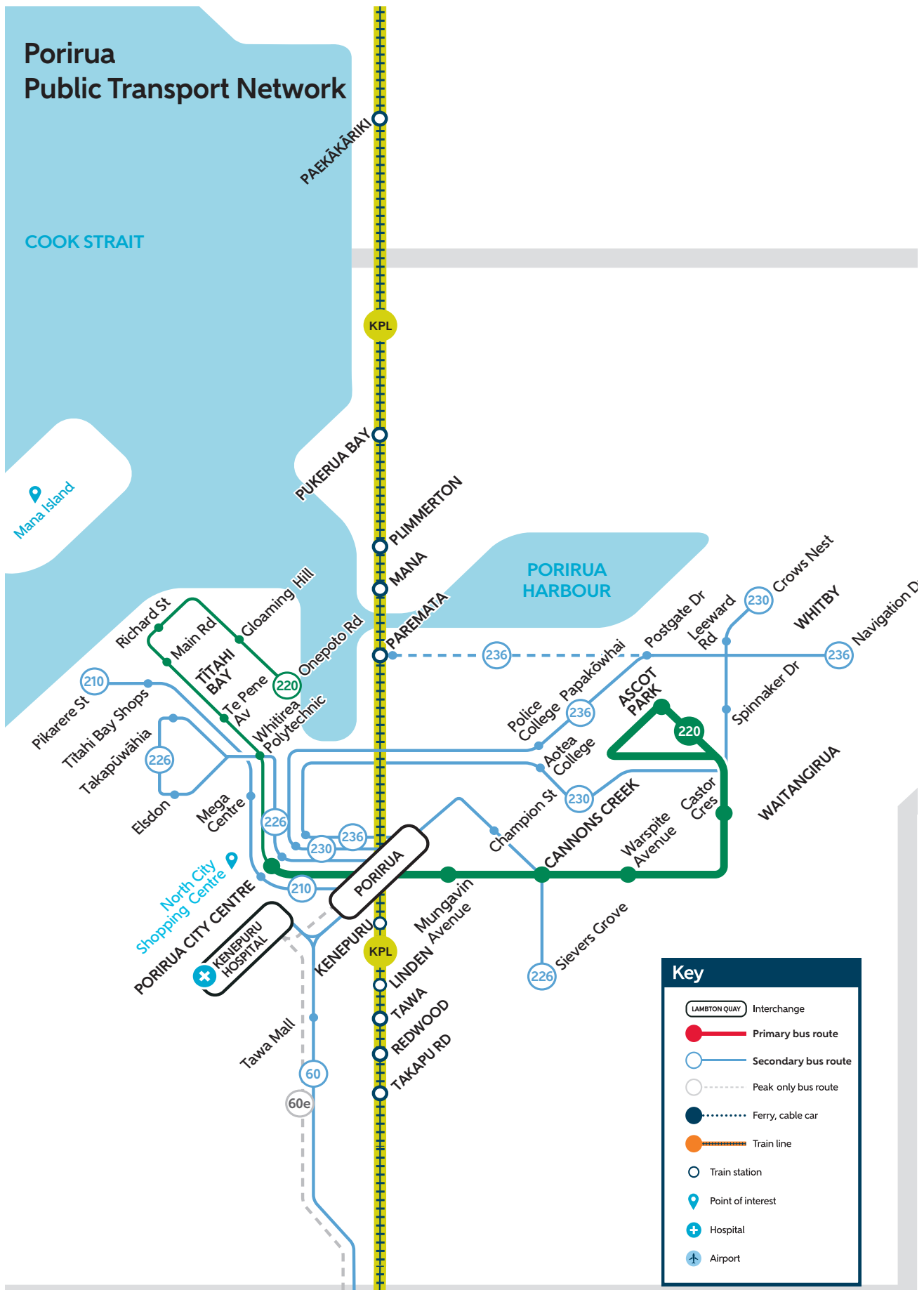
Key

Developments

- Planned developments
- Potential developments
- Existing growth area

Public Transport

- Proposed primary route
- Proposed bus route
- Potential bus route
- New train line
- New station
- Existing standard bus routes
- Existing targeted local bus routes
- Existing rail services
- Interchanges



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 be adapted in order to handle the increased demand from these new residents to continue the strongly established use of public transport by Porirua 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.

RLTP projects

Name: 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: \$5.2 million

Name: Porirua Bus Hub Improvements
Lead: Greater Wellington
Desc: Improvements to address health and safety, security concerns and accessibility challenges.
Cost: \$7.45 million

Our Plan **Attachment 2 to Report 25.06**

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
- 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.

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 km² (282.44 sq. mi). 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 \(2022\)](#)

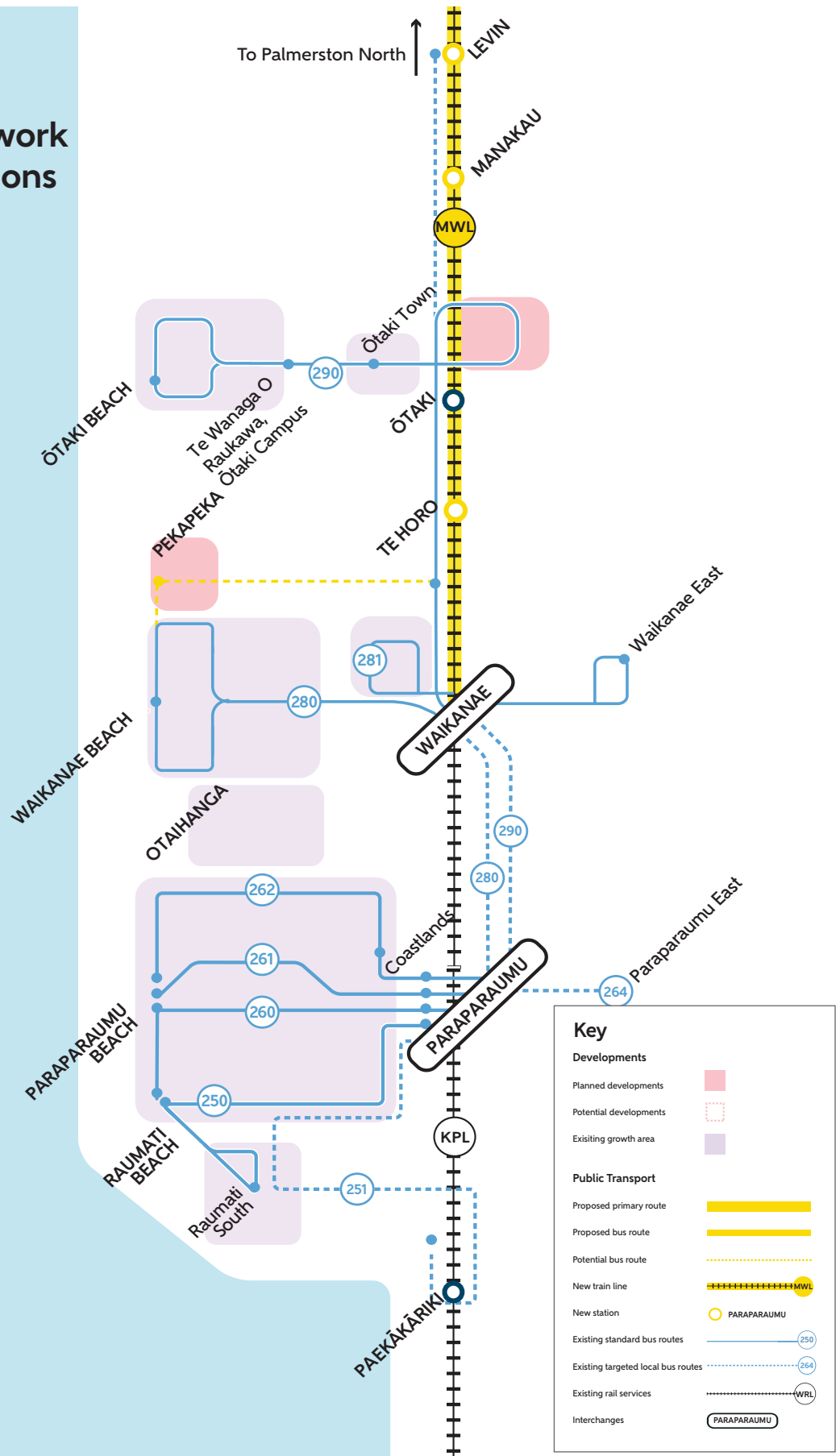
[Economic Development Strategy \(2020-2023\)](#)

[Climate Emergency Action Framework \(2021\)](#)

[Districtwide Vision: Interim summary of responses \(May 2024\)](#)



Kāpiti Future Network Considerations

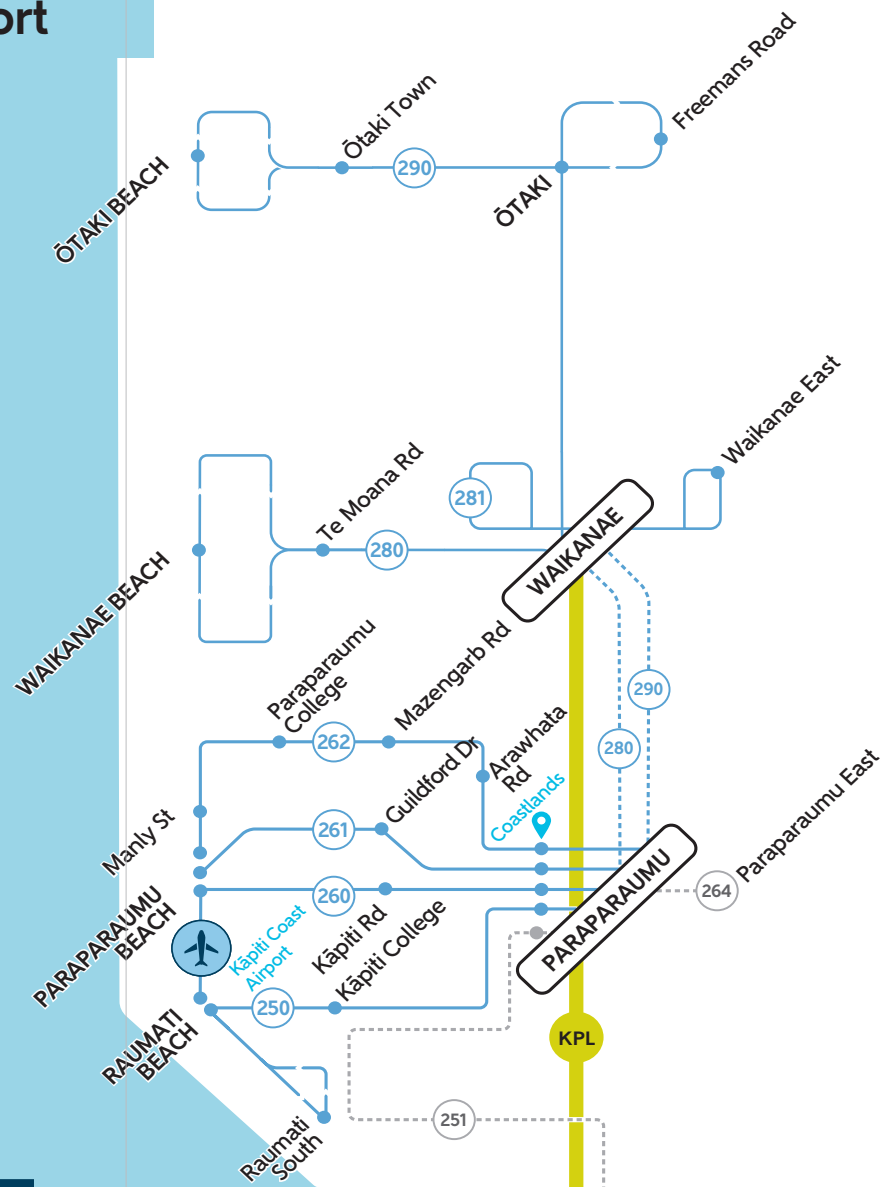


Kāpiti Public Transport Network

Kāpiti Island

Key

- LAMBTON QUAY Interchange
- Primary bus route
- Standard bus route
- Peak-only bus route
- Ferry, cable car
- Train line
- Train station
- 📍 Point of interest
- + Hospital
- ✈️ Airport



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 be adapted in order to handle the increased demand from these new residents to continue the strongly established use of public transport in the district. District-level and town centre planning led by the Kāpiti Coast District Council takes this into consideration, aiming to support active transport and travel choice through a combination of urban planning, urban design and other initiatives.

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 hybrid trains) could operate more frequent services back and forth between Paekākāriki and Levin to service demand outlined above, plus increased north and southbound traffic e.g. Coastlands, connection between retirement villages.

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.

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
- Investigate improved public transport accessibility for retirement and other communities with mobility needs
- Investigate the potential of Waikanae Station as an accessibility hub.

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.



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-Manawatū 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	<ul style="list-style-type: none"> i. Complete the procurement process for 18 new hybrid or diesel passenger trains 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 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	<ul style="list-style-type: none"> i. Commence planning for feeder bus services to increase access to new LNIRIM services ii. Investigate options with Horizons, Kāpiti Coast District Council, Manawatū 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

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

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 or diesel 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 Manawatū 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 Manawatū 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 Management Services 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.

Waka Tūmatanui Tononoa

On Demand Public Transport

Metlink have been exploring alternative, gate-to-gate community focused operating models and services to improve network accessibility through demand responsive initiatives such as On-Demand services.

On Demand Public Transport (Tawa trial)

The RPTP 2021 committed to exploring the provision of On-Demand Public Transport to complement or replace some public transport services or to provide services in areas not currently served by public transport.

Tawa was chosen at the site of this trial because of the difficulties it poses for public transport servicing and the high percentage of people living there who drive to and from work. While the valley floor is serviced by a frequent rail service (KPL) and a bus service (Route 60), for those living on the Tawa hills public transport is difficult to access without driving, raising accessibility concerns for the area. The high levels of private car use mean there are considerable traffic constraints on the road at peak times and a high demand for Park and Ride facilities at Tawa station.

The original trial commenced in May 2022, and was extended to run through to December 2024.

The original proposition was that the Tawa trial would primarily be a commuter service, acting as a “first mile, last mile” connector service to the rail network. However, the trial showed that the service also had a high off-peak use for community journeys, placing a much greater focus on the On-Demand service as a community travel service.

However, the Tawa Trial showed that providing On-Demand is high (\$19 subsidy per trip) and that the service did not meet current RPTP 2021-31 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.

Therefore, Greater Wellington decided in light of the Tawa trial and the independent review to establish a new fixed route for Tawa (to replace the On-Demand service), which provides at a minimum a weekday hourly service.

While the Tawa trial has demonstrated that there is demand for public transport beyond the coverage of current bus and train services until more central government funding is available for On-Demand services, Greater Wellington will not be able to offer these services in other parts of the Wellington region.

Should funding become available or cost efficiencies be found in the future, provision of On-Demand services will be reconsidered by Greater Wellington.

Objectives and policies

P16. Objective: Promote fairness and equity in the provision of public transport services
Improve the accessibility of public transport for all

Policies	Actions
a. 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"> i. Consider the provision of On-Demand services to enhance access across the Wellington region when more funding becomes available 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 iii. Ensure that transport networks align with new and existing papakāinga developments and existing marae within the region iv. When public transport services are removed, consider providing support to people who experience transport disadvantage and were previously reliant on those services v. Improving first and last mile public transport connections.



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.

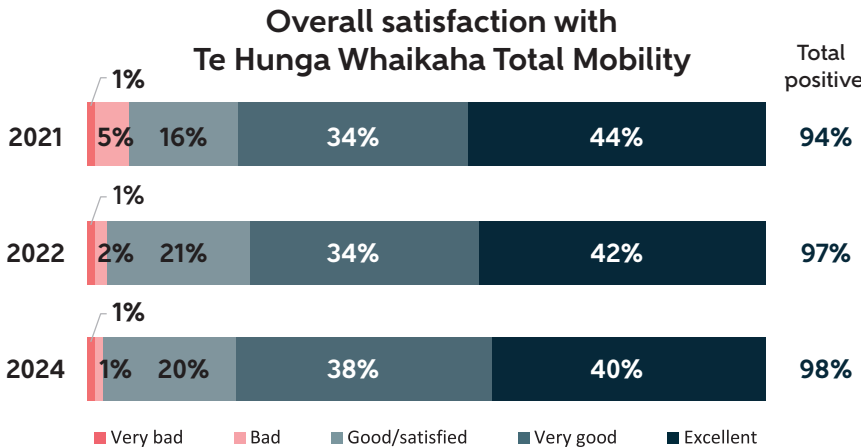
Arotake (Assessments*) for people to be eligible to use this service are carried out by Greater Wellington-approved professionals to determine eligibility for disabled people that are prevented from undertaking any one or more of the following components of a journey unaccompanied, on a bus, train or 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



It remains most challenging to get a wheelchair accessible vehicle on weekdays between 2.30 pm and 4 pm

- **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

Respondents were satisfied with all aspects of Te Hunga Waikaha Total Mobility

Aspect	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...

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) ii. The maximum subsidy amount is reviewed at least 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 of 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 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 Wellington City – Porirua 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.



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. Greater Wellington is currently in discussions with the ferry operator on future contract options. Further information on ferry services will be included in the final RPTP following Council discussions and deliberations through the current period.

Procurement

Ferry services commenced operating under a net Public Transport Operating Model based unit contract from July 2019 and were directly appointed for a nine-year period. Expressions of interest to operate the ferry service will be sought before the expiration of the current contract in 2028.

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.



Tūnga Eke

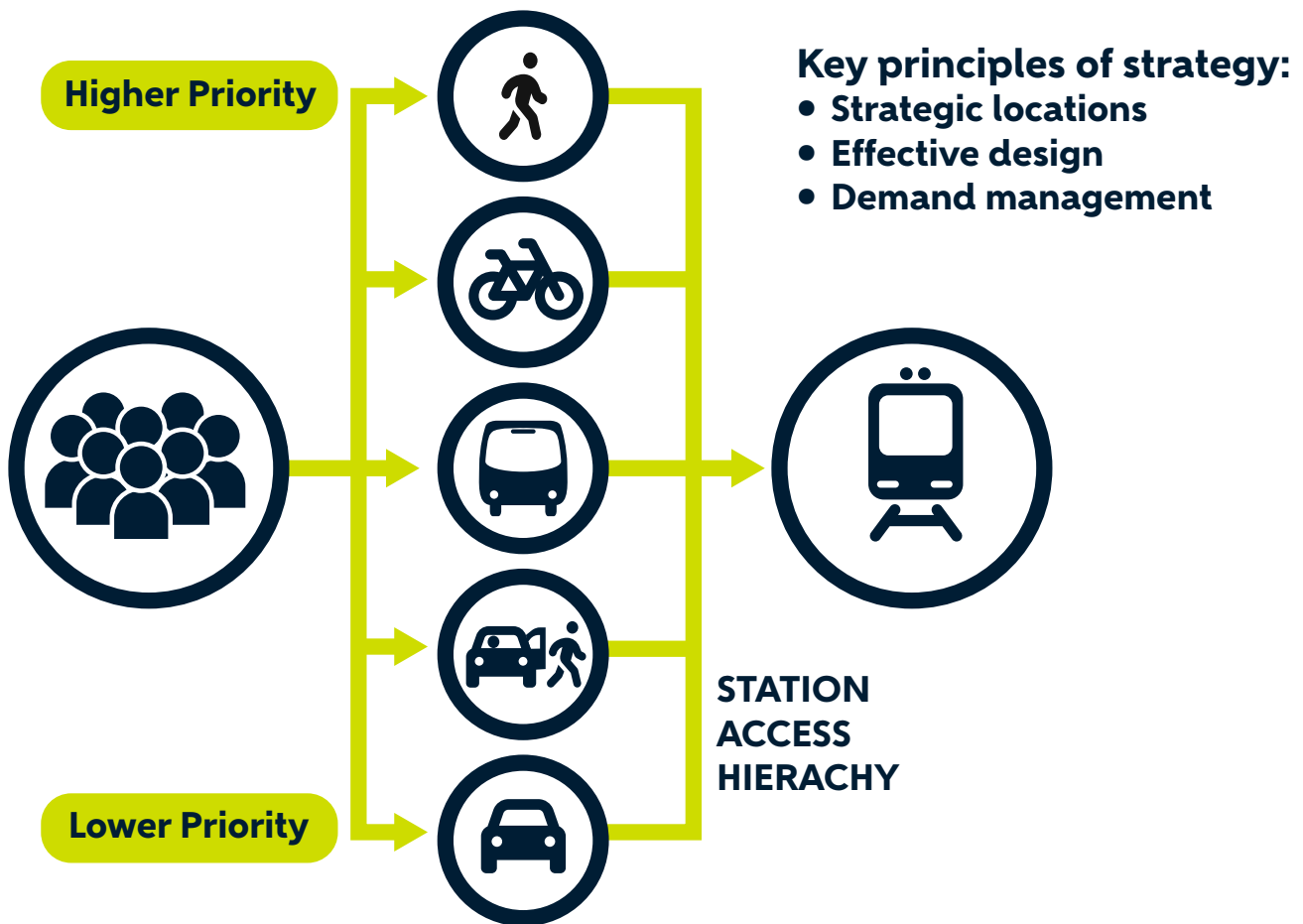
Park and Ride

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 last iteration of the RPTP. 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.



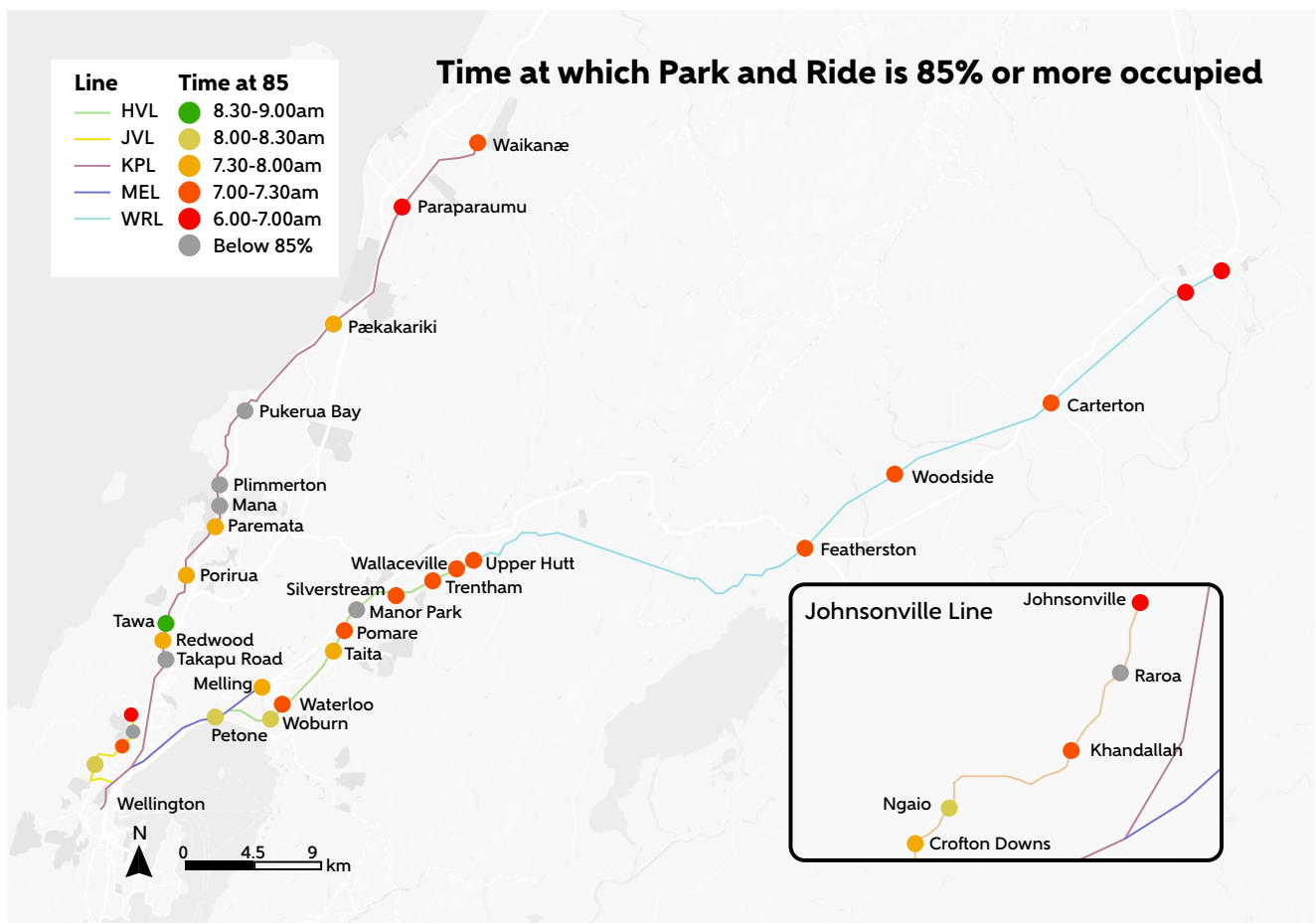
Context

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. However, it also reflects the price of use (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 may be developed and introduced alongside the Motu Move programme. The aim is to ensure that payment for parking could be integrated as part of the public transport fare with a modest fee of potentially less than \$5 per full-day of parking for those taking a further journey on public transport. Final design of the Park and Ride demand management mechanism is likely to take 2-3 years to implement.

We have adopted a set of principles to guide us designing a demand management approach to Park and Ride.

These principles are:

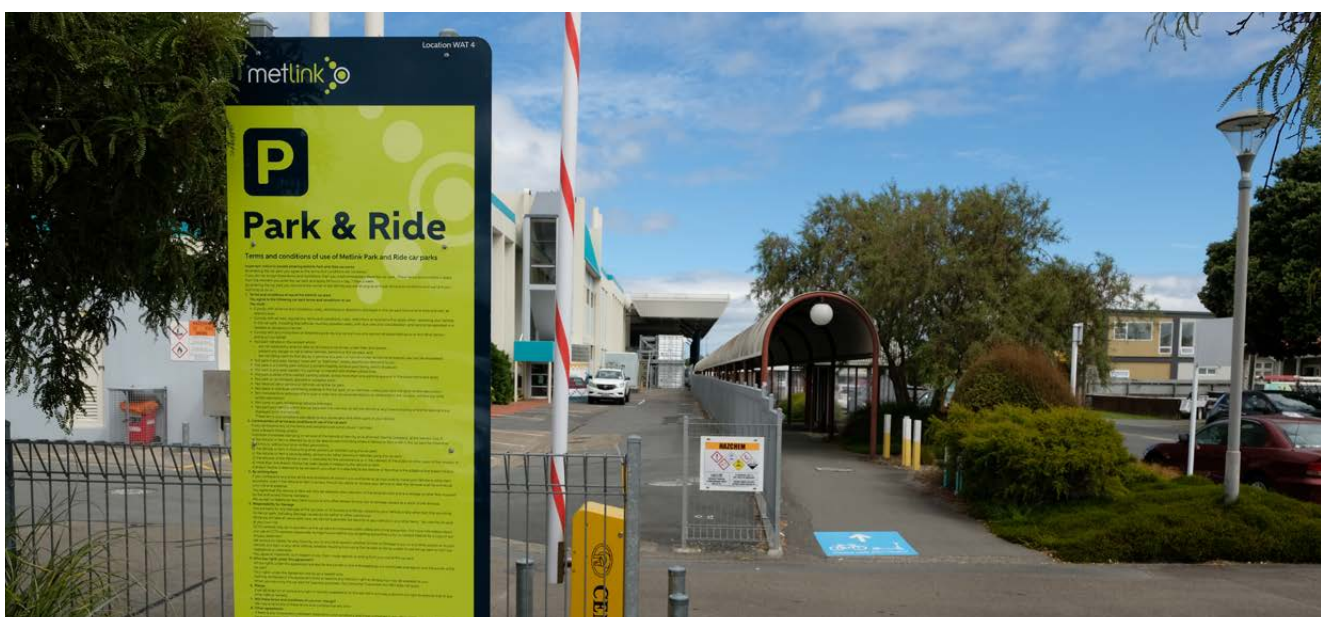
- a. The solution must have parking integrated with public transport travel
- b. Aims to support and incentivise other travel choice options, such as public transport and walking and cycling in line with Greater Wellington's strategic objectives
- c. Framework must be cost neutral at minimum over the 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.

Consultation Focus - Park and Ride Demand Management

We would like to hear your feedback on whether introducing demand management to Metlink Park and Rides, including paid parking in the form of an integrated park and travel system, will improve passenger access to the public transport network.

Next Steps

Greater Wellington will continue to investigate the feasibility of implementing a demand management framework, and charging mechanism alongside the Motu Move programme. Where this is not feasible, Greater Wellington will investigate other options.



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. Investigate integrating a payment solution with the Motu Move programme
b. Work with territorial authorities and partner organisations on any approach to management of Park and Ride facilities	<ul style="list-style-type: none"> 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 ii. Implement a graduated approach to Park and Ride demand management, setting terms and conditions for use, enforcing measures, and implementing charging iii. Work closely with territorial authorities and stakeholders to ensure that access to public transport is considered in the planning of new development areas 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	<ul style="list-style-type: none"> i. Purchase, manage, and invest in Park and Ride facilities based on the criteria and Investment Prioritisation Framework outlined in the Smarter Connections Strategy 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 iii. Encourage convenient connections between public transport and walking and cycling networks with visible signage iv. Facilitate the safe carriage of micro-mobility devices on appropriate bus, rail, and ferry services when passenger capacity is not constrained 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 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	<ul style="list-style-type: none"> i. Explore additional revenue opportunities such as through digital billboard placements, collaboration with landowners, local councils, and NZTA 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.

Wellington	paid public parking nearby	Fare zone 1
Ngauranga	drop-off zone only	Fare zone 1
Petone	448 parks	Fare zone 4
Ava	limited on-street parking	Fare zone 4
Woburn	159 parks	Fare zone 4
Waterloo	788 parks	Fare zone 4
Epuni	limited on-street parking	Fare zone 5
Naenae	24 parks	Fare zone 5
Wingate	limited on-street parking	Fare zone 5
Taita	120 parks	Fare zone 5
Pomare	77 parks	Fare zone 5
Manor Park	55 parks	Fare zone 6
Silverstream	95 parks	Fare zone 6
Heretaunga	limited on-street parking	Fare zone 6
Trentham	122 parks	Fare zone 6/7
Wallaceville	122 parks	Fare zone 7
Upper Hutt	349 parks	Fare zone 7

Melling Line

Note: There are no mobility parks at Melling Station.

Wellington	paid public parking nearby	Fare zone 1
Ngauranga	drop-off zone only	Fare zone 1
Petone	448 parks	Fare zone 4
Western Hutt	limited on-street parking	Fare zone 4
Melling	187 parks	Fare zone 4

Kāpiti Line

Note: There is no CCTV coverage of Plimmerton Station park & ride.

Wellington	paid public parking nearby	Fare zone 1
Takapu Road	175 parks	Fare zone 4
Redwood	147 parks	Fare zone 4
Tawa	214 parks	Fare zone 4
Linden	limited on-street parking	Fare zone 4
Kenepuru	no parking available	Fare zone 5
Porirua	1000 parks	Fare zone 5
Paremata	294 parks	Fare zone 6
Mana	48 parks	Fare zone 6
Plimmerton	107 parks	Fare zone 6
Pukerua Bay	30 parks	Fare zone 7
Paekakariki	79 parks	Fare zone 8
Paraparaumu	527 parks	Fare zone 9
Waikanae	377 parks	Fare zone 10

Johnsonville Line

Wellington	paid public parking nearby	Fare zone 1
Crofton Downs	54 parks	Fare zone 3
Ngaio	49 parks	Fare zone 3
Awarua Street	on-street parking	Fare zone 3
Simla Crescent	on-street parking	Fare zone 3
Box Hill	no parking available	Fare zone 3
Khandallah	14 parks	Fare zone 3
Raroa	45 parks	Fare zone 3
Johnsonville	35 parks	Fare zone 3

Wairarapa Line

Wellington	paid public parking nearby	Fare zone 1
Petone	448 parks	Fare zone 4
Waterloo	788 parks	Fare zone 4
Upper Hutt	349 parks	Fare zone 7
Maymorn	limited parking space (gravel)	Fare zone 8
Featherston	124 parks	Fare zone 11
Woodside	98 parks	Fare zone 12
Matarawa	limited on-street parking	Fare zone 13
Carterton	98 parks	Fare zone 13
Solway	87 parks	Fare zone 14
Renall Street	limited on-street parking	Fare zone 14
Masterton	87 parks	Fare zone 14



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 to approve 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. These documents may be subject to consideration under the Local Government Official Information and Meetings Act 1987.



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. Ferry services commenced operating under a Net PTOM based unit contract from July 2019.

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"> i. Take a contractual approach to procuring contracts for new units or amending existing unit contracts ii. Ensure Greater Wellington considers the relevant legislation and, where appropriate, seeks opportunities for greater control over strategic public transport assets iii. Ensure Greater Wellington Procurement Strategy and relevant Procurement Plans are current and reflect the stage we are at in the procurement cycle 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 v. Comply with NZTA procurement requirements, Greater Wellington's Procurement Strategy and local government requirements when procuring or amending units vi. Comply with the procurement requirements/rules in all relevant international agreements and treaties signed by the Government.
b. Phase procurement and change over to new contracts to achieve an orderly transition with limited disruptions	<ul style="list-style-type: none"> 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 ii. Develop pragmatic and passenger-focused transition plans in collaboration with partners as required.
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"> i. Ensure the appropriate allocation of roles, responsibilities, and risk between Metlink and operators within the contract framework 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) iii. Maintain a performance and enforcement regime to reflect NZTA's requirements and incentivise contract performance and continually improved passenger experience.
d. Apply a contracted service provider approach to the planning and operation of services	<ul style="list-style-type: none"> i. Apply contract principles and objectives to guide successful partnering with operators and effective joint annual business planning ii. Develop and approve joint annual business plans iii. Work with partners to ensure the successful delivery of planned network improvements.

- | | |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>e. Monitor performance of services and network, and passenger satisfaction</p> | <ul style="list-style-type: none"> 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 ii. Utilise effective data and knowledge management technologies and services to streamline access, use, and sharing of public transport data, information, and knowledge iii. Publish service quality and performance information 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 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"> • Patronage • Passenger kilometres • Reliability and punctuality • Farebox revenue • Safety, security, and incidents • Driver training and behaviour • Compliance with vehicle quality standards • Provide contractual mechanisms to vary and improve standards of services, products, and processes • Other measures as required. |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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: \$12.0 million



Ngā Rōpū

Units

Organising public transport services into units provides a logical structure for procurement, monitoring, reporting, and enabling 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 9-year term	15 July 2027
2 - East-West Spine	Kinetic	Direct Appointment	15 July 2018 12-year term	15 July 2030
3 - University	Kinetic	Direct Appointment	15 July 2018 12-year term	15 July 2030
4 - Khandallah/Aro	Tranzit Group	Tender	15 July 2018 9-year term with potential for a 6-year extension	15 July 2027
5 - Central	Kinetic	Direct Appointment	15 July 2018 9-year term	15 July 2027
6 - Taranaki	Kinetic	Direct Appointment	15 July 2018 9-year term	15 July 2027
7 - Brooklyn/Ōwhiro	Tranzit Group	Tender	15 July 2018 9-year term	15 July 2027
8 - Newlands	Mana Coach Services	Direct Appointment	15 July 2018 9-year term	15 July 2027
9 - Lower Hutt	Tranzit Group	Tender	17 June 2018 9-year term	17 June 2027
10 - Upper Hutt	Tranzit Group	Tender	17 June 2018 9-year term	17 June 2027
11 - Wainuiomata	Tranzit Group	Tender	17 June 2018 9-year term	17 June 2027
12 - Eastbourne	Kinetic	Direct Appointment	17 June 2018 12-year term	15 July 2030
13 - Porirua	Tranzit Group	Tender	15 July 2018 9-year term	15 July 2027
14 - Kāpiti	Madge Coachlines (t/a Uzabus)	Tender	08 July 2018 9-year term	08 July 2027

Unit	Operator	Method	Commencement date	End date
15 - Wairarapa	Tranzit Group	Tender	08 July 2018 9-year term	08 July 2027
16 - Rail	Transdev Wellington	Tender	10 March 2016 9-year term with a 6-year extension applied	1 July 2031
17 - Wellington Harbour Ferry	East by West Ferries	Direct Appointment	1 July 2019 9-year term	1 July 2028
18 - Tawa	Mana Coach Services	Direct Appointment	15 July 2018 9-year term	15 July 2027
19 - Levin-Waikanae	Uzabus	Tender	7 March 2017	This Unit is contracted and managed by Horizons Regional Council. Greater Wellington co-funds this service with the Horizons Regional Council
20 - Wellington Airport Service	Mana Coach Services	Tender	1 July 2022 6-year term	1 July 2028
21 - Manawatu Line (Wellington - Palmerston North)	TBC	TBC	TBC	TBC

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"> 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 ii. Consolidate the existing bus units tendered by Greater Wellington from 17 to 6 for the start of the future bus services contract round iii. Work with Horizons Regional Council on unit design and procurement for inter-regional initiatives between Wellington and Manawatū 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.



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 longterm 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

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.

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"> i. Monitor contractual compliance with NZTA's Requirements for Urban Buses and other relevant standards for all contracted bus services ii. Monitor that rail maintenance and services comply with Rail Safety Licence requirements and vehicle minimum operating standards iii. Ensure that ferries comply with any required standards by Maritime NZ iv. Ensure that all vehicles match the appropriate sizing specifications for specific bus routes, considering geography and demand v. Implement standards for vehicle cleanliness and maintenance to maintain high-quality public transport service levels.
b. Monitor and continuously improve infrastructure assets and our management of them	<ul style="list-style-type: none"> i. Implement an asset control strategy to plan for changes to public transport asset ownership and future demand for public transport services ii. Regularly monitor and manage assets to ensure the effective maintenance and performance of infrastructure iii. Collaborate with territorial authorities, New Zealand Police, NZTA, and community groups to review and enhance infrastructure to increase personal safety and security.
c. Improve the accessibility and safety of the public transport system for passengers, workers, and the general public	<ul style="list-style-type: none"> i. Ensure that accessibility and safety considerations are a key part of the planning and provision of all public transport services and infrastructure ii. Collaborate with operators, stakeholders, and infrastructure providers to prioritise safety in all aspects of public transport operations 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.
d. Continually improve accessibility and standards of vehicles, and access to infrastructure and facilities	<ul style="list-style-type: none"> 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 ii. Implement improvements to make public transport services more accessible, such as priority seating, low-floor access on trains, and proper infrastructure at bus stops iii. Coordinate efforts to enhance the design and capacity of public transport stops, shelters, stations, and terminals to accommodate current and future needs.
e. Provide a low emissions public transport network	<ul style="list-style-type: none"> i. Incorporate low emissions technology in replacement strategies for end-of-life assets to reduce the environmental impact of public transport services ii. Develop business cases to support early asset replacement for decarbonisation purposes iii. Optimise the public transport network to minimise route complexity and improve energy efficiency iv. Deploy low-emission vehicles and new technologies to improve the environmental sustainability of the fleet, and closely monitor vehicle performance and maintenance v. Deploy low-emission vehicles and new technologies to reduce the health impacts from tail pipe emissions.

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"> i. Encourage businesses and potential advertisers to align with the Metlink Advertising Policy and advertise across the network ii. Seek advertising from organisations that share Greater Wellington values iii. Utilise static and digital channels across bus and rail assets and infrastructure to create a comprehensive commuter and public transport user journey iv. Utilise all available assets to maximise third party contributing to public transport operating costs.
b. Have a sponsorship policy specific to Metlink	<ul style="list-style-type: none"> i. Develop a sponsorship policy that supports the Metlink brand and aligns with Metlink values.



Bus Infrastructure

Tier	Infrastructure	Current
Tier 1	Energy to Site	<ul style="list-style-type: none"> Operator responsibility.
	Land	<ul style="list-style-type: none"> Long term lease of a site in Southern Wellington for the development of new Electric Bus Depot. Lease of 248 Thorndon Quay bus lay over. Operator responsibility.
Tier 2	Energy to vehicles	<ul style="list-style-type: none"> 6 x electric vehicle charging infrastructure – this infrastructure is owned by operators not Metlink.
	Vehicles	<ul style="list-style-type: none"> 465 Buses (103 of which are electric) – note these buses are owned by our operators not Metlink.
	Vehicle facilities	<ul style="list-style-type: none"> 13 depots on the network. Metlink does not currently own any depots, and they are provided by the operators 248 Thorndon Quay Layover – leased land from NZTA to provide 12 additional layover spaces and driver facilities in Wellington CBD.
	Driver/Staff facilities	<ul style="list-style-type: none"> 7 standalone driver toilets in Wellington City – refurbished and installed in 2024 Planned Porirua Bus Hub development with new driver facility.
	Bus Shelters	<ul style="list-style-type: none"> 1066 bus shelters on the network <ul style="list-style-type: none"> 613 (57.3%) are owned by Metlink 178 (16.6%) are owned by Ooh-media (Adshel), contracted by the Territorial Authority 271 (25.3%) are owned by Wellington City Council 6 (0.8%) are owned by the Wairarapa Territorial Authorities.
Tier 3 (includes network infrastructure)	Shelter Laminates	<ul style="list-style-type: none"> 308 - Owned and maintained by Metlink (5-year life expectancy).
	Signage	<ul style="list-style-type: none"> 3906 - Owned and maintained by Metlink (7-year life expectancy).
	Timetable Cases	<ul style="list-style-type: none"> 2770 - Owned and maintained by Metlink (7-year life expectancy).
	Totems	<ul style="list-style-type: none"> 58 - Owned and maintained by Metlink (20-year life expectancy).
	RTI Displays	<ul style="list-style-type: none"> 212 - Owned and maintained by Metlink (10-year life expectancy).
	CCTV	<ul style="list-style-type: none"> 14 - Owned and maintained by Metlink (7-year life expectancy).
	Poles	<ul style="list-style-type: none"> 1966 - Owned and maintained by Metlink (10-year life expectancy).
Seats	<ul style="list-style-type: none"> 100 - Separated seats owned and maintained by Metlink (15-year life expectancy). 	

Rail Infrastructure

Tier	Infrastructure	Current
Tier 1	Energy to Site	<ul style="list-style-type: none"> • KiwiRail responsibility.
	Land	<ul style="list-style-type: none"> • 48 stations (Platforms owned by KiwiRail).
Tier 2	Rail on-station assets	<ul style="list-style-type: none"> • 23 station buildings • 88 station shelters • 955 CCTV cameras • 72 duress points/ECP/Jacques Help Points • 248 PA speakers/Jacques speakers.
	Vehicles	<ul style="list-style-type: none"> • 48 Matangi 1, 2 Car Units • 35 Matangi 2, 2 Car Units • 1 Matangi Driving Simulator • 2 Zephir 1800E Crab • 18 Suburban Wairarapa (SW) carriage cars • 6 Wairarapa Suburban Express (SE) carriage cars • 1 AG222 Cars.
	Vehicle facilities	<ul style="list-style-type: none"> • EMU Maintenance Depot <ul style="list-style-type: none"> • One Maintenance depot building • One Wheel Lathe building • Two Train wash buildings.
	Rail Station Access Assets	<ul style="list-style-type: none"> • 11 station bridges • 13 station subways • 72 Park and Ride areas (across 33 stations) • 13 cycle shelters • 9 cycle cones • 38 cycle racks • 75 cycle lockers.



Tier	Infrastructure	Current
Tier 3 (includes network infrastructure)	Other rail assets	<ul style="list-style-type: none"> • 1302 light fittings • 897 light poles • 318 seats • 92 litter bins • 2432 signs • 79 totems and flat panels • 24 beacons • 92 BRT LED signs • 56 RTI screens • 144 CIS systems including the digital displays.

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

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



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.

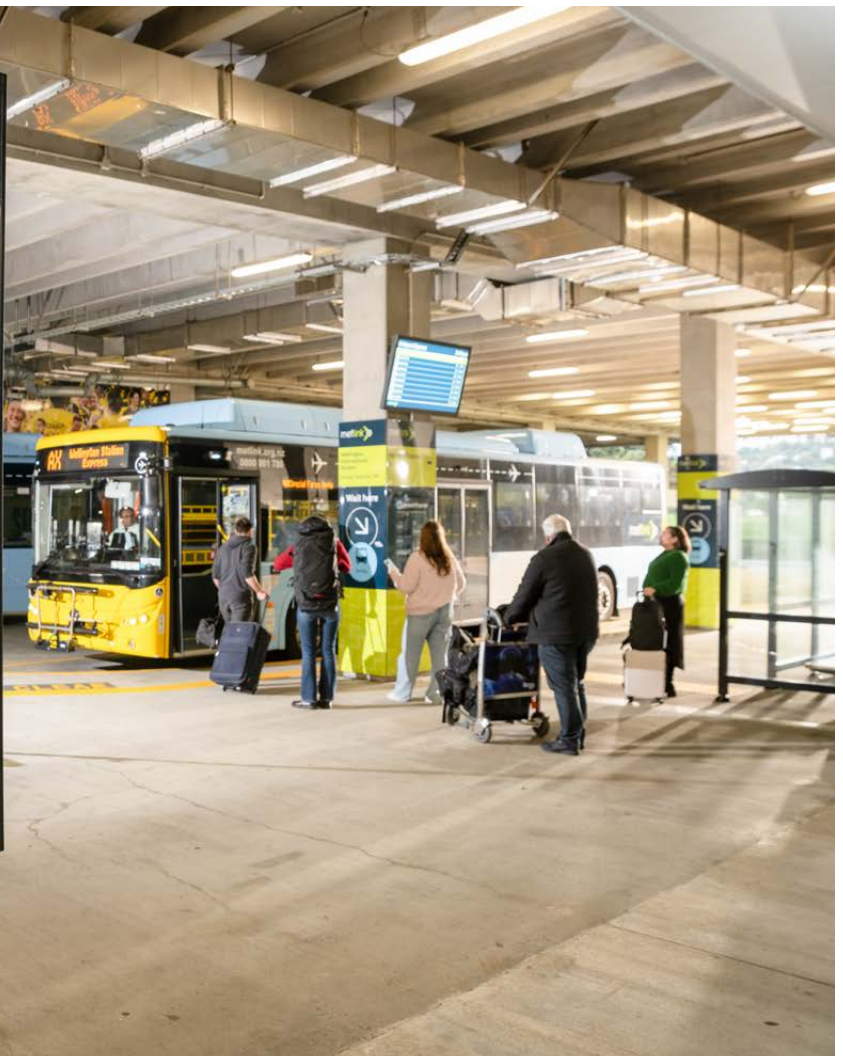
Metlink's performance measures are set out in the Greater Wellington Long Term Plan and our actual performance against those targets is published in the Greater Wellington Annual Report. Metlink has specific measures in the LTP relating to:

- 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.

To enable the public to access this information, monthly performance reports are published on the Metlink website.





Manners Street at Cuba Street 11:10 AM

Route	Icon	Time
Courtenay Pl	Person with luggage	Due
Island Bay	Person with luggage	Due
Strathmore Pk	Person with luggage	11:15am
Miramar	Person with luggage	5 mins
Island Bay	Person with luggage	5 mins
Lyall Bay	Person with luggage	5 mins
Seatoun	Person with luggage	8 mins
Lyall Bay	Person with luggage	10 mins
Brooklyn	Person with luggage	11:21am
Rongotai	Person with luggage	11:22am
Courtenay Pl	Person with luggage	12 mins
Airport	Person with luggage	11:23am
Houghton Bay	Person with luggage	11:25am
Courtenay Pl	Person with luggage	16 mins
Miramar	Person with luggage	17 mins
Miramar Hgts	Person with luggage	18 mins



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 ⁶	Bus 92% Rail 94% Ferry 97%	Bus 93% Rail 95% Ferry 98%	Bus 94% Rail 96% Ferry 98%	Bus 95% Rail 96% Ferry 98%	Bus >95% Rail >96% Ferry 98%
			(2) Passenger satisfaction with convenience of paying for Metlink public transport ⁷	87%	87%	87%	89%	=/>90%
			(3) Passenger satisfaction with Metlink information currently available ⁸	75%	85%	87%	89%	>90%
			(4) Passenger satisfaction with Metlink public transport being on time ⁹	69%	>80%	>82%	>85%	>90%
			(5) Percentage of scheduled bus trips that depart their timetabled starting location on time (punctuality) – to 5 minutes ¹⁰	94.4%	95%	95%	95%	95%
			(6) Percentage of scheduled bus services delivered (reliability) ¹¹	92.4%	98%	98%	98%	98%
			(7) Percentage of scheduled rail service delivered on-time (punctuality) – to 5 minutes ¹²	80%	95%	95%	95%	95%
			(8) Percentage of scheduled rail services delivered (reliability) ¹³	91.1%	99.5%	99.5%	99.5%	99.5%

Attachment 2 to Report 25.06

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 ⁴	91%	88%	89%	90%	>92%
			(2) Percentage of passengers who are satisfied with the condition of the vehicles (fleet) ¹⁵	94%	94%	>94%	>94%	>96%
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 ₂ emitted per year on Metlink Public Transport Services	21,019 tonnes *2021/22 verified result	19,300 tonnes	17,900 tonnes	17,800 tonnes	16,300 tonnes ¹⁶
7	Connected Communities	Maintain and improve access to public transport for all	Percent of people within 500m or 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 ¹⁸ (as a percent of total boardings)	New measure Current baseline (Dec22 – June 23) 0.9%	>1%	1.5%	2%	=/>>4%

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.

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

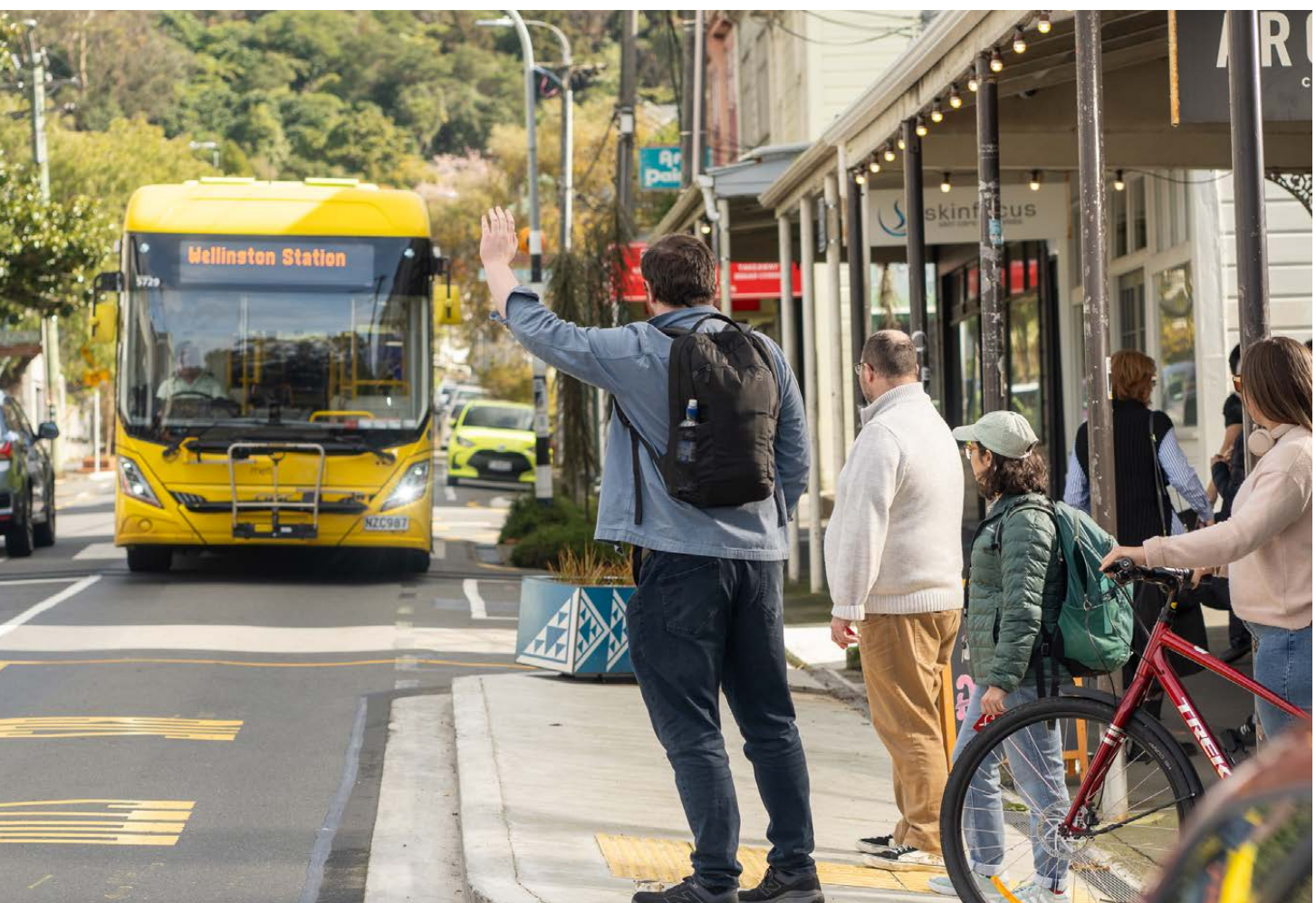
If Greater Wellington determines that a proposed variation is not significant, targeted consultation will still be undertaken as follows:

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 an 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.



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.

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.

- 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
- 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
- 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
- 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
- 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.

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

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.

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. Over \$7 billion is spent through the NLTF each year, supplemented by co-investment from local government and additional funding and financing.

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 an attractive alternative to private vehicle travel.

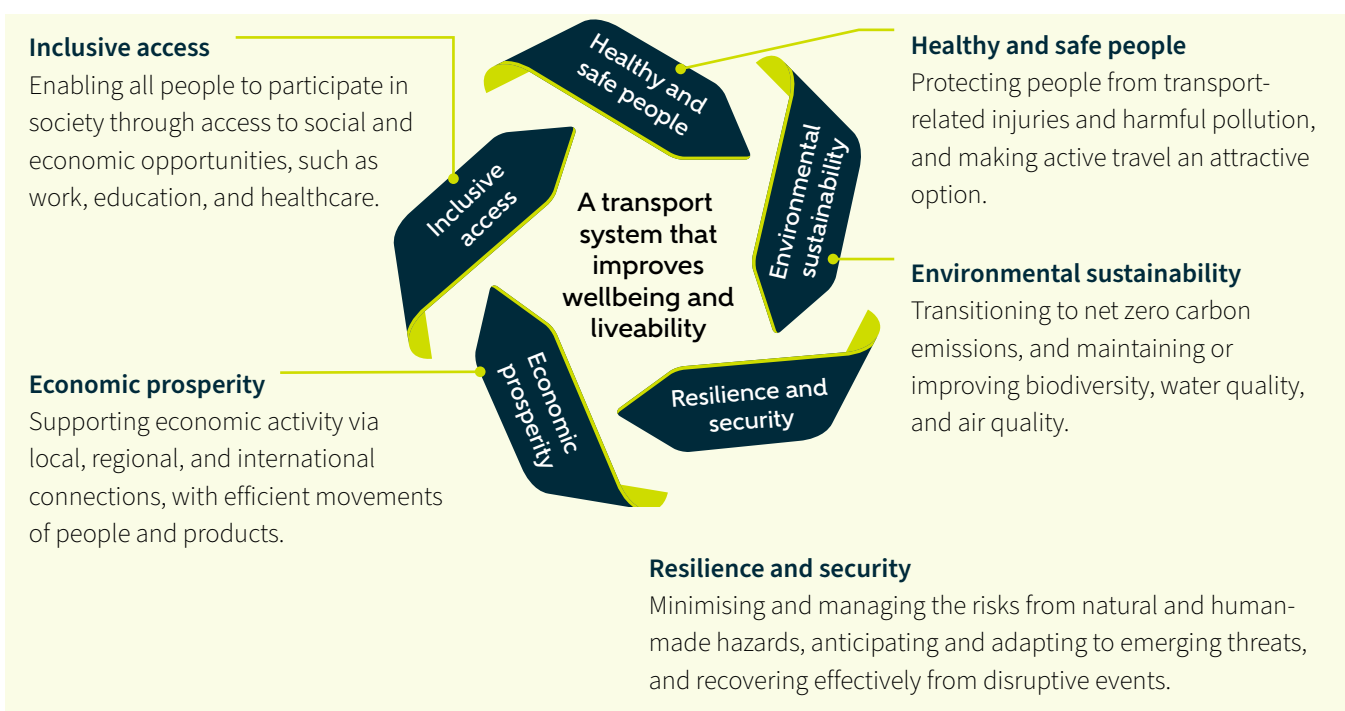
Ministry of Transport Outcomes Framework

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



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](#).

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](#).



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](#).



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 mainly by the 2018 census information, and household travel survey data.

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.

He Rārangi Kupu

Glossary

Accessibility	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 <i>The Accessible Journey</i> 2005. Of specific relevance to people with disabilities.
Bus Rapid Transit	A network of corridors with priority measures (including dedicated lanes and signal priority) used by high quality, high-capacity buses.
Farebox recovery rate	The proportion of the cost of operating a public transport service that is covered by public transport fares paid by passengers.
GPS	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.
Greater Wellington	Greater Wellington Regional Council.
NTS	National Ticketing Solution (Motu Move).
NLTF	National Land Transport Fund is the dedicated fund for maintaining and developing local and national transport services.
NLTP	National Land Transport Plan - A three-year programme that sets out how NZTA invests in national land transport funding.
LTMA	Land Transport Management Act 2003.
Metlink	Greater Wellington public transport.
Motu Move	The National Ticketing Solution
Off-peak period	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.
ONF	One Network Framework.
Peak Period	All time periods other than off-peak periods.
Rapid transit	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.
PTOM	The Public Transport Operating Model developed by central government and NZTA.
Public transport route	A grouping of related public transport services.

Public transport service	A public transport service scheduled to operate at a specified time and available to the public generally.
Regional Transport Committee	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.
RLTP	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.
RPTP	Regional Public Transport Plan - guides the design and delivery of public transport services, information, and infrastructure in the Wellington region.
Route	Public transport route, a grouping of related public transport services.
Service review	A review of public transport routes and services within an area or a review of any other grouping of services.
Total Mobility	Total Mobility subsidises door-to-door transport for disabled people who cannot independently use regular public transport services, all or some of the time.
Transport disadvantaged	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.
Unit	A grouping of related routes operating within a certain geographic area or along a shared corridor.
Vehicle	A public transport service vehicle, including bus, train and ferry.

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January 2025



PUBLIC TRANSPORT FARES: ANNUAL FARES REVIEW

Te take mō te pūrongo

Purpose

1. To confirm public transport fare levels for financial year 2025/26.

He tūtohu

Recommendations

That Council

- 1 **Notes** that the policy in Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan 2021-31 provides that fare levels will be adjusted annually with inflation within 1% to 3%, subject to Council decision through annual fares review and the Annual Plan or Long Term Plan process.
- 2 **Notes** that the current Ko te Kaupapa Here Moni Whiwhi me Ahumoni Revenue and Financing Policy 2024 aims to maintain an average 30% of total operating revenue from fares and other user charges over the years of the Long Term Plan.
- 3 **Notes** that in the financial year 2023/24, fare revenue (including Crown funding of national concessions for SuperGold and Community Services Card) was 24% of total operating revenue and lower than the 30% budgeted for the year; changes to travel behaviour and lower patronage levels after COVID-19 pandemic, Government Community Connect Concession and inflationary cost pressure were the main drivers for lower than expected fare revenue and fares share of funding in the financial year 2023/24.
- 4 **Notes** that the last general fare increase implemented on 1 July 2024 was 10% to bring fare levels up in line with the level of inflation over the past 5 years.
- 5 **Notes** that fare revenue for the current financial year 2024/25 is currently forecast to be approximately \$10 to \$12 million lower than the current Long Term Plan budget.
- 6 **Notes** that the national contribution to funding of the public transport 'continuous programme' has been significantly reduced in the allocations of the current National Land Transport Fund (NLTF) for the triennium 2024-27.
- 7 **Notes** that as part of the Government Policy Statement on Land Transport 2024 that is reflected in Government's new conditions of funding, all regions are expected to actively work towards increasing public transport private share by 30 June 2027, including setting targets each year; this includes operating within approved funding of public transport continuous programmes, reviewing

services that are delivering very low farebox recovery, considering appropriate fares and relevant sources of third-party funding.

- 8 **Notes** that the budget for the Annual Plan 2025-26 accounts for a combination of fare revenue increases and cost savings to reduce pressure on rates and debt funding, while attempting to keep fares affordable for fare paying passengers.
- 9 **Notes** that based on the budget review, the draft annual plan 2025-26 assumes a fare increase by inflation (2.2%) and reduction to the current off-peak discount (from 50% to 30%) to partially offset the cost pressure and reduced funding levels.
- 10 **Notes** that the impact of reducing the current off-peak fare discount level from 50% to 30% on travel behaviour is expected to be less than a larger general increase in fares, which would make peak prices less competitive when compared to other travel options.
- 11 **Agrees** to increase fares by 2.2% (level of inflation) and reduce off-peak discount from 50% to 30% from 1 July 2025.

Te tāhū kōrero

Background

Policy context

2. The Annual Fares Review (AFR) is a means to adjust the contribution of one of the three main sources of funding (fares, rates and national funding). This is to ensure costs are shared in a manner that is equitable and sustainable in the long term.
3. The AFR looks at the expectations of costs and revenue, and determines the extent of any fare adjustments required to balance user contribution with public funding.
4. The requirements and assumptions related to the AFR are set out in the policies and plans outlined in the following paragraphs.

Wellington Regional Public Transport Plan 2021-31

5. Policy 6.6(e) of Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Regional Public Transport Plan 2021-31 (RPTP) requires fares to be reviewed annually through the Annual Plan or Long Term Plan process.
6. The policy preference is for regular, rather than infrequent and substantial adjustments. This is intended to be primarily achieved by amending fare levels annually with inflation (within 1% to 3%), subject to reviews and Council decisions through the AFR process. Amending fares with inflation is also intended to align revenue with costs and help reduce the pressure on rates and debt funding.
7. Under the current policy, the AFR needs to consider likely impacts of any fare adjustments on patronage, affordability and mode shift, and on the overall integrity of the fare structure within a wider policy and operational context.

Revenue and Financing Policy

8. In relation to “Fees and user charges”, Ko te Kaupapa Here Moni Whiwhi me Ahumoni Revenue and Financing Policy 2024 (Revenue and Financing Policy) states that:

“Approx. 30 percent of total operating revenue from fares and other user charges over the years of the Long-Term Plan. To maintain the fares share of funding, fares will be adjusted annually with inflation within three percent, subject to Council decisions through annual fares and budget review.”

Long Term Plan Budget

9. In line with the Revenue and Financing Policy, the current Long Term Plan (LTP) 2024-2034 budget assumes an average annual contribution of 27% from fares and other user charges to the total operating revenue. Note while this is within the lower tolerance of the Revenue and Financing Policy, it is still consistent with it.
10. Currently, revenue includes fares, user charges, and grants and subsidies that Greater Wellington receives in lieu of fares (including Crown funding of the national concession schemes for Community Services Card and SuperGold card).

Government expectations for private share of operating expenditure

11. The current Government Policy Statement on Land Transport (GPS 2024) sets expectations for public transport authorities to actively work towards increasing public transport Private Share by 30 June 2027, including setting targets each year. This includes operating within approved funding of public transport continuous programmes (which is significantly reduced under GPS), reviewing services that are delivering very low farebox recovery, considering appropriate fares and growing third party revenue (including commercial revenue from advertisement).
12. The NZ Transport Agency Waka Kotahi (NZTA) is expected to ensure public transport authorities take appropriate steps to meet the ministerial expectations and comply with self-assessment and reporting requirements.
13. The Private Share, as defined by NZTA, has a cost and revenue structure which is fundamentally different from how the fares share of funding is defined and measured in the Council’s Revenue and Financing Policy and used for allocation of funding between rate payers, national funding and users of public transport services in the region.
14. A separate report on setting Private Share targets will be presented to the next Council meeting.

Te tātaritanga

Analysis

Annual fares review process

15. The AFR looks at the expectations of fare revenue and costs and determines the extent of any fare adjustments needed to meet the budget requirements for the next year.

16. The review also involves checking whether any aspect of the fare structure or policy needs review and any minor adjustments to tickets or ticketing operations required to ensure they are fit for purpose and deliver the expected fares policy outcomes.
17. This year, the AFR has been undertaken as part of the annual planning for financial year 2025-26 taking into consideration the limited allocation of funding for public transport under the National Land Transport Programme for the 2024-27 triennium and the Government's new direction for Private Share funding for public transport.

Actual fare revenue and costs in financial year 2023/24

18. The actual public transport expenditure in the financial year 2023/24 was 12% higher than the year before. Fare revenue (including Crown funding of national concession schemes) was 24% of total operating revenue.
19. Changes to travel behaviour and lower patronage levels after COVID-19 pandemic, the Government withdrawal of funding for age-based concessions and inflationary cost pressure were the main drivers for lower than expected fare revenue and over \$5 million funding deficit in the financial year 2023/24.

Forecast fare revenue and costs for the current financial year 2024/25

20. The Annual Plan for the current financial year 2024/25 included a 10% fare increase in an effort to keep fare levels up with inflation and partially recover the 20% cost increases budgeted for the financial year 2024/25.
21. Following Council decision on 29 February 2024, the 10% fare increase came into effect on 1 July 2024 which had a cumulative effect for many as it was coinciding around the time the Government withdrew funding for the age-based community connect scheme in the region from 1 May 2024.
22. Fare revenue by the end of December 2024 was \$8 million lower than the Long Term Plan budget expectation. Note that the year-to-date fare revenue by the end of December 2024 excludes Crown funding for the national Community Services Card concession scheme, whereas the LTP budget revenue included Crown funding estimates for Community Services Card scheme.
23. At the current levels, the forecast revenue is estimated to be \$10 to \$12 million lower than the \$106 million budgeted for the current year 2024/25.
24. Considering the actual year-to-date revenue shortfall against the LTP budget, the share of operating funding covered by fares in 2024/25 is expected to be 23% and below the 26% budgeted for the year.
25. A combination of factors have affected the lower than expected patronage growth including lower than expected fares recovery including:
 - a Government withdrawal of funding for the aged based national Community Connect Concession
 - b Lower than forecast uptake of the remaining Community Services Card concession (which offers are currently exploring ways to improve)
 - c Lower average fares due to high proportion of shorter longer distance rail travel

- d Economic and unemployment levels which are known to be correlated to patronage growth.
26. Assuming that the patronage growth continues at its current pace to the end of the financial year 2024/25, bus patronage is forecast to have a modest increase of approximately 1%; while rail patronage is likely to remain 25% below the pre-pandemic levels.

Expectations of fare revenue and costs (2025/26)

27. A further increase to service costs by over 7.3% is budgeted for in the Annual Plan for the financial year 2025/26.
28. The budget for 2025/26 will be confirmed through the Annual Planning process.
29. Fare revenue, including Crown funding of national concessions (Community Services Card and SuperGold) in 2025/26, is expected to reach \$107 million equating to approximately 25% of the total operating revenue budgeted for the year.
30. In response to the new Government direction on Private Share of funding, the Annual Plan budget for financial year 2025/26 includes measures to address the expectations through a combination of cost saving and revenue increase.
31. In addition to cost saving options, the 2025/26 budget assumes a fare increase by inflation (2.2%) and reduction in the current off-peak fare discount from 50% to 30%. This is expected to generate additional revenue and help balance the fare share of operating revenue and maintain the rates increase at an affordable level.
32. The forecast fare revenue is based on the average fares after accounting for the likely impact of the fare changes on patronage and fares affordability, relative to inflation, including on school and tertiary students, people with accessibility needs and Community Services Card holders.

Fare adjustment options

33. Officers have analysed the potential impacts of various fare adjustment options. It should be noted that the 2.2% increase and reduction of the off-peak discount from 50% to 30% are assumptions that have been included in the financial year 2025/26 annual plan budget. Options are listed below:
34. Increase fares by 2.2% from 1 July 2025 and retain the level of current off-peak discount at 50%.
35. Increase fares by 2.2% from 1 July 2025 to align fare levels with inflation, and reduce the off-peak discount from 50% to 30% (Annual Plan assumption).
36. Increase fares by higher than inflation (3% to 10%) from 1 July 2025 and retain the level of current off-peak discount at 50%.
37. Retain the current fare levels (which would require the Council to seek funding from rates to cover the additional cost pressures and lower revenue).
38. The estimated annual impacts on patronage and revenue of the options are summarised in the following table:

Fare change options for 2025-26 (compared against Annual Plan base budget forecast)	Change	
	Patronage (thousands)	Revenue \$000
A. 2.2% general fare increase + no change to off-peak discount (LTP budget baseline)	0	\$0
B. 2.2% general fare increase + 30% off-peak discount *annual plan*	-1,406	+\$5,868
C. 3% to 10% general fare increase + 50% off-peak discount retained	-100 to -950	+\$470 to +\$4,600
C.1 3% general fare increase + 50% off-peak discount retained	-102	+\$474
C.2 5% general fare increase + 50% off-peak discount retained	-354	+\$1,656
C.3 6% general fare increase + 50% off-peak discount retained	-477	+\$2,244
C.4 10% general fare increase + 50% off-peak discount retained	-954	+\$4,579
D. No change - current fare levels retained	+287	-\$1,311

Note :

- Revenue includes the effect of users' response to real (inflation adjusted) fare changes

39. The estimates represent the gross revenue impact. Subject to the net cost funding agreement with NZTA, any variation in fare revenue (positive or negative) is currently shared 51% NZTA and 49% Greater Wellington under the current Funding Assistance Rate (FAR) arrangement.
40. The current LTP and Annual Plan budget are set assuming fares will increase by inflation (2.2%) for the financial year for 2025/26 (in addition to the off-peak discount reduction).
41. The estimated revenue and patronage impacts for all options are compared against the Annual Plan forecast fare revenue with the 2.2% fare increase as the baseline.

Option A

42. Option A is the baseline budget assumption for Annual Plan 2025/26 that requires only 2.2% fare increase without any change to off-peak discounts.

Option B

43. Option B is the proposed fare changes for budget reset in Annual Plan 2025/26 and is estimated to generate approximately \$5.5 million fare revenue from the change to off-peak discount in addition to the estimated \$1.3 million from 2.2% general fare increase that is already accounted for in the LTP and Annual Plan budget.
44. Reduction of the current off-peak discount from 50% to 30% is estimated to reduce expected patronage growth from 4.4% to 0.7% across the board.
45. While reducing off-peak discount could dampen patronage growth, its impact on travel behaviour is expected to be less than a larger general increase in fares, which would make the already higher peak prices less competitive when compared to other travel options.

Option C

46. The additional revenue estimated from fares increases higher than inflation (Option C and its variants) are less than the revenue expected from reducing off-peak discount and would not be sufficient to meet rates affordability threshold or annual plan revenue targets.

Option D

47. Option D (continuing with the current fare levels with no fare change) would require approximately an additional 2.4% rates increase above the draft proposed annual plan budget. The 2.4% is rates impact if the revenue deficit remains within the region’s assigned continuous programme funding envelope for the current triennium. The impact will be approximately double if the revenue deficit requires additional NZTA funding share beyond the allocated envelope.

Potential impact of Option B (proposed) on fares affordability

48. The general inflation measured by the Consumer Price Index (CPI) dropped to 2.2% by December 2024 (from 3.3% in June 2024) and is currently forecast to remain at 2.2% by June 2025 and drop to 2% by June 2026.

49. Increasing fares by 2.2% inflation from 1 July 2025 means that fares will remain affordable compared to the general cost of living. This will ensure that fares would remain competitive with the costs of non-active modes when accounting for inflationary increase to parking and fuel price especially for price sensitive groups.

50. The tables below show examples of the impact of the recommended fare changes on Snapper fares for different journey lengths and passenger groups:

Peak Snapper fare change table (inflation increase only)

NUMBER OF ZONES	ADULT (BASE FARE)			CHILD, ACCESSIBLE AND CSC CONCESSION			TERTIARY CONCESSION		
	Current	New	Increase	Current	New	Increase	Current	New	Increase
1	\$2.02	\$2.06	04c (2.0%)	\$1.01	\$1.03	02c (2.0%)	\$1.52	\$1.55	03c (2.0%)
2	\$3.32	\$3.39	07c (2.1%)	\$1.66	\$1.70	04c (2.4%)	\$2.49	\$2.54	05c (2.0%)
3	\$4.43	\$4.53	10c (2.3%)	\$2.22	\$2.27	05c (2.3%)	\$3.32	\$3.40	08c (2.4%)
4	\$4.97	\$5.08	11c (2.2%)	\$2.49	\$2.54	05c (2.0%)	\$3.73	\$3.81	08c (2.1%)
5	\$6.07	\$6.20	13c (2.1%)	\$3.04	\$3.10	06c (2.0%)	\$4.55	\$4.65	10c (2.2%)
6	\$7.72	\$7.89	17c (2.2%)	\$3.86	\$3.95	09c (2.3%)	\$5.79	\$5.92	13c (2.2%)
7	\$8.76	\$8.95	19c (2.2%)	\$4.38	\$4.48	10c (2.3%)	\$6.57	\$6.71	14c (2.1%)
8	\$9.78	\$10.00	22c (2.2%)	\$4.89	\$5.00	11c (2.2%)	\$7.34	\$7.50	16c (2.2%)
9	\$11.04	\$11.28	24c (2.2%)	\$5.52	\$5.64	12c (2.2%)	\$8.28	\$8.46	18c (2.2%)
10	\$12.13	\$12.40	27c (2.2%)	\$6.07	\$6.20	13c (2.1%)	\$9.10	\$9.30	20c (2.2%)
11	\$13.90	\$14.21	31c (2.2%)	\$6.95	\$7.11	16c (2.3%)	\$10.43	\$10.66	23c (2.2%)
12	\$14.94	\$15.27	33c (2.2%)	\$7.47	\$7.64	17c (2.3%)	\$11.21	\$11.45	24c (2.1%)
13	\$16.48	\$16.84	36c (2.2%)	\$8.24	\$8.42	18c (2.2%)	\$12.36	\$12.63	27c (2.2%)

NUMBER OF ZONES	ADULT (BASE FARE)			CHILD, ACCESSIBLE AND CSC CONCESSION			TERTIARY CONCESSION		
	Current	New	Increase	Current	New	Increase	Current	New	Increase
14	\$17.55	\$17.94	39c (2.2%)	\$8.78	\$8.97	19c (2.2%)	\$13.16	\$13.46	30c (2.3%)
Airport Express	\$8.76	\$8.95	19c (2.2%)	\$4.38	\$4.48	10c (2.3%)	\$6.57	\$6.71	14c (2.1%)

Off-peak Snapper fare change table (inflation + 30% discount reduction)

NUMBER OF ZONES	ADULT (BASE FARE)			CHILD, ACCESSIBLE AND CSC CONCESSION			TERTIARY CONCESSION		
	Current	New	Increase	Current	New	Increase	Current	New	Increase
1	\$1.01	\$1.44	43c (42.6%)	\$0.51	\$0.72	21c (41.2%)	\$0.76	\$1.09	33c (43.4%)
2	\$1.66	\$2.37	71c (42.8%)	\$0.83	\$1.19	36c (43.4%)	\$1.25	\$1.78	53c (42.4%)
3	\$2.22	\$3.17	95c (42.8%)	\$1.11	\$1.59	48c (43.2%)	\$1.66	\$2.38	72c (43.4%)
4	\$2.49	\$3.56	\$1.07 (43.0%)	\$1.25	\$1.78	53c (42.4%)	\$1.87	\$2.67	80c (42.8%)
5	\$3.04	\$4.34	\$1.30 (42.8%)	\$1.52	\$2.17	65c (42.8%)	\$2.28	\$3.26	98c (43.0%)
6	\$3.86	\$5.52	\$1.66 (43.0%)	\$1.93	\$2.77	84c (43.5%)	\$2.90	\$4.14	\$1.24 (42.8%)
7	\$4.38	\$6.27	\$1.89 (43.2%)	\$2.19	\$3.14	95c (43.4%)	\$3.29	\$4.70	\$1.41 (42.9%)
8	\$4.89	\$7.00	\$2.11 (43.1%)	\$2.45	\$3.50	\$1.05 (42.9%)	\$3.67	\$5.25	\$1.58 (43.1%)
9	\$5.52	\$7.90	\$2.38 (43.1%)	\$2.76	\$3.95	\$1.19 (43.1%)	\$4.14	\$5.92	\$1.78 (43.0%)
10	\$6.07	\$8.68	\$2.61 (43.0%)	\$3.04	\$4.34	\$1.30 (42.8%)	\$4.55	\$6.51	\$1.96 (43.1%)
11	\$6.95	\$9.95	\$3.00 (43.2%)	\$3.48	\$4.98	\$1.50 (43.1%)	\$5.22	\$7.46	\$2.24 (42.9%)
12	\$7.47	\$10.69	\$3.22 (43.1%)	\$3.74	\$5.35	\$1.61 (43.0%)	\$5.61	\$8.02	\$2.41 (43.0%)
13	\$8.24	\$11.79	\$3.55 (43.1%)	\$4.12	\$5.89	\$1.77 (43.0%)	\$6.18	\$8.84	\$2.66 (43.0%)
14	\$8.78	\$12.56	\$3.78 (43.1%)	\$4.39	\$6.28	\$1.89 (43.1%)	\$6.58	\$9.42	\$2.84 (43.2%)
Airport Express	\$8.76	\$8.95	19c (2.2%)	\$4.38	\$4.48	10c (2.3%)	\$6.57	\$6.71	14c (2.1%)

Implementation of fare changes

51. Once approved, changes will be implemented from 1 July to align with the start of the financial year.

Ngā hua ahumoni

Financial implications

52. Paragraphs 33 to 43 set out the financial implications of the fare change options.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

53. Public Transport allows Māori to travel affordably to places such as employment, social services, education, and culturally significant events. Public Transport also aims to decrease the amount of greenhouse gas emissions in the environment which appeals to the protection of the environment which is important in te ao Māori given a special connection to the whenua (land).

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

54. While the reduction to off-peak discount is expected to reduce patronage growth, the size of the impact is not expected to adversely affect greenhouse gas emissions to any significant degree by driving a material mode-shift away from public transport.

55. The AFR neither significantly contributes to nor is at odds with Council's and Greater Wellington's policies and commitments relating to climate change.

56. The AFR has no significant implications for greenhouse gas emissions and therefore does not require an approach to reduce them.

57. Climate change impacts will not have any direct effect upon the AFR.

Ngā tikanga whakatau

Decision-making process

58. 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

59. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of the matter, taking into account Council's Significance and Engagement Policy and Greater Wellington's Decision-making Guidelines.

60. Officers consider that the matters for decision in this report (raising fares in accordance with inflation and reducing the off-peak discount) is of medium significance, on the basis that a fare increase will have a financial impact on all users.

61. In the context of this decision, officers have considered separately the decision making requirements as they relate to the impacts of a general fare increase by inflation from the impacts of reducing off-peak fare discount:
- a When considering the impact of the general fare increase by inflation, officers note that the increase is in line with the current policies in the RPTP which was publicly consulted on.
 - b When considering the impact of the reduction to off-peak discount, officers note that:
 - i Off-peak fares at the reduced 30% discount remain to be an affordable option that can provide an incentive for passengers to use off-peak services where there is capacity in the network.
 - ii The 30% off-peak discount will still apply to all passengers including concession holders
 - iii While the reduction to off-peak discount is likely to reduce some off-peak travel, keeping fares unchanged or lower than budget requirement is likely to have greater impact on rate payers in the region, or increase pressure on debt funding.
62. In addition, a higher general fare increase to peak fares is likely to have greater impact on travel choice to use public transport instead of car, which does not align with the fare policies in the RPTP which aim to encourage greater use of public transport.
63. Greater Wellington is the only region in New Zealand currently offering an off-peak discount.
64. Officers have taken into account the principles set out in section 14 of the Act and the need to manage the Council's resources prudently.
65. Officers have also considered the need to take account of the community's views and preferences in relation to the matter.

Te whakatūtakitaki Engagement

66. The RPTP sets out the Council's policies in relation to fare increases.
67. The RPTP was adopted following a Special Consultative Process.

Ngā tūāoma e whai ake nei Next steps

68. Officers will undertake the steps necessary to implement the Council decision.

**Ngā kaiwaitohu
Signatories**

Writers	Reza Chalabianlou – Senior Advisor - Strategy and Funding, Metlink Anske Janssen – Manager Integrated Fares and Ticketing, Metlink
Approvers	Tim Shackleton – Senior Manager Strategy and Investments, Metlink Samantha Gain – Kaiwhakahaere Matua, Waka-ā-atea Group Manager, Metlink

**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council or Committee's Terms of Reference

The Council has authority to make the decisions in relation to fares policies and funding fares initiatives for the Wellington Region.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

The proposals in this report contribute to the delivery of Public Transport aspects of the current Long Term Plan 2024-2034.

Internal consultation

In preparing this report there has been consultation with officers in the Public Transport, Finance and Community Engagement departments.

Risks and impacts: legal / health and safety etc.

There are no identified legal or health and safety risks arising from the matters in this report.

For Decision

2025/26 ANNUAL PLAN ENGAGEMENT

Te take mō te pūrongo

Purpose

1. For Council to approve the approach and material for the 2025/26 Annual Plan engagement.

He tūtohu

Recommendations

That Council:

- 1 **Agrees** the ‘inform and engage’ approach for the 2025/26 Annual Plan.
- 2 **Approves** the 2025/26 Annual Plan engagement materials as set out in Attachments 1-3.
- 3 **Authorises** the Chief Executive to make minor editorial changes to the proposed 2025/26 Annual Plan engagement materials to correct errors and improve public understanding.

Te tāhū kōrero

Background

2. Section 95 of the Local Government Act 2002 (LGA) requires a local authority to prepare and adopt an annual plan for each financial year.
3. Several Council workshops have been delivered between September 2024 – February 2025 to support the development of the 2025/26 Annual Plan draft budget and rates, and the approach and content for engagement with community.
4. Since the most recent 2025/26 Annual Plan workshop (4 February 2025) the Annual Plan Project Team have been made aware of an opportunity for a potential land purchase which is evolving. The implications of any decision around this for the Annual Plan are being investigated, and Council will be updated as appropriate.

Te tātaritanga Analysis

2025/26 Rates Increase and Annual Activity Review

5. The 2024-34 Long Term Plan (LTP) had forecast an average regional rates increase of 14.5 percent for Year 2 of the LTP (the 2025/26 financial year). While inflation and borrowing costs appear to be easing for 2025/26, we continue to face new challenges including reduced government funding and ongoing cost-of-living pressures.
6. To balance essential services within a tight budget, we have reviewed our planned work programmes, and propose to either delay or scale back activities in certain areas. This would lower the average regional rates increase for 2025/26 from 14.5 percent to 9.72 percent. **Attachment 1** and **Attachment 2** discuss the proposed changes that contribute to this reduction.
7. **Attachment 3** shows the breakdown of rates in each part of our region, broken down by type.
8. The proposed 2025/26 average regional rates increase reflects a careful balance – addressing current financial challenges while continuing to invest in the services and projects identified as important during the development of the LTP.

‘Inform and Engage’ approach

9. Section 95(2A) of the Local Government Act 2002 requires Greater Wellington to consult on an Annual Plan if there are any Significant or Material differences from the corresponding year of the LTP (in this case year two of the 2024-34 LTP).
10. Officers undertook an evaluation in line with Greater Wellington’s Significance and Engagement Policy¹ and determined that there were no activities within the proposed package which triggered a legislative requirement to consult with our communities. However, we are required to ‘inform and engage’ our communities about the changes proposed for LTP year two (2025/26).
11. More detail on the approach to our public engagement on the Annual Plan is provided in Te Whakatūtakitaki | Engagement section below.

Ngā hua ahumoni Financial implications

12. The costs associated with this proposal are included in the relevant operating budget of the 2025/26 Annual Plan.

¹ <https://www.gw.govt.nz/your-region/plans-policies-and-bylaws/policies/>

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

13. Mana Whenua were integral to the development of the 2024-34 LTP, both through their participation as decision making members of the 2024-34 LTP Committee, and through submissions received during the consultation process. The 2025/26 Annual Plan retains the core direction of the LTP.
14. The organisation's commitment to partnership with mana whenua has seen the emergence of a system that facilitates mana to mana discussions at governance, management and operational levels. Regular and established hui at these levels ensure that the system through which the relationships are nurtured can grow and evolve.
15. These relationships are also considering the next phase of planning from whaitua level to regional planning systems which will influence future iterations of annual and long-term planning.
16. As part of this system, we are scheduling bespoke approaches with each mana whenua regarding the proposed changes to Greater Wellington's work programme for year two of the 2024-34 LTP (2025/26 financial year). These discussions will enable us to provide mana whenua with the required analysis of the proposed changes and what these mean.
17. The wānanga with mana whenua in February 2025 will further shape the regional relationships and governance arrangements that will help us all to flourish.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

18. Climate change has been considered across the breadth of development of the proposed 2025/26 Annual Plan package.

Ngā tikanga whakatau

Decision-making process

19. 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

20. As outlined in paragraphs 9 and 10 above, officers have completed a significance assessment on the proposed changes from year two of the 2024-34 LTP, using our current Significance and Engagement Policy and determined that the proposed changes are of medium significance. Therefore, Greater Wellington is not legislatively required to consult on the 2025/26 Annual Plan, but will be informing and engaging.
21. The matters for decision in this report have been assessed as being of low significance, as they are procedural in nature.

Te whakatūtakitaki

Engagement

22. To inform the community of the proposed 2025/26 Annual Plan, and enable the community to provide feedback, Greater Wellington will make a region-wide document available (see Attachment 1) to inform the community on:
23. The proposed revised (reduced) rates increase for 2025/26 acknowledging that the current cost of living is impacting communities across our region; including a breakdown of what the 9.72 percent average regional rate increase means in each area of the region and for each rating category (residential, business and rural).
24. Changes to year two of the 2024-34 Long Term Plan; outlining at a high level the key changes to work programmes required to achieve the lower rates increase and respond to central government funding shortfalls. We will also note the additional items we are required to deliver on as a result of new central government legislation (e.g. Māori Constituency poll and Local Water Done Well).
 - a Key mahi that we will be delivering during 2025/26, to highlight the work being delivered across our region and show the community what their rates are achieving.
25. As in previous years, Regional Factsheets (for Kāpiti Coast, Porirua, Lower Hutt, Upper Hutt, Wellington City, Wairarapa) have been prepared to provide local and regional information for the community. These will also support Councillors and staff to have discussions with community members on how the 2025/26 Annual Plan affects different parts of the Wellington Region. See **Attachment 2**.
26. These documents will be circulated to regional libraries and Greater Wellington Offices across the region. They will also be available on the Greater Wellington website.
27. 'Frequently Asked Questions' documents for the community, Councillors and call centre staff will also be produced to support conversations.
28. These will be supported by a comprehensive communications campaign including press releases and social media posts.

How the community will be able to provide feedback

29. Have Your Say: a 'Have Your Say' survey enabling people to provide general feedback will be open during March 2025. Community members can also post/drop-off written feedback to Council offices during the same period.
30. 'Coffee and chat' in-person session: A 'coffee and chat' in-person session (similar to that run for the 2024-34 LTP consultation and engagement process) will be run on the afternoon of Thursday 20 March at the Cuba Street office. Community members will be able to register to come along and speak to Councillors to share their general feedback about the proposed 2025/26 Annual Plan.
31. Online discussion sessions: due to the lack of uptake by community members in previous years, we will not be running online discussion sessions this year.

Connection with Regional Public Transport Plan and Local Water Done Well consultations

32. The Regional Public Transport Plan (RPTP) will be consulted at the same time as the 2025/26 Annual Plan engagement materials will be live. The Local Water Done Well (LWDW) consultation is likely to begin towards the mid-point of the Annual Plan engagement period.
33. The Annual Plan Project Team members have been working closely with the RPTP and LWDW teams to ensure that opportunities to coordinate and collaborate on messaging are maximised, including:
 - a The Annual Plan ‘inform and engage’ materials include high level information about both the RPTP and LWDW and links to both consultations will be included once ready.
34. Coordinated and collaborative social media messaging as appropriate.
35. The in-person ‘coffee and chat’ session on 20 March, will enable the community to provide feedback on both the Annual Plan and the RPTP.

Ngā tūāoma e whai ake nei

Next steps

36. The region-wide document and regional factsheets will be published, and the community will be able to provide comment through the ‘Have your Say’ pages and the in-person coffee and chat session.
37. Any feedback received will be analysed and presented to Council for consideration and deliberation during May/June. The final 2025/26 Annual Plan will be presented for adoption by Council at its meeting on 26 June 2025.

Ngā āpiti hanga

Attachments

Number	Title
1	2025/26 Annual Plan informing document content
2	2025/26 Annual Plan Regional Plan factsheet content
3	2025/26 Annual Plan revised rating figures

**Ngā kaiwaitohu
Signatories**

Writers	<p>Christina Underhill - Kaitohutohu Advisor, Planning and Reporting</p> <p>Lisa Emery – Kaiwhakahaere Matua Tutukinga Operations Delivery Manager, Te Hunga Whiriwhiri</p> <p>Darryl Joyce – Kaiwhakahaere Matua Manager, Accounting Services</p>
Approvers	<p>Tyler Dunkel – Kaiwhakahaere Matua Manager, Corporate Planning and Reporting</p> <p>Zofia Miliszewska – Kaiwhakahaere Matua Head of Strategy and Performance</p> <p>Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager, Strategy</p> <p>Alison Trustrum-Rainey – Kaiwhakahaere Matua Rautaki Rainey, Group Manager Finance & Risk</p>

**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council's roles or with Committee's terms of reference

In accordance with clause 32 of Schedule 7 to the LGA, the Council is required by legislation to make decisions on rates in the Annual Plan.

Section 95 of the Local Government Act requires Council to adopt an annual plan for each financial year, and to consult on the annual plan, unless the plan does not include significant or material differences for the content of the long term plan for the financial year to which the proposed annual plan relates.

This Report is outlining the approach and material for communicating and getting feedback on the proposed 2025/26 rates increase, therefore Council is responsible for approving this information.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

The 2025/26 Annual Plan sets out the budget, rates and deliverables for year two of the 2024-34 Long Term Plan.

Internal consultation

The proposed 2025/26 Annual Plan engagement material has been developed with input from across the organisation.

Risks and impacts - legal / health and safety etc.

For the proposed 2025/26 Annual Plan material there is a reputational risk of releasing a proposed high rates increase; however, this risk has been mitigated by the work done to reduce the rates increase, and the approach to inform the community and get feedback before adopting the proposed rates increase.

The implications for the 2025/26 Annual Plan of a decision around concurrent discussions regarding a potential land purchase which is evolving are being closely monitored and Council will be updated as appropriate.

2025/26 Annual Plan informing document content

Te Mahere ā-Tau e tūtohutia ana 2025/26 - Me mōhio koe | Proposed Annual Plan 2025/26 - What you need to know

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

Greater Wellington works to create an extraordinary Region, with a thriving environment, connected communities, and a resilient future. Our focus areas include:

- Active Mana Whenua partnerships and participation for improved outcomes for Māori
- Leading action for climate resilience and emissions reduction
- Holistic approaches to deliver improved outcomes for te taiao (the environment)
- Improved access to services and equity of outcomes through participation with communities.

Greater Wellington delivers a wide range of activities that protect our environment while also meeting the cultural, social and economic needs of our communities. We're specifically responsible for environment management, flood resilience and land management, provision of regional parks, public transport planning and funding, and bulk water supply to the local Councils.

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

Annual Plans keep our communities up to date with what we are doing over the next financial year and if it is different to what the Long Term Plan said we would do, how much it will cost, and how it will be funded. The 2025/26 Annual Plan is for Year 2 of the 2024-34 Long Term Plan.

There have been no significant or material changes¹ to what we planned for in year two of our 2024-34 Long Term Plan, so in line with the requirements of the Local Government Act 2002 (Section 95 (2A)) we are not conducting a formal consultation process on our 2025/26 Annual Plan. However, we wanted to make you aware of some of the proposed changes for year two that may be of interest to you and give you an opportunity to tell us what you think.

¹ As defined by our Significance and Engagement Policy 2023

2025/26 Annual Plan informing document content

XXX (translation to come) | We're reducing the average regional rates increase for 2025/26 to ease the pressure on our communities

Rates help fund essential services and projects under the 2024-34 Long Term Plan. While inflation and borrowing costs appear to be easing for 2025/26, we continue to face new challenges including reduced government funding and ongoing cost-of-living pressures. To balance essential services within a tight budget, we have reviewed our work programmes and propose to either delay or scale back activities in certain areas. This would lower the average regional rates increase for 2025/26 from 14.5% to 9.72%.

Despite these constraints, we remain committed to delivering the services and infrastructure that matter most to our community. We continue our important work addressing the impacts of climate change and controlling the pests that damage our rohe. We are developing a frequent and reliable public transport system and protecting the region's communities from the impacts of flooding.

Our proposed reduced rate increase reflects a careful balance – addressing current financial challenges while continuing to invest in the services and projects you identified as important during the development of the Long Term Plan.

The change in average rates increase for residential, business and rural can be seen in the table below:

Insert regional rates table

For a more personalised estimate of your draft 2025/26 rates, please check out our rates calculator on our website: [rates.gw.govt.nz/](https://www.gw.govt.nz/rates)

Assistance in paying your rates

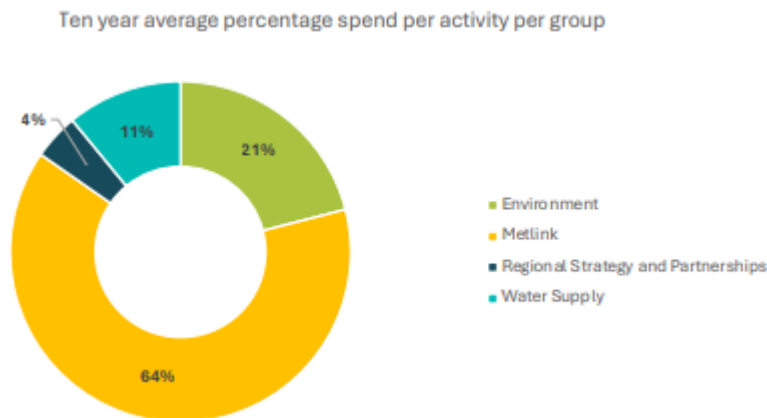
If you need assistance with paying your rates and fit the criteria, rates remission and postponement can be applied for on our website: <https://www.gw.govt.nz/your-region/your-rates/remission-and-postponement-policies/>. Rates rebates can also be applied for via your local council.

2025/26 Annual Plan informing document content

XXX (translation to come) | We're changing how we deliver some of our planned work

Your rates go towards funding services and projects across our four activity groups as set out in our Long Term Plan 2024-34.

Insert infographic ten year average percentage spend per activity group



We remain committed to delivering essential and impactful services with the highest standards, even within a constrained budget environment. We continue to prioritise collaboration and regional connectivity, strengthening our partnerships, including our ongoing commitment to working closely with Mana Whenua. However, to work within these constrained budgets requires trade-off's, which, in some areas, will mean a reduction in service levels or deferral of work.

We deliver on our community outcomes through the work of our four key Activity Groups: Environment, Metlink Public Transport, Regional Strategy and Partnerships, and Water Supply. The Long Term Plan (<https://ltp.gw.govt.nz/>) tells you more about the work that each group will be delivering between 2024-2034.

In order to achieve the rates reduction outlined above, and respond to central government direction and funding shortfalls, we are proposing the following changes to how we work in 2025/26:

Metlink

- Reducing the number of new 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% (subject to confirmation by Council).

2025/26 Annual Plan informing document content

- Deferring a project to develop bus interchange and driver facilities in Porirua.

Environment

- Rephrasing funding to undertake future plan changes until the new National Policy Statement for Freshwater Management is expected to be operative on 31 December 2025 (whichever is sooner), as a result of central government direction. We know the health of our wai is important to our Mana Whenua partners and communities so we will be focusing 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

- Delaying recruitment of vacant or new positions

Our bus network design and service levels will be considered as part of the review of the Wellington Regional Public Transport Plan, which is being consulted on during March 2025 with hearings scheduled for 5 to 7 May 2025 [Link to RTP](#)

XXX (translation to come) | Theres some extra things we need to do as well

There are a few things that we had to add to our work programme for 2025/26 that are either new, or we did not have enough information about during the development of our 2024-34 Long Term Plan to include them at the time.

Māori Constituency Referendum: During 2024, Council affirmed its resolution to establish a Māori Constituency, with endorsement from all mana whenua of the region, for the 2025 and 2028 triennial local elections. As a result of central government legislation² Greater Wellington will conduct a poll about this during the 2025 triennial local elections. The outcome of the poll will be effective for the 2028 and 2031 triennial local elections.

Local Water Done Well: Greater Wellington has obligations because of new central government water legislation³ to submit a plan to the Department of Internal Affairs regarding the future of bulk water services provision for the region by 3 September 2025. We will be working hard to meet this deadline and ensure that the community has an opportunity to have their say on what water services look like in the future. **For more information and to have your say visit....xxxx**

² the Local Government (Electoral Legislation and Māori Wards and Māori Constituencies) Amendment Act 2024

³ Local Government (Water Services) Bill 2024

2025/26 Annual Plan informing document content

He aha ā mātou mahi mō tō tātou takiwā hei te 2025/26 | What we have planned for our region in 2025/26

Design to consider how we present some of the major pieces of mahi we will be working on in 2025/26 that are outlined in the table below

Working with Mana Whenua

Greater Wellington are focused on the maturity and shifts that our relationships require to transform the way we partner with mana whenua. As trust grows and we as Greater Wellington grow greater capability in understanding the role and inherent obligations of mana whenua in their rohe, we recognise our need to shift the way we work. This shift away from Greater Wellington embedding te ao Māori/ mātauranga Māori to enabling systems for this to be done by mana whenua. From everything that we do, we will build our understanding of true whaitua design, delivery, monitoring and evaluation, this will be driven with and by mana whenua. This maturing partnership is driven from over 30 years of partnership with mana whenua including:

- Ngā Hapū o Ōtaki Trust
- 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

Our focus will be ensuring that the work we do is with our mana whenua partners delivering on priorities of mana whenua and our shared outcomes across the region.

We are also partnering through shared programmes of work through kaupapa and Tūāpapa agreements, ensuring mana whenua are engaged early and are part of the design and delivery for successful outcomes both for mana whenua/Māori/community and for te taiao.

2025/26 Annual Plan informing document content

Activity/project	Text
Ngā Waka Tūmatanui – Metlink Public Transport	
Implementation of Council’s Strategic Public Transport Asset Control Strategy	We will be commissioning Stage One of the Southern Electric Bus Depot – Kauri Street, 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)	We will commence design of the rolling stock and delivery of other infrastructure changes to progress the Lower North Island Rail Integrated Mobility (LNIRIM) programme
Bus services procurement (tranche one)	Most of our bus contracts expire in either 2027 or 2030. Procurement for the first tranche of bus service contracts will commence in this year.
Customer-centric technical solutions	New customer-centric technology solutions: The contactless national ticketing solution for public transport will be rolled out in Wellington by June 2026. We will also be replacing the Real Time Information system to provide smarter, more accurate information and data for customers, the business and operators.
Wellington Rapid Transit Bus Corridors and capacity improvements	We will commence implementation of design for the Harbour Quays rapid transit bus corridor and implement Route 2 capacity improvements; by mid-2026, it is intended that there will be five Electric Articulated Vehicles (EAVs] operating between Karori and Courtenay Place.
Ko te Mahere ā-rohe me ngā Rangapū – Regional Strategy and Partnerships	
Energy Transformation Initiative	Following development of solar farm proposal(s) in 2024/25, we will be putting options to decision-makers, and, if approved, preparing for implementation
Regional Adaptation Project	We are developing a regional adaption framework, toolkit, communications and engagement plan and regional spatial risk tool. A key focus will be on the role of mana whenua and the way in which our mahi is informed by their knowledge systems of Mātauranga Māori.
Ngā Puna Wai - Water Supply	
Wellington Region Raw Water Source	Work continues to increase the water storage capacity supplying the Te Marua treatment plant. Upgrades and maintenance of the pipe network and bulk flow meters is also planned.
Rocky Point and Ngauranga Interconnection valve chambers pipe connection	Construction of seismically resilient pipe connections to Rocky Point and Ngauranga Interconnection valve chambers on the Wainuiomata to Wellington pipeline will commence mid-late 2025.
Te Marua Capacity Upgrade	The upgrade the Te Marua Water Treatment Plant to maximise its hydraulic capacity is expected to be completed mid 2025
Waterloo Pump Hall Ventilation	Construction for the installation of a ventilation system to cool the pumping facility at Waterloo Pump Hall is expected to start this year.
Te Taiao Environment	
Te Awa Kairangi – RiverLink	We will continue work on RiverLink flood protection activities. Learn more at Te Awa Kairangi

2025/26 Annual Plan informing document content

Flood Resilience Tranche 1	Greater Wellington and MBIE's Regional Economic Development and Investment Unit, Kānoa, have agreed to co-fund 16 flood resilience projects to future proof community, infrastructure, cultural taonga and the economy, following a major flooding event. Learn more at flood resilience projects
Toitū Te Whenua Parks Network Plan implementation	We will continue restoration planting in Queen Elizabeth Park, Battle Hill Farm Park, Belmont Regional Park, East Harbour Regional Park and Kaitoke Regional Park, where the grazing license has ended. We also continuing our pest control and monitoring programmes in the parks to protect the existing plantings. Learn more at Recloaking Papatūānuku
Harbour channel improvement	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.
Enhanced pest animal and plant control	We are committed to protecting our most important places from the impacts of pests throughout the Rohe. We will be focusing on ungulate control (goats, deer, pigs) particularly in Wainuiomata catchment, Wairarapa Moana, and Pukaha Mt Bruce sanctuary. Learn more at Greater Wellington — Pest management
Keeping our resource management policies up to date	In 25/26 we will begin work to align our planning documents with government amendments to the Resource Management Act. We will implement this direction directly through resource consent processing (as required).
Using nature-based approaches to build resilience	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. Learn more at Greater Wellington — Environmental data and information

For a further breakdown of average rates and the services we are delivering in each area (Wellington, Hutt Valley, Porirua, Kāpiti Coast and Wairarapa) please see our Area Fact Sheets: [insert link](#)

2025/26 Annual Plan informing document content

Kei te pīrangī mātou ki ō whakairo / We value your feedback

We understand that there is a balance to find between affordability and best serving the needs of our environment and community, both now and into the future, and we are always interested in whether you think we have hit the mark.

Please let us know if you have any feedback. This may be about

- Our proposed 2025/26 Annual Plan
- Our priorities and/or how we propose to deliver our services during 2025/26
- Anything else related to the way Greater Wellington delivers on our responsibilities and works with our communities.

How to provide feedback

- You can provide feedback online via our Have Your Say platform [insert link](#) during March 2025.
- Register for a Coffee and Chat discussion with Councillors which will be held 2pm, Thursday 20 March at our Cuba Street office [insert link](#)
- You can also post your feedback to us at the below address or drop it off to one of our offices during March 2025. Please address it to the Corporate Planning and Reporting Team
 - Post: Greater Wellington Regional Council, PO BOX 11646, Wellington, 6142
 - Offices:
 - 100 Cuba Street, Wellington
 - 34 Chapel Street, Masterton

The Council will consider all feedback and deliberate on the Annual Plan 2025/26 at a meeting in May/June 2025.

Please contact Corporate.Planning@gw.govt.nz if you have any questions relating to the 2025/26 Annual Plan.

[Insert privacy statement](#)

2025/26 Annual Plan regional factsheet content

Content to be included on all individual factsheets

As a Regional Council, Greater Wellington is responsible for looking after the health of our environment including our forests, rivers, waterways, and native ecosystems. We also look after the health of our community by providing accessible public transport and partnering across the Wellington Region to address climate change, promote economic development and provide emergency responses.

We are working together to create an extraordinary region, with a thriving environment, connected communities and a resilient future.

About your rates

Your rates help fund essential services and projects under the 2024-34 Long Term Plan. While inflation and borrowing costs appear to be easing for 2025-26, we continue to face new challenges including reduced government funding and ongoing cost-of-living pressures. To balance essential services within a tight budget, we have reviewed our work programmes and propose to either delay or scale back activities in certain areas. This would lower the average regional rates increase for 2025/26 from the 14.5% indicated in the Long Term Plan to 9.72%. Learn more about the proposed changes ([link](#)).

The table below shows the average **(insert district)** rates, but your individual rates may vary based on local factors which means that your rates bill is likely to differ from that of the regional average and/or your neighbour's. For a personalised estimate, visit our rates calculator at rates.gw.govt.nz.

Insert specific district table (provided separately)

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

Greater Wellington is committed to evolving our partnership with mana whenua. As trust and understanding grow, we recognise the need to shift from embedding te ao Māori ourselves to enabling mana whenua to lead. This approach will guide whaitua design, delivery, and evaluation, ensuring our work aligns with iwi priorities, and builds on over 30 years of partnership. Our focus will be ensuring that the work we do supports the intergenerational aspirations of iwi within their rohe.

He aha ā mātou mahi mō tō tātou takiwā hei te 2025/26 | What we have planned for our region in 2025/26

- Continuing to deliver a safe and reliable public transport network
- Progressing the Lower North Island Rail Integrated Mobility (LNIRIM) programme

2025/26 Annual Plan regional factsheet content

- Progressing customer centric public transport technology including the national ticketing solution and Real Time Information upgrades
- Protecting our taonga from the impact of pests throughout the rohe
- Continuing restoration planting across our regional parks
- Enhancing marine biosecurity; and improving harbour safety.
- Protecting waterways through planting, water quality monitoring, and landowner support.
- Providing bulk water services
- Partnering with Te Matarau a Maui to support Māori businesses through an economic development strategy.
- Implementing the Whaitua Programmes for freshwater and environmental goals, working with communities, mana whenua, and local councils.

Additional area specific content to be included

Wellington fact sheet

- Working with Wellington City Council for aligned decision-making on freshwater and environmental outcomes
- Development of initial stage of a new electric bus depot in Miramar (Kauri St), to provide parking and charging for new electric buses. Stage One will provide space for 68 buses, maintenance, and staff facilities.
- Commence development of a new Stop D in Johnsonville to meet demand and improve transport resilience.
- Commencing implementation of design for the Harbour Quays rapid transit bus corridor and implementing Route 2 capacity improvements

Kāpiti fact sheet

- Completing the seismic and customer experience upgrade of Paraparaumu Station (north bound) building
- Continuing existing flood protection works and starting a project at Ōtaki Cliffs
- Working with our Waikanae ki Utu ki Tai partners (Ātiawa ki Whakarongotai, Department of Conservation and Kapiti District Council) to revitalise the Waikanae Awa.

Porirua fact sheet

2025/26 Annual Plan regional factsheet content

- Initiating a Porirua bus service review to support urban regeneration and new growth areas and address equity issues
- Undertaking strengthening of the ramps at Porirua Station that lead to the station underpass.
- Working with Te Rūnanga o Toa Rangatira and our Porirua Harbour Accord partners to develop a Te Awarua o Porirua Catchment Plan
- Continuing to work with Te Rūnanga o Toa Rangatira on the transition of park operations to their taiao kaimahi tīma at Whitireia Park and to restore fish passage in hundreds of waterways throughout the catchment.

Lower Hutt fact sheet

- Continuing work on RiverLink flood protection and public transport activities
- Progressing work on the Waterloo Transit Oriented Development, which will deliver an integrated, high-amenity public transport hub at Waterloo Station.
- Commencing flood hazard modelling and mapping for Wainuiomata
- Action planning for improving water quality and flood resilience in the Waiwhetū Stream
- Control of goats, deer, pigs particularly in the Wainuiomata catchment.

Upper Hutt fact sheet

- Completing of the Whakawhirinaki: The Silverstream Water Bridge and Shared Path project.
- Reviewing the flood protection work programme for Pinehaven
- Providing access to Kaitoke, Pakuratahi and Akatawara Parks and looking after their Key Native Ecosystem sites that nurture special ecosystems important to our region.

Wairarapa Hutt fact sheet

- Investigating potential sites for sustainable energy generation
- Supporting implementation of the Wairarapa Water Resilience Strategy
- Facilitating public access to Hiwinui Forest
- Continuing existing food resilience work and starting new projects at 15 sites in the Wairarapa
- Continuing discussions with mana whenua and the community, and technical investigations regarding the review of the Lower Wairarapa Valley Development

2025/26 Annual Plan regional factsheet content

Scheme. This includes how climate change impacts the environment and flooding in the area.

Proposed revised rating figures for the 2025/26 Annual Plan engagement materials

For the main informing document

Average Regional Rates	Average rates per annum	Average increase per week
Residential (incl. GST)	\$66.22	\$1.27
Business (excl. GST)	\$568.76	\$10.94
Rural (excl. GST)	\$80.25	\$1.54

For the factsheets

Wellington City Average Rates		Average Rates 2025/26	Average increase per annum	Average increase per week	Increase %
Residential (incl. GST)	Wellington City	\$1,198.88	\$21.16	\$0.41	1.8%
Business (excl. GST)	Wellington City	\$2,815.05	\$253.58	\$4.88	9.9%
	Wellington City – CBD	\$16,720.06	\$1,455.46	\$27.99	9.5%
Rural (excl. GST)	Wellington City	\$903.94	\$138.26	\$2.66	18.1%

Wairarapa Average Rates		Average increase per annum	Average increase per week	Increase %
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Proposed revised rating figures for the 2025/26 Annual Plan engagement materials

		Average Rates 2025/26			
Residential (incl. GST)	Masterton District	\$466.64	\$15.03	\$0.29	3.3%
	Carterton District	\$544.92	\$59.08	\$1.14	12.2%
	South Wairarapa District	\$641.74	\$43.70	\$0.84	7.3%
Business (excl. GST)	Masterton District	\$1,625.48	-\$28.91	-\$0.56	-1.7%
	Carterton District	\$950.48	\$101.95	\$1.96	12.0%
	South Wairarapa District	\$1,408.41	\$187.47	\$3.61	15.4%
Rural (excl. GST)	Masterton District	\$712.87	\$10.88	\$0.21	1.5%
	Carterton District	\$797.07	\$79.72	\$1.53	11.1%
	South Wairarapa District	\$919.10	\$115.23	\$2.22	14.3%
	Tararua District	\$879.52	\$23.79	\$0.46	2.8%

Porirua Average Rates		Average Rates 2025/26	Average increase per annum	Average increase per week	Increase %
Residential (incl. GST)	Porirua City	\$1,055.51	\$110.13	\$2.12	11.6%
Business (excl. GST)	Porirua City	\$2,622.54	\$200.98	\$3.87	8.3%
Rural (excl. GST)	Porirua City	\$1,207.18	\$120.61	\$2.32	11.1%

Kāpiti Coast Average Rates		Average Rates 2025/26	Average increase per annum	Average increase per week	Increase %
Residential (incl. GST)	Kāpiti Coast district excl Ōtaki	\$1,149.01	\$157.44	\$3.03	15.9%
	Ōtaki rating area	\$619.28	\$79.75	\$1.53	14.8%
Business (excl. GST)	Kāpiti Coast District	\$2,475.34	\$303.92	\$5.84	14.0%
Rural (excl. GST)	Kāpiti Coast District	\$891.68	\$117.67	\$2.26	15.2%

Proposed revised rating figures for the 2025/26 Annual Plan engagement materials

Hutt Valley Average Rates		Average Rates 2025/26	Average increase per annum	Average increase per week	Increase %
Residential (incl. GST)	Hutt City	\$1,190.30	\$96.36	\$1.85	8.8%
	Upper Hutt City	\$993.65	\$89.78	\$1.73	9.9%
Business (excl. GST)	Hutt City	\$4,047.57	\$322.48	\$6.20	8.7%
	Upper Hutt City	\$3,294.31	\$266.52	\$5.13	8.8%
Rural (excl. GST)	Hutt City	\$1,052.30	\$82.27	\$1.58	8.5%
	Upper Hutt City	\$911.96	\$73.97	\$1.42	8.8%

For Decision

2025 TRIENNIAL LOCAL ELECTIONS

Te take mō te pūrongo

Purpose

1. To advise Council on the:
 - a Timetable for the 2025 triennial local elections
 - b Order of candidates' names on the voting documents for those elections.

He tūtohu

Recommendations

That Council:

- 1 **Notes** that all territorial authorities in the Wellington Region will use the postal voting method for the 2025 triennial elections.
- 2 **Notes** the timetable for the 2025 triennial local elections (Attachment 1).
- 3 **Agrees** that the names of the Wellington Regional Council candidates at the 2025 triennial local elections (and any subsequent by-elections during the 2025–28 triennium) are arranged on the voting paper in:

Either

- a Alphabetical order of surname;
- b Pseudo-random order; *or*
- c Random order.

Te tāhū kōrero

Background

Electoral system

2. The 2025 triennial local authority elections will be held on Saturday 11 October 2025.

3. The Single Transferable Vote (STV) electoral system applies to Council's 2025 triennial local elections¹ and related planning has commenced.

Timetable

4. The timetable for the 2025 triennial local elections is set out in the Local Electoral Act 2001 (the LEA), the Local Electoral Regulations 2001 (the LER), and the Local Government (Electoral Legislation and Māori Wards and Māori Constituencies) Amendment Act 2024 (the LGELAA). A copy of this statutory timetable is included as **Attachment 1** to this report. The dates of principal interest to the public are bolded.

Te tātaritanga Analysis

Voting method

4. Legally, territorial authorities decide on the voting method for the triennial local elections; and the method used for regional council voting within the district of a territorial authority must be the same method used by that territorial authority.
5. Currently, the LER allow for postal and/or booth voting methods to be used. We are advised that all territorial authorities in the Wellington Region will use postal voting for the 2025 triennial elections.

Order of candidates' names on voting papers

6. Clause 31(1) of the LER allows Council to decide whether candidates' names are arranged on the voting documents in alphabetical order of surname, pseudo-random order, or random order. Without a Council resolution approving another arrangement, the candidates' names must be arranged in alphabetical order of surname
7. For each of the 2013, 2016, 2019, and 2022 triennial local elections Council resolved that random order be applied to candidate names².
8. To avoid confusion for voters, we propose that Council's decision on the order applied to candidate names for the 2025 triennial local elections is also applied to any subsequent by-elections during the 2025–28 triennium.

¹ Council initially resolved for the Single Transferable Vote electoral system to apply from Council's 2013 triennial local elections. This resolution continues in effect until such time as the Council resolves a different electoral system. Council considered the electoral system for the 2025 triennial local elections on 24 August 2023 (Report 23.243) and did not change the resolution.

² Resolved by Council on 20 March 2013 (Report 13.48), 24 February 2016 (Report 16.17), 26 February 2019 (Report 19.11), and 24 February 2022 (Report 22.31) respectively.

Nga kōwhiringa

Options

9. Council is using the STV electoral system for the 2025 triennial local elections, which asks voters to locate and rank candidates' names on the voting paper regardless of the order of names.

Option 1 - Alphabetical order of surname

10. This option is self-explanatory. The voting paper will look the same for every voter.

Advantages and disadvantages

11. Candidates' names are listed alphabetically for Parliamentary elections, so voters may be familiar with this approach and find it easier to locate candidates' names. The resulting voting paper looks the same for every voter.
12. This option means that some candidates will always be listed at the top of the voting paper, with other candidates always listed at the bottom.

Option 2 – Pseudo-random order

13. The candidates' names are placed in a hat (or similar receptacle), mixed together, drawn out, and placed on the voting paper in that order. The resulting voting paper looks the same for every voter.
14. Clause 31(4) of the LER provides that if a local authority chooses pseudo-random order, the Electoral Officer must state (in the public notice required to be given) the date, time, and place at which the order of the candidates' names will be arranged and that any person is entitled to attend.

Advantages and disadvantages

15. This option provides an equal opportunity for candidates' names to either be listed at the top of the voting paper or to be listed at the bottom of the voting paper.
16. Some voters may find it difficult to locate the candidates they wish to vote for and to rank those candidates under the STV electoral system. As Council has used random order (Option 3) and this electoral system for the 2013, 2016, 2019, and 2022 triennial local elections, voters are likely to be familiar with this approach.
17. The printing costs are the same as for Option 1, with some slight additional compliance costs (e.g. see paragraph 14 above).

Option 3 – Random order

18. The order of candidates' names is determined using random generator software and shown in a different order on the range of voting papers.

Advantages and disadvantages

19. This option means that each candidate's name has an equal opportunity to be at the top of the voting paper, and that all candidates will be listed at the top of some voting papers and at the bottom of other voting papers.

20. As with Option 2, some voters may find it difficult to locate and rank the candidates they wish to vote for. That said, voters are likely to be familiar with this option as Council has used random order and the STV electoral system for the last four triennial local elections.
21. The related printing costs are not significantly more than the other two options, as this is a familiar system using modern technology.

Options chosen by territorial authorities within the Wellington Region

22. Currently, no territorial authority within the Wellington Region has determined the order of its candidates' names. Most councils make this decision during February of election year.
23. The following table sets out the option chosen by territorial authorities in the Wellington Region for the 2022 triennial local elections, with the voting method provided as additional context:

Territorial authority	Order of candidates' names	Electoral system
Carterton District Council	Random	FPP ³
Hutt City Council	Random	FPP
Kāpiti Coast District Council	Random	STV
Masterton District Council	Alphabetical	FPP
Porirua City Council	Random	STV
South Wairarapa District Council	Random	FPP
Upper Hutt City Council	Random	FPP
Wellington City Council	Random	STV

24. Nationally, since the 2016 triennial local elections, local authorities have increasingly chosen Option 3 – random order⁴.

Ngā hua ahumoni

Financial implications

25. There are no financial implications arising from the choice of any of these options, as these costs are provided for in the 2024–34 Long Term Plan.

³ First Past the Post.

⁴ In 2016, this option was chosen by 43 percent of local authorities; in 2019, by 57 percent; and in 2022, by 73 percent.

Ngā take e hāngai ana te iwi Māori

Implications for Māori

26. There are no implications for Māori arising from the matters for decision.

Ngā tikanga whakataua

Decision-making process

27. The matters requiring decision in this report were considered by officers against the requirements of the LEA, the LER, and Part 6 of the Local Government Act 2002.

Te hiranga

Significance

28. Officers considered the significance of these matters, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Due to the administrative nature of these decisions, officers consider that these matters are of low significance.

Te whakatūtakitaki

Engagement

29. Due to their administrative nature and low significance, no engagement on the matters for decision was undertaken.

Ngā tūāoma e whai ake nei

Next steps

30. Council's decision on the order of candidates' names on the voting papers will be communicated to electoral officers in the territorial authorities and to the public in the necessary public notices.

Ngā āpitihanga

Attachment

Number	Title
1	2025 triennial local elections timetable

Ngā kaiwaitohu

Signatories

Writer	Will Ogier - Kaitohutohu Matua Principal Advisor Democratic Services
Approvers	Francis Ryan – Kaiwhakahaere Mana Uringi, Manapori Head of Governance and Democracy Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy

**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council's roles or with Committee's terms of reference

Council has authority to determine the arrangement of candidates' names on the voting paper(s) under the LER.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

These decisions contribute to the effective management of the 2025 triennial local elections.

Internal consultation

Greater Wellington's Electoral Officer, Warwick Lampp, was consulted in the preparation of this report.

Risks and impacts - legal / health and safety etc.

These decisions ensure Council's 2025 triennial local elections meet the requirements of the LEA and the LER.

2025 Triennial Local Elections Timetable

Date(s)	Requirement	Legislation
1 March to 30 April	Ratepayer roll enrolment confirmation forms sent to existing ratepayer electors	
1 March to 3 July	Preparation of ratepayer roll	
1 April to 31 May	National public notice of ratepayer roll qualifications and procedures	Section 39 LEA
10 April	Statutory deadline for Local Government Commission's determination of Greater Wellington's representation arrangements for the 2025 triennial local elections	Section 19R LEA
9 June	Electoral Commission enrolment update campaign commences	
3 July	Public notice of election, calling for nominations, advising when roll opens for public inspection	Sections 42, 52, and 53 LEA
4 July (Friday)	Nominations open / rolls open for public inspection	Section 42 LEA
11 July (Friday)	Māori Electoral Option suspended until Election Day (Māori electors cannot switch rolls from this date)	Section 78B Electoral Act 1993
1 August (Friday)	Nominations close at 12 noon / rolls close	Sections 5, 50 and 55 LEA Clause 21 LER Clause 31 LGELAA
By 6 August	Public notice of election day and candidates' names	Section 65 LEA
5 September	Electoral Officer certifies final electoral roll	Section 51 LEA Clause 22 LER
By 9 September	Electoral Commission letter sent to electors on the unpublished roll	
9 to 22 September	Delivery of voting documents	Clause 51 LER Clause 34 LGELAA

2025 Triennial Local Elections Timetable

Date(s)	Requirement	Legislation
9 September to 11 October at 12 noon	Voting period	
	Progressive roll scrutiny	Section 83 LEA
	Special voting period	Section 5 LEA Clause 35 LER
	Early processing of votes	Section 80 LEA
No later than 10 October at 12 noon	Appointment of scrutineers	Sections 66 to 68 LEA
11 October (Saturday)	Election Day	Section 10 LEA
	Voting closes 12 noon, and counting commences	Section 84 LEA
	Preliminary results available as soon as practicable after close of voting	Section 85 LEA Clause 80A LER
11 to 16 October	Official count – process special votes	Section 84 LEA
16 to 19 October, or as soon as practicable	Public notice declaring official election results (on local authority website)	Section 86 LEA
By mid-December (depends on public notice date of results)	Elected members' return of elections expenses and donations form	Section 112A LEA

For Decision

IMPACT OF LEGISLATIVE CHANGES ON COUNCIL'S POWERS, FUNCTIONS, AND DUTIES – FEBRUARY 2025

Te take mō te pūrongo

Purpose

1. To advise Council on the implications of the Fast-track Approvals Act 2024 for Council's powers, functions, and duties.

He tūtohu

Recommendations

That Council:

- 1 **Notes** that the Fast-track Approvals Act 2024 has implications for Council's powers, functions, and duties.
- 2 **Delegates** to the Chief Executive all the powers, functions, and duties under the Fast-track Approvals Act 2024 and any associated regulations (as set out in Attachment 1).

Te horopaki

Context

2. In December 2024, Parliament enacted the Fast-track Approvals Act 2024 (the 2024 Act), which has implications for Council's powers, functions, and duties.
3. The 2024 Act establishes a permanent fast-track approvals regime for eligible infrastructure and development projects that have significant regional or national benefits. The fast-track approvals process bypasses other legislative approvals processes (including resource consent applications under the Resource Management Act 1991 (the RMA)). Decisions on approvals are made by expert panels. These decisions can be appealed to the High Court or Supreme Court on a point of law only.
4. Unlike RMA resource consent processes, a local authority is not a decision-maker on fast-track approvals. Instead, a local authority's role is principally to provide information to applicants, decision-makers, and other parties (such as existing consent holders) at various stages throughout the fast-track approvals process. A local authority may (and in some circumstances must) provide information when invited to do so, and its involvement is generally subject to statutory timeframes. A

local authority may also lodge an appeal or judicial review in the High Court or Supreme Court, or join an appeal as an interested party.

5. The 2024 Act also provides for a local authority to recover its actual and reasonable costs from applicants and the Environmental Protection Authority (EPA) for that local authority's involvement in the fast-track approvals process.
6. Business functions are addressing the specific policy and operational impacts of the 2024 Act, and these impacts will be indicated to Council and committees as needed.

Te tātaritanga Analysis

7. Officers have considered carefully the powers, functions, and duties under the 2024 Act, and any associated regulations¹, including whether any of these should be retained by Council.
8. We propose that Council delegates all of its powers, functions, and duties under the 2024 Act to the Chief Executive. This is consistent with Council's approach to the COVID-19 Recovery (Fast-track Consenting) Act 2020 (the 2020 Act).
9. In considering the impacts of the 2024 Act, officers looked at whether Council's existing delegations under the 2020 Act² are still needed (as this Act has been repealed). As Greater Wellington is still involved in monitoring consents under the related processes, officers consider these delegations should continue until those processes are concluded.

Ngā hua ahumoni Financial implications

10. There are no financial implications arising from this report.

Ngā Take e hāngai ana te iwi Māori Implications for Māori

11. There are no known implications for Māori.

Ngā tikanga whakatau Decision-making process

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

¹ The 2024 Act enables the making of several sets of regulations. As regulations are intended to contain subsidiary matters to the Act, officers do not anticipate these regulations including matters that will require Council to retain its powers, functions, and duties. Our review of the Fast-track Approvals (Cost Recovery) Regulations 2025 confirms this.

² Delegation under the COVID-19 Recovery (Fast-track Consenting) Act 2020 – Report 20.361.

Te hiranga Significance

13. Officers have considered the significance of the matter for decision, taking into account Council’s *Significance and Engagement Policy* and Greater Wellington’s *Decision-making Guidelines*. As this decision implements legislative changes (which have already undergone public consultation) and concern Council’s internal allocation of decision-making rights, officers consider this matter to be of low significance.

Te whakatūtakitaki Engagement

14. Given the significance of the matter for decision, no external engagement was considered necessary.

Ngā tūāoma e whai ake nei Next steps

15. If the proposed delegations are approved, officers will update Council’s *Delegations Manual* and make this available to the Chief Executive and relevant group managers.
16. Officers will then recommend to the Chief Executive that relevant powers, functions, and duties under the 2024 Act are sub-delegated to specified officers.

Ngā āpiti hanga Attachment

Number	Title
1	Statutory delegations from Council to the Chief Executive

Ngā kaiwaitohu Signatories

Writers	Will Ogier - Kaitohutohu Matua Principal Advisor Democratic Services Andrew Banks - Kaitohutohu Resource Advisor
Approvers	Shaun Andrewartha - Kaiwhakahaere Matua Manager Environmental Regulation Francis Ryan – Kaiwhakahaere Mana Uringi, Manapori Head of Governance and Democracy Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy

**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council's roles or with Committee's terms of reference

Council can, under clause 32 of Schedule 7 to the Local Government Act 2002, delegate to an officer its responsibilities, duties or powers under the 2020 Act.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

The proposed delegation does not contribute to the Annual Plan, Long Term Plan, or Council's or Greater Wellington's key strategies, policies and plans.

Internal consultation

This report was prepared in consultation with the Environmental Regulation business function.

Risks and impacts - legal / health and safety etc.

There are no known risks or impacts arising from the matter for decision.

Statutory delegations from Council to the Chief Executive

Delegations

Council delegates to the Chief Executive all the powers, functions, and duties of Council in the following legislation (and any associated regulations) and bylaws:

Biosecurity Act 1993

Building Act 2004

Civil Defence Emergency Management Act 2002

Fast-track Approvals Act 2024

Hazardous Substances and New Organisms Act 1996

Land Drainage Act 1908

Land Transport Management Act 2003

Litter Act 1979

Local Government Act 2002

Local Government Official Information and Meetings Act 1987

Marine and Coastal Area (Takutai Moana) Act 2011

Maritime Transport Act 1994

Privacy Act 2020

Property Law Act 2007

Protected Disclosures Act 2000

Public Records Act 2005

Public Works Act 1981

Rating Valuations Act 1998

Reserves Act 1977

Resource Management (Simplifying and Streamlining) Amendment Act 2009

Soil Conservation and Rivers Control Act 1941

Statutory Land Charges Registration Act 1928

Summary Proceedings Act 1957

Trespass Act 1980

Walking Access Act 2008

Wellington Regional Water Board Act 1972

Wellington Regional Council (Water Board Functions) Act 2005

Parks, Forests and Reserves Bylaws 2016

Navigation and Safety Bylaws 2003

Wellington Regional Water Board Bylaws 1976.

In addition, if Council has powers, functions, and duties under any other legislation, regulation, or bylaws that are not specified in the above list and are of an enforcement, inspection, licensing or administrative nature, then the Chief Executive is delegated those powers, functions, and duties as if the legislation, regulation, or bylaws were specified in the above table.

Exceptions

The following exceptions apply to the above delegation. The delegated authority does not include:

- Matters that cannot legally be delegated (including those powers set out in legislation, regulations, or bylaws that are required to be made by resolution)
- The power to adopt Council:
 - Plans (this includes statutory plans and non-statutory plans, for example, flood management plans and parks network plans); or
 - Strategies; or
 - Policies.

(This exception does not include management and operational plans, strategies, or policies.)
- Those powers retained by Council
- The powers delegated to any Committee.

Power to sub-delegate

The Chief Executive is able to sub-delegate these delegations.

Explanatory note: the Local Electoral Act 2001 was intentionally excluded from the list above (and therefore powers, functions, and duties under that Act remain with Council).

For Decision

GREATER WELLINGTON'S QUARTER TWO 2024/25 SUMMARY REPORT

Te take mō te pūrongo

Purpose

1. To advise the Council on the financial and non-financial performance of Greater Wellington Regional Council (Greater Wellington) for the second quarter of the 2024/25 financial year (1 October – 31 December 2024).

He tūtohu

Recommendation

That Council

- 1 **Accepts** Greater Wellington's 2024/25 Quarter Two Performance Summary Report, as at 31 December 2024 (Attachment 1).

Te horopaki

Context

2. Quarterly reporting is an internal monitoring tool for tracking progress against Greater Wellington's work programme for 2024/25. This reporting reflects on what is going well, and indicates what issues and risks need to be managed to enable us to achieve what we have committed to in Year One of the 2024-34 Long Term Plan.
3. A performance summary is presented to Council after the end of the related period (e.g. each quarter), and the Annual Report is presented as a full year wrap up in lieu of a fourth quarter report.

Te tātaritanga

Analysis

4. Greater Wellington's Quarter Two Summary Report, as at 31 December 2024 (**Attachment 1**), provides an update on performance during the period 1 October – 31 December 2024 (the second quarter of the 2024/25 financial year, the first year of the 2024-34 Long Term Plan). It includes:
 - a A high-level summary of Greater Wellington's quarter two highlights and challenges;

5. The status of our 2024-34 Long Term Plan non-financial performance measures, Chief Executive key performance indicators, and major projects, as at 31 December 2024;
 - a An overview of the quarter’s performance by Long Term Plan Activity Group;
6. Examples of how we have contributed to our four overarching Long Term Plan Focus Areas during the reporting quarter; and
 - a A summary of financial performance for the period ending 31 December 2024.

Ngā hua ahumoni Financial implications

7. There are no financial implications arising from the matter for decision in this report. Greater Wellington’s financial performance for the second quarter of the 2024/25 financial year is detailed in **Attachment 1**.

Ngā Take e hāngai ana te iwi Māori Implications for Māori

8. ‘Active mana whenua partnerships and participation for improved outcomes for Māori’ is one of the four Focus Areas of Greater Wellington’s strategic direction, agreed to in the 2024-34 Long Term Plan. Attachment 1 includes highlights of activities undertaken during the second quarter of 2024/25 working towards proactive partnerships with mana whenua, giving effect to our Te Tiriti obligations, and improving outcomes for Māori in our Region.
9. The matter for decision is administrative in nature, reporting on work already completed by the Council over second quarter of 2024/25. As such no engagement has been undertaken with Māori on this matter.

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

10. ‘Leading action for climate resilience and emissions reduction’ is one of the four Focus Areas of Greater Wellington’s strategic direction, agreed to in the 2024-34 Long Term Plan. Attachment 1 includes highlights of relevant activities undertaken during the second quarter of 2024/25.
11. The matter for decision is administrative in nature, reporting on work already completed by the Council over the second quarter of 2024/25, and as such does not impact Council’s climate change goals.

Ngā tikanga whakatau Decision-making process

12. 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**

13. 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*. Officers recommend that the matter for decision is of low significance as it is administrative in nature, reflecting activities already undertaken by the Council.

**Te whakatūtakitaki
Engagement**

14. Due to the low significance of the matter for decision, no engagement was considered necessary.

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

15. No further action is required.

**Ngā āpitihanga
Attachment**

Number	Title
1	Greater Wellington's Quarter Two Summary Report as at 31 December 2024

**Ngā kaiwaitohu
Signatories**

Writers	Sam Ripley – Kaitohutohu Advisor, Planning and Reporting
Approvers	Tyler Dunkel – Kaiwhakahaere Matua Manager Corporate Planning and Reporting Zofia Miliszewska – Kaiwhakahaere Matua Head of Strategy & Performance Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy

**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council's roles or with Committee's terms of reference

One of Council's key governance functions is to review the effectiveness of Greater Wellington's performance. It is also important for public transparency that this review occurs at a Council meeting.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

Attachment 1 reports on how Greater Wellington is achieving, after the first six months, against the expected results for Year One of its 2024-34 Long Term Plan.

Internal consultation

All Business Groups and the Executive Leadership Team were consulted in the preparation of **Attachment 1**. The report was also reviewed by the Chief Executive.

Risks and impacts - legal / health and safety etc.

There are no identified risks or impacts associated with the content or recommendation in this report.

Te Pane Matua Taiao
Greater Wellington Regional Council
Summary of 2024/25 Performance
Quarter Two: 1 October to 31 December 2024

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Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Purpose

To support a 'no surprises' reporting approach by providing Council with an overview of challenges, highlights, and progress made against key measures.

Content of this report

This report summarises Greater Wellington's progress from 1 October to 31 December 2024 – the second quarter of the 2024/25 financial year, which is the first year of the 2024-34 Long Term Plan (LTP).

Content of this report includes:

- Summary of highlights and challenges for Greater Wellington;
- progress against our 2024-34 LTP non-financial performance measures, Chief Executive key performance indicators and status of major projects;
- an overview of the quarter's performance by LTP Activity Group;
- progress against our 2024-34 LTP Focus Areas;
- financial performance for the period ending 30 September 2024;
- organisational health, safety and wellbeing.

Recap – where have we come from?

Heading into the second quarter of 2024/25 - first year of the 2024-34 Long Term Plan - we are starting from a strong position in some key delivery areas, while also navigating prolonged uncertainty and budget challenges. Delivery of public transport and environmental restoration continue to be highlights of our work 'on the ground', with significantly improved bus performance and a strong showing of wildlife recovery.

As noted in quarter one, shifts in Government policy direction and funding available to support our work across the rohe created significant challenges to implementing the 2024-34 LTP, including some significant changes to public transport funding announced after the adoption of the LTP.

Looking ahead – where are we going?

As change in Government policy and overall increased costs of doing business continue, Greater Wellington (and other councils) is striving to reduce rates impacts on communities, while continuing to deliver high quality core services.

For example, while there are significant funding challenges to improvements to the public transport network, current services are showing the result of previous investment and collaborative planning. Our work to identify issues and pursue sustainable solutions has seen ridership increase, and customer satisfaction surveys show a steady upward trend, particularly on bus services.

Overall Highlights

Delivery on our core services continues to show the results of long-term thinking and regional collaboration, particularly environmental restoration and public transport.

- Pest management programmes reached a milestone of successfully eliminating pest species from over 400ha of land.
- All scheduled plantings were completed, and maintenance on 50,000 plants are up to date.
- Bus services continue to show high ridership, including a milestone of over 1,000,000 total trips on the Airport Express.
- Tuesday 19 November 2024 was the busiest day on record for Wellington’s public transport network, with an estimated 84,000 rail journeys and 80,000 bus trips as people moved through the region to participate in the Hīkoi to Parliament.

Overall Challenges

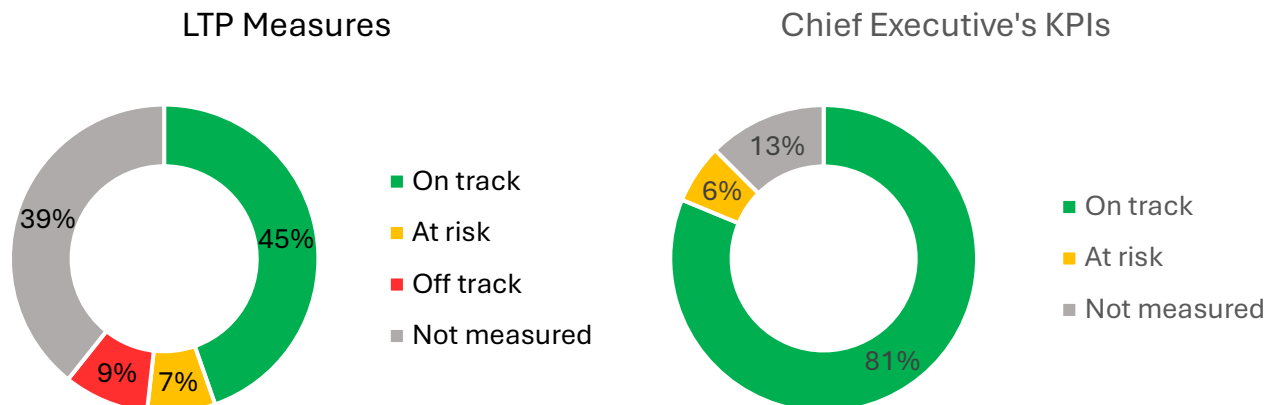
Changes in Central Government policy and funding continue to be prominent challenges.

- In September 2024, NZTA announced its National Land Transport Programme funding decisions, which resulted in a significant shortfall in Metlink’s Significant Investment Programme (SIP) and Low-Cost Low Risk (LCLR) funding streams, with a total shortfall of \$134.5m over the 2024-2027 triennium.
- The Wellington Metropolitan Rail Network state of decline (and sustainable funding shortfall) continues to be a key area of focus for Metlink and the Council/Transport Committee/Greater Wellington Rail Limited.
- Ongoing uncertainties around upcoming government reforms and what they might look like for key legislation that drive our work (such as the Local Government Act,, Resource Management Act, Civil Defence and Emergency Management Act etc) makes it difficult to plan longer term with confidence.

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Non-financial Performance Indicators

As at 31 December 2024:



Commentary:

As this is the second quarter of a new financial year, as well as the first year of a new LTP cycle, trends will become more apparent as the year progresses.

Overall performance on Long Term Plan Non-Financial Performance Measures (LTP Measures) and Chief Executives Key Performance Indicators (CE KPI's) shows:

- Midway through the year, LTP measures and CE KPIs show an overall positive progress, with results largely stable from the first quarter, and no significant net-change in level of risk.
- 43 percent of LTP Measures and 13 percent of CE KPIs are not measured until quarter four, as they are dependent on surveying and auditing completed at the end of the financial year. For example, the results of the Metlink passenger satisfaction survey (which is not conducted until May each year) accounts for approximately 15 percent of the LTP Measures.

For more detailed information see: Appendix One for the LTP Non-Financial Performance Measures; Appendix Two for the Chief Executive KPIs; Appendix Three for Major Projects.

Overview of Long Term Plan Activity Group Performance

This section provides an overview of progress made by each Activity Group made during the quarter. See Appendix One for details on each LTP Non-Financial Performance Measure.

Te Taiao | Environment

Environmental restoration work continues at a good pace. We have successfully eliminated pest species from over 400ha of land as part of Phase 2 of Predator Free Wellington. Rat numbers in Miramar held at zero within the last year, showing the success of a ‘securing’ areas and moving in steady phases. This quarter saw steady improvements in key flood works. Work commenced on a new tranche of flood protection programme, which will improve flood resilience at 16 sites across the region.

In addition to restoring the natural environment and improving flood resilience, we also provide people with access to Regional Parks – including to new visitor accommodation. The recently restored Baring Head Cottage has had heavy demand for bookings, and the Belmont Cottage will soon be available for visitors to be able to enjoy an overnight stay in a Regional Park.

Ngā waka tūmatanui | Metlink Public Transport

Bus ridership and overall passenger satisfaction with public transport are on an upward trend. While funding reductions from Central Government are constraining service improvement projects, we continue to deliver value on our core services.

The Airport Express service is a particular highlight this quarter. This fully electric bus service has seen increasing popularity and has reached the milestone of carrying 1,000,000 passengers. We also continue to make public transport accessible and safe. With the Accessibility Action Plan 2024 now underway, we will be implementing a range of improvements such as more accessible stations, technology aids, and in-person support.

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

This quarter we have seen several successes spanning our response to climate change and preparing for emergencies. We progressed our 10-point Climate Emergency Response Action Plans, and Greenhouse Gas (GHG) Emissions inventories for both the Council and the Wellington Region were completed. For our Wellington Region GHG emissions inventory, have included cruise ship emissions alongside other modes of transport to provide a fuller picture of the transport emissions for our region.

In November 2024, an Emergency Coordination Centre (ECC) exercise (Rū Whenua) was successfully held in Greater Wellington’s Cuba Street Office. The exercise was an important opportunity for staff to sharpen their skills to respond to emergencies and successfully tested using a portion of the Cuba Street office as an alternate site for the ECC – enabling our region to be more flexible in responding to emergencies.

Ngā puna wai | Water Supply

Progress continues on key projects to improve the regions’ supply of bulk water, including upgrades to the overall bulk water supply as well as making supply pipelines more resilient to earthquakes. As we advance the resilience of our water supply through these capital projects, Greater Wellington and other councils are working through new requirements of Local Water Done Well. Implementing the Government’s requirements for Local Water Done Well involves significant staff resources and must be completed in a relatively short timeline.

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Snapshot of our 2024-34 Long Term Plan Focus Areas

Greater Wellington identified four key overarching Focus Areas in our 2024-34 Long Term Plan. Below are some of examples of our actions during quarter two:

Active mana whenua partnerships and participation for improved outcomes for Māori

- Working with Māori Wardens to help report on transport disruptions throughout the day.
- Creating an MOU with Te Rūnanga O Toa Rangatira to explore Kenepuru Landing development
- Working with Rangitāne o Wairarapa on a proposed planting site on the Mangatārere, including co-designed flood planning and pest plant control planning.

Holistic approaches to deliver improved outcomes for te Taiao

- Adapting park track maintenance to support threatened species, using an app for Park Rangers to ensure that critically endangered plant species are easier to identify and to avoid disruption.
- Collaborating with community groups on the removal of pest plant species, with community members enabling better reporting of pest locations for removal by pest eradication teams.

Leading action for climate resilience and emissions reduction

- Reducing the carbon footprint of the bus network by increasing service kilometers – the actual travel distance of buses – of electric buses relative to diesel buses.
- Collaborating with Crown agencies and local government partners on the review of the Regional Public Transport Plan (RPTP) to enable future sustainable public transport options to account for population and housing growth.
- Completed the regional Green House Gas (GHG) emissions inventory, showing an overall decrease in regional emissions against the baseline established in 2019.

Improved access to services and equity of outcomes through participation with communities

- Tawa On Demand Trial results indicated a continuing on demand service was not viable. Instead, a 'hail and ride' fixed route will ensure customers are still able to access public transport.
- Engaging with communities to talk about the public transport network and how to deliver good outcomes for customers. Engagement included neighborhood groups and a wide range of organisations supporting people with disabilities.
- Warranted Transport Officers: WTOs play an important role supporting customers and frontline staff. WTOs provide support across the whole network, where they are most required.

Health, Safety and Wellbeing (HSW) summary

HSW activities to address fatal and severe risks

- **HSW improvement project:**
 - Verification of competency (VOC) framework developed, consulted on and approved. 24 VOC Assessors were trained. Assessments for each VOC are now being produced.
 - HSW roles and responsibilities updated, and communicated with the business in line with the change plan
 - Personal Locator Beacon (PLB) & Personal Protective Guidelines (PPE): These two new documents have been rolled out to all of Environment Group to help better equip kaimahi with the knowledge to use, activate and maintain this important equipment.
 - A document outlining a Safe System of Work has been drafted and will be rolled out in Q3 along with a revised Safe Work Plan.
- **Work to address Temporary Traffic Management (TTM) solutions is nearing completion** with Traffic Management Plans being developed across the parks and depots. Plans have also been developed for working in the Local Roding Authority network. The Pest Animals and Parks Maintenance teams have undergone some tasks specific training with additional training being organised by Business Support in Q3 for K&I.
- **External verification of location certificates for storage of hazardous substances** continued – Upper Hutt Depot received a conditional Location Certificate. Suggested site signage was procured and installed, and the full certificate is expected by the end of January 2025. Ngaumutawa Road in Masterton will be inspected in early 2025.
- **Annual Health Monitoring** - this was completed at the Upper Hutt depot with 34 operational staff participating in Q2, with other locations scheduled in Q3.

Key trends and insights

- **Incidents reported in PIKO were up slightly**, 150 in Q2 from 142 in Q1. During the quarter there was a higher than usual amount of aggressive, abusive behaviour towards our staff particularly involving transport officers and enforcement activity. In December HSW held a workshop with Metlink and other organisations associated with public transport on understanding the antisocial behaviour associated with public transport.
- **A significant reduction in over speeding was recorded in EROAD** - 4547 in Q1 vs 2773 in Q2. The Q2 figure was similar to Q4 of the previous year which had 2605 over speeds. Of the 2773 in this quarter, 2740 were 10km or more over the speed limit. 294 of these were 15km or more over the speed limit and of the 294, 154 of these were in 50km/h speed zones and 38 of those were at least 20km/h over the speed limit so will be monitoring the over speeding in the lower speed brackets.
- **6 work injury ACC claims received with 4 recording lost time totalling 5.5 days.** This result is consistent with Q1. Claims related to minor injuries caused by manual handling, slips, trips and falls, and being struck by an object.

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Financial Performance Summary

	Year to date				Full Year			
	Actual \$000s	Revised Budget \$000s	Variance \$000s		Forecast \$000s	Revised Budget \$000s	Variance \$000s	
Operating Revenue								
Rates and Levies	160,930	160,697	233	0%	321,821	321,531	290	0%
Grants and Subsidies	82,973	130,091	(47,118)	-36%	192,262	259,515	(67,253)	-26%
Other Revenue	66,461	71,892	(5,431)	-8%	149,591	147,866	1,726	1%
Total Operating Revenue	310,364	362,680	(52,316)	-14%	663,675	728,912	(65,237)	-9%
Operating Expenditure								
Personnel	50,469	50,992	(523)	-1%	101,460	101,168	292	0%
Grants and Subsidies	139,544	159,864	(20,320)	-13%	288,830	319,708	(30,878)	-10%
Consultants, Contractors and Suppliers	68,339	82,036	(13,698)	-17%	150,576	162,739	(12,162)	-7%
Finance Costs	30,972	26,827	4,144	15%	62,534	56,154	6,380	11%
Depreciation	18,417	16,904	1,513	9%	34,257	34,149	108	0%
Total Operating Expenditure	307,740	336,623	(28,883)	-9%	637,657	673,918	(36,261)	-5%
Operating Surplus/(Deficit) before other items	2,624	26,057	(23,433)	-90%	26,017	54,994	(28,976)	-53%
Fair Value Movements	(24,758)	-	(24,758)	0%	(35,857)	(5,407)	(30,450)	563%
Operating Surplus/(Deficit)	(22,134)	26,057	(48,191)	-185%	(9,840)	49,587	(59,427)	-120%
Capital Expenditure	69,821	106,736	(36,915)	-35%	177,182	216,370	(39,188)	-18%
Investment in Greater Wellington Rail	7,505	39,157	(31,652)	-81%	24,439	78,315	(53,875)	-69%

Financial insights for Quarter Two:

- **Farebox Revenue:** Year to date Farebox revenue is down by \$8 million driven by changing travel patterns for longer distance customers and the mix of passengers. Metlink is currently reviewing all their Year-End forecasts including the \$9.5 million lower fare revenue assumption and finding OPEX savings to ensure GW maintaining a balanced budget.
- **Lower North Island Rail Integrated Mobility (LNIRIM) Project:** The LNIRIM spend profile and cashflow has changed from the initial business case. The 24/25 reduction in spend (\$14m from \$67m) does not indicate a material delay or reduction in overall programme cost. The project is still targeting to award the rolling stock contract before the end of 24/25, but now without significant down payments once awarded.
- **Capital Expenditure (CAPEX) for the Environment Group:** Environment's CAPEX is currently under budget by \$10 million, however the business is forecasting to meet their CAPEX target by year-end, aided by an additional \$5 million of crown funded projects in flood protection.

APPENDIX ONE: Long Term Plan Non-Financial Performance Measures

Environment and Flood Protection

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
Thriving Environment	Water quality in the region is maintained or improved	EFP 1	Macroinvertebrate Community Index (MCI) score is maintained or improved	Achieved	Maintain National Objective Framework State A = 6 sites (13%) B = 12 sites (27%) C = 19 sites (42%) D = 8 sites (18%)	Not measured		Not measured. To be reported at year-end.
	Support landowners through incentive funding and advice to develop and implement Farm Environment Plan actions, which maintain or improve water quality by reducing nutrient and sediment discharges or enhancing biodiversity	EFP 2	Percentage of Greater Wellington incentive funding used to advance catchment context priorities or to enhance or protect threatened biodiversity, through completion of high impact actions on private land	94%	90%	Not measured		Not measured. To be reported at year-end.
	Deliver treatment programme on identified erosion-prone land to prevent sediment from entering streams and estuaries to maintain or enhance water quality	EFP 3	Erosion-prone hill country treated	1,405 ha	700 ha	Not measured		Not measured. To be reported at year-end.

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
Thriving Environment	Provide effective environmental knowledge and information to stakeholders and communities	EFP 4	Stakeholders and communities are satisfied with the effectiveness of knowledge and information shared with them	New Measure – develop suitable communications processes to enable feedback and reporting.	Achieved	Not measured		Not measured. To be reported at year-end.
	Monitor high risk/priority resource consents	EFP 5	Percentage of active resource consents identified as high risk and high priority are checked for compliance and marked with a compliance rating	100%	100%	Not measured		Not measured. To be reported at year-end.
	Customer satisfaction for the resource consent service	EFP 6	Level of overall satisfaction with consent processing services	4.2/5.0	>4.0	On track	4.22	Just on the cusp of not meeting our target. Only 8 surveys completed and returned for the year to date
	Protect and care for the environment, landscape and heritage	EFP 7	Indigenous species planted	158,000	350,000	On track		No planting scheduled for this quarter. Preparations underway for winter planting season.

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
Connected Community	Customer satisfaction and improved public access	EFP 8	Public satisfaction with experiences in Regional Parks	84%	85%	Not measured		Not measured. To be reported at year-end.
Thriving Environment	Provide pest species control services across the region	EFP 9	Provide pest animal and plant management as per Regional Pest Management Plan (RPMP) Operational Plans	Not Achieved	Achieved	On track	No wallaby detected, completed rook survey, and control work. Rabbit surveys and monitoring planned for Autumn 25. New Alligator Weed, Moth Plant and Woolly Nightshade sites identified.	More wallaby sightings have been reported, ongoing monitoring at one site but none present to date. Rook control was undertaken at 8 of the 9 sites identified down from 9 sites last year, with active nests treated also being lower than last year. Rabbit control is limited at this time of year while there are lots of breeding activity going on, with little rabbits unable to consume baits and abundant fresh grass available for poison baits to compete with, shooting operations continue through this period.
	Provide pest species control services across the region	EFP 10	Provide pest species control services as agreed under Predator Free Wellington (PFW)	Achieved	Absence of PFW predators in phase 2 of the project	On track	400 ha eliminated of all target species.	A successful Q2 for the project. The toughest habitats are near completion. Lots of work intra-team to make significant improvements in speed and cost. New relationships are being developed in employing Taranaki Whanui rangatahi for a fixed term period. Community Volunteer participation increased. Most recent bird monitor shows a 91% increase on native birds since the project began. Trial technology in final stages for a new poison technology. Plans for trialling a new toxin are being worked through.

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
Thriving Environment	Implement the objectives of the Greater Wellington Biodiversity Strategy	EFP 11	Biodiversity Strategy objectives are being actively progressed by Greater Wellington	Achieved 15 objectives progressed	All 15 objectives progressed	Not measured		Not measured. To be reported at year-end.
Connected Community	Collaboration at a catchment scale ³ is increased	EFP 12	Total number of catchment scale collaborations for improving environmental outcomes	21	22	Not measured		Not measured. To be reported at year-end.
	Progress towards completion of the RiverLink flood control works	EFP 13	Implement RiverLink in accordance with the Resource Consent Design and agreed Construction Programme	Construction started	Construction is progressed according to Programme	On track		Below ground demolition continuing, Pharazyn St non contaminated sites completed. MSSB stage 1 practical completion achieved. Willow removal works commenced ahead of construction of rock-lines (due to commence in Q3), and tree groynes placed. Overall stopbank design and MSSB stage 2 design underway.
Resilient Future	Provide the standard of flood protection agreed with communities	EFP 14	Major flood protection and control works are maintained, repaired and renewed to the key standards defined in relevant planning documents	Not achieved	Achieved	At Risk		Consenting challenges on the Waikanae River mean that riverbed levels are not being maintained, and the scheme is not providing the 1% AEP LoS. Progress has been made at the Waikanae River mouth, and bed recontouring is proposed once the required concession has been received from DoC. This work is enabling a wider O&M and consenting discussion, which should address LoS. Routine O&M works progressing with willow layering and drain maintenance complete. Improvement works progressing with the Flood Protection works Tranche 1 programme being delivered.

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
	Provide information and understanding of flood risk in the community	EFP 15	Percentage of Greater Wellington-managed watercourses with current flood hazard mapping	29%	54%	Not measured		This measure can only be assessed at year end.
Resilient Future	Manage the safety of marine activities in the region's waters	EFP 16	Maintain and operate our navigation aids to the relevant international standard for reliability in accordance with the Asset Management Plan	98.1%	100%	On track		All lights operating satisfactorily. Three lights are functioning well on back up, one more than last quarter. Replacements are delayed due to factory delays overseas. No risk due to this delay. Two replacement lights arrived at the end of Q2 and will be fitted early Q3. Discussions are underway for replacement of the main harbour navigation lights over 25/26.
	Manage the safety of marine activities in the region's waters	EFP 17	Meet criteria and consider recommendations of the self-assessment in compliance to the Port and Harbour Marine Safety Code	Achieved	Achieved	At risk		Day to day operations are proceeding well. Longer term objectives, like document revisions and risk reviews are delayed due to more immediate reactive work being required. Training for Beacon Hill staff along with Centreport.

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Metlink Public Transport

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
Connected Community	Provide a consistent and high quality customer experience across the public transport network	MPT 1	Passengers' overall satisfaction with the Metlink public transport	Bus 92% Rail 94% Ferry 97%	Bus 93% Rail 95% Ferry 98%	Not measured		This is an annual measure. Results are determined by way of an annual passenger satisfaction survey undertaken in May each year.
		MPT 2	Passenger satisfaction with convenience of paying for Metlink public transport	87%	87%	Not measured		This is an annual measure. Results are determined by way of an annual passenger satisfaction survey undertaken in May each year.
		MPT 3	Passenger satisfaction with Metlink information currently available	75%	85%	Not measured		This is an annual measure. Results are determined by way of an annual passenger satisfaction survey undertaken in May each year.
		MPT 4	Passenger satisfaction with Metlink public transport being on time	69%	>80%	Not measured		This is an annual measure. Results are determined by way of an annual passenger satisfaction survey undertaken in May each year.

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
Connected Community		MPT 5	Percentage of scheduled bus trips that depart their timetabled starting location on time (punctuality) – to 5 minutes	94.4%	95%	On track	95.2%	Bus services continue to meet punctuality targets.
		MPT 6	Percentage of scheduled bus services delivered (reliability)	92.4%	98%	On track	99.5%	Bus services continue to meet punctuality targets.
Connected Community	Provide a consistent and high quality customer experience across the public transport network	MPT 7	Percentage of scheduled rail service delivered on-time (punctuality) – to 5 minutes	80%	95%	Off track	82.4%	Speed restrictions continue to impact service. Most of the disruptions/delays are due to speed restrictions (in particular on the Kapiti and Wairarapa Lines on the lines. Wairarapa Line has had a reduction in speed restrictions which has improved performance.
		MPT 8	Percentage of scheduled rail services delivered (reliability)	91.1%	99.5%	Off track	95.4%	Reliability was affected by a number of network and weather related issues, including speed restrictions caused by slips in August on the Kapiti and Johnsonville Lines. Note we are seeing an increase in staff absence which is impacting delivery of services (in November 1.3% of services were impacted by staff absence. In addition, there has been an increase in mechanical issues which have impacted services (November 0.8% of services impacted)

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
	Promote and encourage people to move from private vehicles to public transport	MPT 9	Annual Public Transport boardings per capita	61.9	64.2	On track	67.6 boardings per capita	While down on Q1, year to date results are still tracking ahead of target, showing an overall upward trend in travel on public transport.
Resilient Future	Provide fit-for-purpose vehicles, infrastructure and services to continually deliver a high quality core network that meets ongoing demand	MPT 10	Percentage of passengers who are satisfied with the condition of the station/stop/wharf	91%	88%	Not measured		This is an annual measure. Results are determined by way of an annual passenger satisfaction survey undertaken in May each year.
		MPT 11	Percentage of passengers who are satisfied with the condition of the vehicles (fleet)	94%	94%	Not measured		This is an annual measure. Results are determined by way of an annual passenger satisfaction survey undertaken in May each year.
	Gross emissions for Metlink's public transport fleet will be minimised, reducing the offsets required to reach net carbon neutrality	MPT 12	Tonnes of CO2 emitted per year on Metlink Public Transport Services	21,019 tonnes *2021/22 verified result	19,300 tonnes	Not measured		Measured end of year as part of Greater Wellington's overall emissions audit.

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
Connected Community	Maintain and improve access to public transport for all	MPT 13	Percent of people within 500m of an all day, 7 day a week public transport service with minimum 60 minute daytime frequency	74.4%	Increase on baseline	Not measured		Measured end of year.
	Increased patronage of PT by disabled people (people with an activity limitation)	MPT 14	Increased boardings by people that use the Accessible Concession (as a percent of total boardings)	New measure Current baseline (Dec22 – June 23) 0.9%	>1%	On track	1.1%	Tracking slightly ahead of target.

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Regional Strategy and Partnerships

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
Resilient Future	Reduction of Greater Wellington's gross organisational greenhouse gas emissions	RSP 1	The organisation's total tonnes of CO2 equivalent emissions (gross)	48,438 *2021/22 verified result	34,700	On track		External audit complete and all non-conformances closed out. Final result to be published in Q3/Q4
	Greater Wellington as an organisation and as a Region has planned the steps they will take to adapt to climate change	RSP 2	Greater Wellington will deliver an Organisational Climate-related risk Assessment and an Organisational Adaptation Plan and will have worked with others to deliver a Regional Climate Adaptation Framework	New measure	Organisational Climate-related Risk Assessment (OCRA) completed	On track		OCRA Stage 2 report completed. Now needs to be presented to ELT for acceptance (in Q3)
	Wellington Regional Leadership Committee provides a forum for regional alignment and shared work programmes	RSP 3	As the Administering Authority, Greater Wellington will ensure the Committee has an agreed annual work programme and regular progress reporting	Work programme agreed by January 2024	Work programme agreed by January 2024 Annual Report prepared by October 2024	On track		The 2025 workplan prioritisation and funding was discussed and agreed in November. Work on the Industrial Land Study and the Regional Adaptation Plan continue. The Government's invitation for submissions on the Regional Deal has resulted in the team being focussed on this new initiative.
	Maintain a state of readiness of the Emergency Coordination Centre (ECC) function that is appropriately staffed and equipped to respond to an emergency	RSP 4	Greater Wellington will meet the emergency management workforce capability and capacity targets.	78 trained people ready to work in the ECC	78	On track	Approximately 200 staff trained.	Staff are continuously being training and developed in all ECC pathway courses of Foundation, Intermediate and Advanced. Bimonthly function huddles started to provide additional training.

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
		RSP 5	Greater Wellington will have fit for purpose response and recovery platforms including an ECC function, technology, and tools	100% of readiness checks completed	100% of readiness checks completed	On track	100% of checks completed.	There are three caches for the alternate ECC function situated at Cuba St, WEMO in Thorndon and GW Upper Hutt office. The new (FY24) Cuba St cache was checked and tested in the November 2024 ECC exercise.
	Greater Wellington (GW) will partner with the Councils in the Wellington Region to enable the Wellington Region Emergency Management Office (WREMO)	RSP 6	Greater Wellington will comply with their part of the WREMO Partnership Agreement	Ensure full GW compliance with the Partnership Agreement.	Ensure full GW compliance with the Partnership Agreement.	At risk		The new partnership agreement has been delayed until early 2025 to take into account other changes within CDEM in the Wellington Region.
Connected Community	Regional transport, planning, leadership, advice, and coordination to guide development and delivery of an integrated, multi-modal regional transport network	RSP 7	Wellington Regional Land Transport Plan is prepared and updated in accordance with the LTMA and central government guidance	Achieved	Achieved	On track		Regional Land Transport Plan (RLTP) 2027 project was formally initiated with three workstreams: policy, state of transport, and engagement.
		RSP 8	Increase in regional public and active transport mode share	34% (TBD)	Increase	On track		Pilots are currently underway with Metlink to determine best mix of options.

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
Resilient Future	Timeliness of responses to requests for official information	RSP 9	Percentage of logged official information requests responded to in accordance with statutory deadlines	New measure (Baseline TBC)	100%	At risk		75 logged requests were responded to in the quarter. Of these, 2 responses were late (2.66%), by 1 and 2 days respectively.
	Effective Partnering with mana whenua	RSP 10	Mana whenua report evidence of strong partnership arrangements and progress towards positive outcomes	Success determined through annual partnership health check	Achieved	Not measured		Partnership tools and systems-reporting are in development to support partnership priorities and mana whenua. Mana whenua kaupapa agreements are in final draft and submitted to partners for review. Relationship building with Post Settlement Entities for partnership work.
Connected Community	Engagement for equitable outcomes	RSP 11	Greater Wellington completes the audit recommendations arising from independent Te Tiriti o Waitangi Audit	New Measure	33% of audit response actions are complete	Not measured		Currently establishing reporting as a part of Te Whāriki monitoring and evaluation work, currently 47% of recommendations are in progress.
	Supporting strong, prosperous and resilient Māori communities	RSP 12	Greater Wellington will increase its proportion of workforce that self-identify as Māori year-on-year	New Measure Establish baseline prior to adopting LTP	Achieved	Not measured		Currently establishing reporting as a part of Te Whāriki monitoring and evaluation work. Currently recommendations from the Te Tiriti audit which relate to workforce need to be implemented with HR

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
		RSP 13	Greater Wellington will increase its proportion of spend with Māori businesses year-on-year	New Measure Establish baseline prior to adopting LTP	Achieved	Not measured		Measurement established and planning underway to develop an organisational approach to increasing spend in the Māori economy including a target.
Support a capable workforce		RSP 14	Annual increase on % of staff who have completed Māori capability training modules	New Measure Establish baseline prior to adopting LTP	Target to be set prior to 30 June 2024	Not measured		Currently establishing reporting as a part of Te Whāriki monitoring and evaluation work (Te Iti Kahurangi)

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Water Supply

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
Thriving Environment	Provide water that is safe and pleasant to drink	WS 1	The extent to which the local authority's drinking water supply complies with bacteriological drinking water standards	Non-compliant	100%	Off track		Te Marua, Waiunuiomata and Gear Island were compliant. The Waterloo Water Treatment Plant remains non-compliant with the relevant treatment rules due to insufficient contact time with chlorine for approximately 800 households in Lower Hutt, closest to the Plant.
		WS 2	The extent to which the local authority's drinking water supply complies with protozoa drinking water standards	Non-compliant	100%	On track		
		WS 3	The total number of complaints received about drinking water taste, clarity, odour, water pressure or flow, continuity of supply or the response to any of these issues; expressed per 1000 connections	0	0	On track	0	
		WS 4	Number of waterborne disease outbreaks	0	0	On track	0	
Resilient Future		WS 5	Average consumption of drinking water per day per resident within the TA districts	398L/d/p	<375L/d/p	Off track	389 L/d/p	Water demand (consumption) continues to decrease and is down 2.7% year-on-year. Investment into addressing the leakage backlog in the first year of the Long-Term Plans should continue to have a positive impact over the next 9 months, although LTP budgets are insufficient to

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
								maintain this improvement beyond the end of this year. Investment in universal smart metering and additional source capacity work in the coming years will be key to managing the increasing supply / demand balance risk.
Resilient Future	Provide a continuous and bulk water supply	WS 6	The percentage of real water loss from the local authority's networked reticulation system	0.03%	+/-0.25%	On track	0.07%	Includes all non-revenue water (not just water loss), for example scouring and work related to burst repairs. In total, about 10 ML of treated water was lost from the bulk distribution network, from the total produced of 15,113 ML.
		WS 7	Response times to attend urgent call-outs in response to a fault or unplanned interruption to the network reticulation system - time to reach site (minutes)	Time to reach site: 0 min (no urgent callouts)	Time to reach site <90min	On track	0 callouts	
		WS 8	Response times to attend urgent call-outs in response to a fault or unplanned interruption to the network reticulation system - time to confirm resolution (hours)	Time to confirm resolution: 0 hours (no urgent callouts)	Time to confirm resolution <8hours	On track	0 callouts	

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q2 Status	Q2 Result	Q2 Commentary
Resilient Future		WS 9	Response times to attend non-urgent callouts in response to a fault or unplanned interruption to the network reticulation system	Time to reach site: 0 hours (no nonurgent callouts)	Time to reach site <72 hours	On track	0 callouts	
		WS 10	Number of events in the bulk water supply preventing the continuous supply of drinking water to consumers	0	0	On track	0 callouts	
	Provide a continuous and bulk water supply	WS 11	Sufficient water is available to meet normal demand except in a drought with a severity of greater than or equal to 1 in 50 years	6.70%	<2%	Not measured		Water demand (consumption) continues to decrease and is down 2.7% year-on-year. Investment into addressing the leakage backlog in the first year of the Long-Term Plans should continue to have a positive impact over the next 9 months, although LTP budgets are insufficient to maintain this improvement beyond the end of this year. Investment in universal smart metering and additional source capacity work in the coming years will be key to managing the increasing supply/demand balance risk

APPENDIX TWO: Chief Executive Key Performance Indicators

Section One: LTP Strategic Framework

Focus area	#	Performance indicator	Measures will include	Q2 Status	Q2 Results and commentary
Leading action for climate resilience and emissions reduction	1	The CE enables Greater Wellington to take a consistent and proactive approach to the consideration of climate adaptation in decision-making	Strategy <ul style="list-style-type: none"> Establishing an internal adaptation group Council reports Climate assumptions 	On track	<p>The Climate Emergency Response Programme Board approved the Terms of Reference and initial membership of the Climate Resilience Working Group (CRWG). The purpose of the CRWG is to work collaboratively to deliver priority climate resilient-related activities and projects and to create a single point of coordination and positioning for Greater Wellington’s climate resilience response. This work will also contribute to the other focus areas of the Long Term Plan, in particular active mana whenua partnerships and participation for improved outcomes for Māori and holistic approaches to deliver improved outcomes for te Taiao. Current membership of the CRWG come from Strategy’s Climate Change team, all four Functions across the Environment Group, Te Hunga Whiriwhiri’s Mātauranga Taiao team, and the WRLC Secretariat.</p> <p>The Organisation Climate-related Risk Assessment (OCRA) Stage 2 report was completed at the end of the quarter. This involved a series of workshops and meetings with staff across the organisation to identify and prioritise all current and future climate-related risks that the council is facing. This will then be used to inform the development of Greater Wellington’s organisation climate adaptation plan over the next 12 months.</p> <p>FRAC were provided with an update on the risks associated with climate change and the actions taken by Greater Wellington to adapt to climate change at their meeting on 21 November 2024. This was an update on the ‘deep dive’ on this risk which was workshopped with FRAC in November 2023.</p>

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Focus area	#	Performance indicator	Measures will include	Q2 Status	Q2 Results and commentary
Active mana whenua partnerships and improved outcomes for Māori	2	The CE is enabling Greater Wellington to position itself to give effect to Te Tiriti o Waitangi which creates the conditions for rangatiratanga and mana Motuhake	Te Hunga Whiriwhiri <ul style="list-style-type: none"> • Wānanga • Te Tiriti audit implementation • Te Whāriki implementation 	On track	<p>A Greater Wellington Tiriti policy (a significant priority in the PWC Tiriti audit) is on track to be completed mid-2025.</p> <p>In collaboration with Cr. Ponter and Cr. Ropata, Te Hunga Whiriwhiri have been designing and socialising a regional wānanga with mana whenua to better understand and advise the council on potential approaches for representation and governance in the next triennium. Wānanga is booked for 24 February 2025.</p> <p>Te Whāriki implementation continues with the development of a Te Whāriki strategy and the ongoing development of a measurement and reporting framework.</p>
Improved access to services and equity of outcomes for communities	3	The CE is continually reflecting on insights about community needs and outcomes, and enabling inclusive processes	Metlink <ul style="list-style-type: none"> • Annual Customer Satisfaction Survey • Metlink's accessibility metrics Environment <ul style="list-style-type: none"> • Whaitua processes • Rōpū Taiao collaborative approaches 	On track	<p>Metlink: In August 2024, Metlink received the results from the Annual Customer Satisfaction Survey. Results show that satisfaction with service reliability, frequency and capacity grew strongly, while the end of fare subsidies contributed to a decline in satisfaction with value for money.</p> <p>The 2024 Accessibility Action Plan is now being implemented. Funding provided by Council on 31 October will enable delivery of Accessibility Action Plan initiatives between 2024 and 2027, including:</p> <ul style="list-style-type: none"> - Accessibility training for operator staff - Station accessibility improvements - Improvements to bus replacing train service bus stops - Increased in person support for disabled people - Technology aids for accessibility - Developing fully accessible hubs. <p>Additional initiatives funded as part of business-as-usual work include:</p> <ul style="list-style-type: none"> - On-bus 'next stop' announcement system - Real-Time Information accessibility upgrades - Bus stop accessibility improvements - Ridewise upgrade

Focus area	#	Performance indicator	Measures will include	Q2 Status	Q2 Results and commentary
					<ul style="list-style-type: none"> - Priority seating awareness <p>New Tawa fixed route bus service to replace On Demand Trial agreed to by Transport Committee for implementation in Feb 2025. The new service will serve approximately 3,300 residents who would otherwise lose access to public transport when the Trial finishes at 31 December 2024. Metlink is currently undertaking a significant engagement exercise with the Tawa community to further understand its needs.</p> <p>Metlink continues to support and run the Public Transport Advisory Group (the Advisory Group). The Advisory Group provides advice from a consumer perspective to inform the business of Metlink and the Transport Committee (as required)</p> <p>Metlink led a number of other engagements in this quarter including:</p> <ul style="list-style-type: none"> - Meet the Managers (Joint engagement with Transdev to gain feedback from rail commuters) - Age Concern - Blind Citizens NZ - Blind Low Vision NZ - I.Lead - Working with disability community to help determine requirements for Accessibility Training for operators <p>While final measures won't be available until end of year, the LTP measure 'Increased boardings by people that use the Accessible Concession (as a percent of total boardings)' is tracking on target. The target for 24/25 is 1.11%, and the Q2 YTD result is 1.11%.</p> <p>Environment: Preparations are underway to take a snapshot of freshwater-related mahi to support Kāpiti Whaitua Implementation Programme (WIP) prioritisation and delivery, with ongoing discussions with KCDC and ART. Six monthly WIP implementation reporting to Council received positive feedback. A non-regulatory WIP for Wairarapa Coast is being scoped while the new National Policy Statement – Freshwater Management (NPS-FM) is being developed, with discussions progressing with Rangitāne.</p>

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Focus area	#	Performance indicator	Measures will include	Q2 Status	Q2 Results and commentary
Holistic approaches to deliver improved outcomes for te taiao	4	The CE will ensure that Rōpū Taiao is delivering an effective integrated catchment management approach across all its environmental functions and that ELT actively consider if and how Greater Wellington's wider work can be delivered through a catchment approach	Environment <ul style="list-style-type: none"> Engaging with mana whenua and communities and determining how to collaborate Testing our preliminary understanding of catchment priorities with mana whenua and communities Testing approaches and building systems to support internal capability for planning and delivering work on a catchment basis 	On track	<p>Discussions with mana whenua and communities around catchment planning continue in all five catchments, using existing forums and processes. Preparations are underway to further support catchment planning conversations including scoping design of, and building, internal systems and processes for planning work on a catchment basis.</p> <p>Key highlights:</p> <ul style="list-style-type: none"> Agreement from all parties reached in Q2 to sign Te Whakaritenga: Porirua Harbour Accord. This is the key forum in Te Awarua-o-Porirua to progress catchment planning with a focus on the health of the harbour. Signing date set for 6 February 2025 with further discussions to follow on ways of working and catchment planning. Kāpiti: Preparations for 21 March 2025 wānanga with Ngā Hapū o Ōtaki underway, with Greater Wellington synthesising information on environmental data and mahi to support holistic conversations that will lead into catchment planning. Greater Wellington is also supporting Te Ātiawa ki Whakarongotai coordinators for the delivery of the Waikanae Ki Uta Ki Tai action plan which was developed in a Tiriti House Model. Te Whanganui-a-Tara: Agreement with Taranaki Whānui, HCC, WWL to have an initial focus on Waiwhetū/Seaview, looking at water quality and flood risk. Good progress made with community, WCC and WWL on a more holistic catchment approach to the landfill leachate project at Houghton Bay. Wairarapa Coast: Wairarapa Catchment Collective work is progressing well with catchment action planning sessions facilitated across the Wairarapa with all partners and a pest management plan co-designed. Support provided to two sub-catchments to develop outcomes-focused action plans.

Focus area	#	Performance indicator	Measures will include	Q2 Status	Q2 Results and commentary
					Ruamāhanga: The Environment Group provided catchment scale information to support Wairarapa Moana Statutory Board dialogue around catchment planning. Work is underway internally to understand EG work programmes for upcoming years to support more joined-up planning for the catchment.

Section Two: Organisational Strategy (Foundations to Success)

Priority	#	Performance indicators	Measures will include	Q2 Status	Q2 Results and commentary
Strong and positive culture <ul style="list-style-type: none"> Our leaders are visible, strategic, and empowering Our values are clear and lived by our people Our people feel they belong at Greater Wellington and our diversity is celebrated 	5	Demonstrated leadership as the CE internally and externally, including: <ol style="list-style-type: none"> observed behaviours and visibility within the organisation sector leadership across the Greater Wellington rohe regional council/Te Uru Kahika sector leadership responsiveness and accessibility to Councillors. 	CE's Office <ul style="list-style-type: none"> As assessed by the Chair and the Chief Executive Employment Review Committee 		
	6	Our ethnicity and gender metrics increasingly reflect the region's communities.	People and Customer <ul style="list-style-type: none"> Improving upon the new ethnicity baseline data Increasing women leaders from the current 40.5% 	On track	As at 31 December 2024 women make up 43.62% of Greater Wellington's people leadership. Ethnicity data continues to be collected for new employees. 72.1% of employees have declared their ethnicity as at 31 December 2024.

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Priority	#	Performance indicators	Measures will include	Q2 Status	Q2 Results and commentary
Successful people <ul style="list-style-type: none"> Our people are capable and supported to be successful Our people are highly engaged Health, safety, and wellbeing are an active choice and instinctive in the way we work 	7	Chief Executive-driven Health, Safety and Wellbeing (HSW) culture. Greater Wellington and Chief Executive HSW due diligence obligations are demonstrated.	People and Customer <ul style="list-style-type: none"> ELT visits to field locations to review HSW processes and risks 	On track	The CE undertook a site visit to Queen Elizabeth Park to observe drone operations and understand how associated risks are managed in Q2. HSW site visits have been scheduled for the remainder of ELT in Q3.
	8	Gallup overall employee engagement index.	People and Customer <ul style="list-style-type: none"> Improvement on the 2023/24 result of 4.17 	On track	The next annual pulse survey will take place in May 2025. Following the November Pulse survey, overall satisfaction remains steady at 4.15 (up from 4.14 in the annual survey in May 2024).
Integrated and effective ways of working <ul style="list-style-type: none"> Our policies, processes, systems, support, and change management are effective and user centric Our thinking, information, planning and delivery is integrated Our decisions are well-informed and made at the right level 	9	ELT is enabling integrated decision-making by Council through the consistent provision of joined-up organisational advice.	CE's Office <ul style="list-style-type: none"> As reported by Councillors 	On track	ELT signed-off a new Scoping, Commissioning and Forward Planning Approach for the preparation of Council and Committee reports, which supports better cross-organisation advice going to Council. This is now being rolled out through leadership teams across Greater Wellington.
Purposeful and trusted relationships <ul style="list-style-type: none"> Our partnerships with mana whenua are strong We listen to our communities to 	10	Regular one-on-one meetings with CEs of selected territorial authorities in the region, iwi the regional sector group and operators to build trust and explore partnership opportunities.	CE's Office <ul style="list-style-type: none"> Regular scheduling and reporting on meetings 	On track	<p>Mana ki te mana hui held with mana whenua to discuss partnership opportunities through kaupapa investment funding.</p> <p>Partnership approach established with KCDC, Ātiawa ki Whakarongotai, Te Runanga o Toa Rangatira and Ngā Hapū o Ōtaki for holistic approaches for Whaitua Plan implementation.</p>

Priority	#	Performance indicators	Measures will include	Q2 Status	Q2 Results and commentary
		better understand what they need			Strengthened relationships with Kahungunu ki Wairarapa Tāmaki Nui-a-Rua through partnership approaches.
		<ul style="list-style-type: none"> Our key relationships are clear, and we maximise potential We make it easy for stakeholders and communities to work and engage with us, and find our information 			

Section Three: Organisational Performance

Priority	#	Performance indicators	Measures will include	Q2 Status	Q2 Results and commentary
Organisational excellence Greater Wellington fulfils its obligations fully to deliver value for money to its communities.	11	Proportion of 2024-34 Long Term Plan non-financial performance measures that are 'Achieved' is 80% or above.	Strategy <ul style="list-style-type: none"> At least 80% are 'Achieved' 	Not measured	<p>The majority of LTP measures are only measured in Q4, utilising annual data sources such as the Metlink passenger satisfaction survey.</p> <p>Based on prior years results, it is unlikely to reach at least 80% 'Achieved', owing to the fact that several LTP measures are tied to significant long-term improvements such as expanding the regions' potable water supply. While it is difficult to reach this marker, setting an appropriately high bar supports public accountability and positive long-term achievements.</p>
	12	Percentage of major projects with an overall "green" rating (on track in terms of schedule, budget, managing risks and issues, health and safety, stakeholders, and resources) is 70% or above.	Corporate Services <ul style="list-style-type: none"> At least 70% are 'green' 	At risk	<p>64% is the Q2 result. Four of the 11 major projects are either Amber or Red. The two Reds are for Metlink National Ticketing System & RiverLink which have significant third-party control and/or dependency in addition to being of a very complex nature.</p> <p>As in the past our most challenging and at-risk projects tend to have external drivers affecting them such as changes in central government policy, delivery partner constraints, changing legislative requirements or external funding uncertainty. Overall, Greater Wellington controlled projects are generally effectively managed and achieve their outcomes.</p>

Greater Wellington Regional Council's Summary of Quarter Two performance 2024/25

Priority	#	Performance indicators	Measures will include	Q2 Status	Q2 Results and commentary
	13	Identified significant uncertainties/risks are addressed through ELT and prioritised for action to reduce risk.	CE's Office <ul style="list-style-type: none"> As reported by the CE 		
	14	Compliance with Greater Wellington's statutory responsibilities and Council policies	Finance and Risk <ul style="list-style-type: none"> Annual Legal Compliance Survey 	On track	The annual survey was reported to FRAC in November 2024. It showed high engagement with 80% of those with assigned legal obligations completing the survey. Survey respondents noted full compliance with 70% of the obligations tested and partial compliance with only 1% of the surveyed obligations. The requirement to comply with the remaining obligations (29%) did not arise in the survey period. To date, two surveys have been completed using the 'Comply With' tool. Once more surveys are completed, this tool will enable us to monitor trends and to focus on key areas of weakness for further training. With no non-compliance and only minor partial compliances indicated, we are pleased with the level of compliance and the high percentage of completed surveys.
	15	Financial performance of Council and major projects	Finance and Risk <ul style="list-style-type: none"> Quarterly financial reports 	On track	FRAC received the detailed quarterly report, and the summarised financial monthly reporting is delivered to full Council.
Reputation Enhance the reputation and relevance of Greater Wellington in the region.	16	Community perception of trust, leadership, fairness, and social responsibility as measured by the Verian brand tracker (Reputation Index)	People and Customer <ul style="list-style-type: none"> Maintain or improve the overall reputation scores from 2023/34 (GW – 56/100, Metlink – 55/100) 	Not measured	Measurement takes place in May-June 2025.

APPENDIX THREE: Major Projects

Summary updates

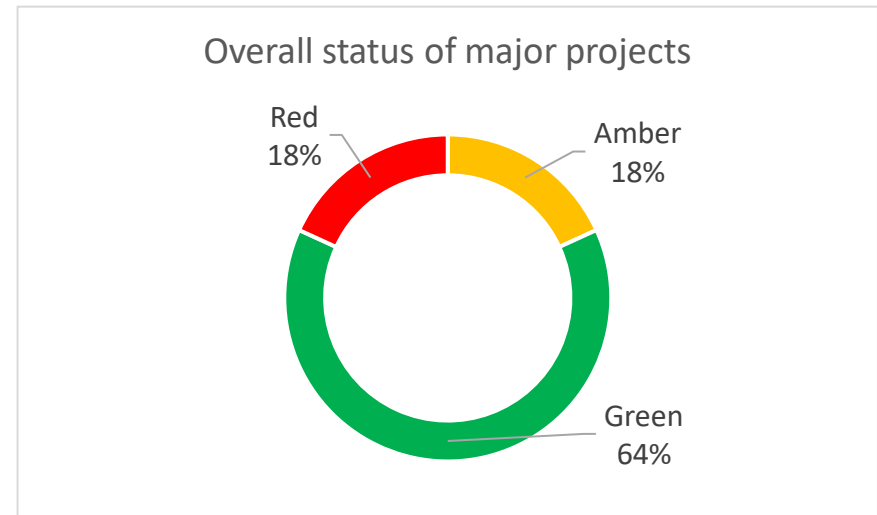
- 64% of major projects are green / on track.
- The total number of major projects in Q2 - 2024/25 dropped from 12 to 11 compared to Q1 2024/25. The following projects were successfully completed and therefore removed from the list of Major Projects - Long Term Plan, Regional Transport Plan, Regional Fluoride Dosing System and two new projects were added - Flood Resilience Tranche 1 and ICT Technology Strategy.

Greater Wellington led initiatives

- 63% of GW led projects have green status, down from 67% in the previous quarter (4 out of 6)
- Metlink NTS: Overall status moved from Amber to Red due to continued delays with the provision of the required Cubic Technology technical interface specifications and lack of access to a Cubic test environment.
- Riverlink: The NZTA/Alliance bridge designs and narrowing of the river will NOT provide the intended 1 in 440-year flood protection standard due to problems with the hydraulic model and how it fits with the consented design. HSW Issue - Constant changing requirements and demands from the Alliance are adding significant stress to the project team.

Multi-agency led initiatives

- 67% of Multi-agency projects are at green status.
- There has been significant cost escalation on the Pinehaven Stream Stormwater Improvements project since the FMP was finalised in 2019 as well as UHCC funding constraints. As this project has been completed to Stage 2 and is now on hold The PMO will stop reporting on this project from the start of Quarter 3 - 2024/25.



Green – On track
Flood Resilience Tranche 1
ICT Technology Strategy
Lower North Island Rail Integrated Mobility
RPS Change Programme
Te Marua WTP Capacity Upgrade
Toitū Te Whenua Parks Network Plan - Restoration Programme implementation
Whakawhirinaki - Silverstream Water Bridge and Shared Path
Amber – Issues being managed at project governance level
NRP Plan Change 1 & 2
Pinehaven Stream Stormwater Improvements
Red – Issues being managed at the CE / ELT level
Metlink - National Ticketing Solution
RiverLink

For Information

FINANCE UPDATE – JANUARY 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 January 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. The full year forecast has been incorporated in this report based on second quarterly update.

Te tātaritanga

Analysis

5. The result to end of January 2025 is a \$3 million operating surplus. Greater Wellington had budgeted for an operating surplus of \$30 million. The main drivers for the variance have been outlined below.

Total Operating Revenue is \$63 million lower than budgeted, materially driven by the following items:

6. Year-to-date Grants and Subsidies revenue is lower by \$58 million predominantly due to reassessed revenue recognition milestones with Lower North Island Rail Integrated Mobility (LNIRIM), delays in National Ticketing Solution (NTS) project and the decision on the National Land Transport Plan (NLTP) projects. Full year forecasts have been updated to reflect this and have resulted in a full year variance of \$60 million - LNIRIM milestone adjustments \$48 million, NTS delays \$3 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.

7. Year-to-date Other Revenue is lower by \$6 million, materially driven by farebox revenue being lower than anticipated (\$11 million), partially offset by higher interest revenue. Farebox revenue is forecast to be \$12.5 million lower by year end partially offset by higher interest and subvention revenue.

Total Operating Expenditure is \$36 million lower than budgeted, materially driven by the following items:

8. Year to date Grants and Subsidies expenditure is under by \$23 million largely due to delays in rail network renewals and the National Ticketing Solution (NTS) project moving from an expense to a prepaid asset. The change in NTS accounting treatment is expected to result in a \$28 million variance by the end of June 2025, with the expenditure still expected to be incurred but recorded on the balance sheet. Currently the project is \$12 million behind budget due to Cubic CSAM solution and integration delays. Full year costs are expected to be confirmed by March 2025.
9. Year to date Consultants, Contractors and Suppliers are lower than budget by \$17 million, primarily due to lower spending across Environment and Public Transport. A full year forecast of \$9 million underspend is expected across all groups.

Capital Delivery

10. Year-to-date capital expenditure is \$48 million lower than budgeted due to delays across multiple smaller projects within Water Supply, as well as with Riverlink property purchases. The agreed reduction in the Metlink capital programme to align with the NLTP funding decision is also contributing to the underspend.
11. The latest forecast is indicating a full year underspend of \$38 million driven by a \$21 million underspend from unapproved funding from NZTA on NLTP projects. Water's Te Mārua capacity optimisation project is expecting a \$14 million underspend, of which an agreed amount up to \$9 million will be requested to be rebudgeted into next year. The remaining amount of \$3 million is composed of smaller projects across the groups.
12. LNIRIM spend profile and cashflow has changed from the initial business case due to revised revenue recognition milestones. The 24/25 reduction in spend (\$14m from \$67m) does not indicate a material delay or reduction in overall programme cost.

Ngā tūāoma e whai ake nei

Next steps

13. The next financial report will be presented to Council on 10 April 2025.

Ngā āpitihanga

Attachment

Number	Title
1	Council Financial Report – 31 January 2025

Ngā kaiwaitohu

Signatories

Writer	Darryl Joyce – Kaiwhakahaere Matua Manager Accounting Services
Approvers	Ashwin Pai - Kaiwhakahaere Matua Head of Finance Alison Trustrum-Rainey – Kaiwhakahaere Matua, Pūtea me ngā Tūraru Group Manager Finance and Risk

**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council's roles or with Committee's terms of reference

The Council has governance oversight of the robustness of the organisation's financial performance.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

The report reviews performance against the budget set in the first year of 2024-34 Long Term Plan.

Internal consultation

This report has been drafted following contributions from Finance Business Partners of Metlink, Environment and Corporate Services.

Risks and impacts - legal / health and safety etc.

There are no risks arising from this report.

Council Report January 2025

This report provides the financials for the period ended 31 January 2025:

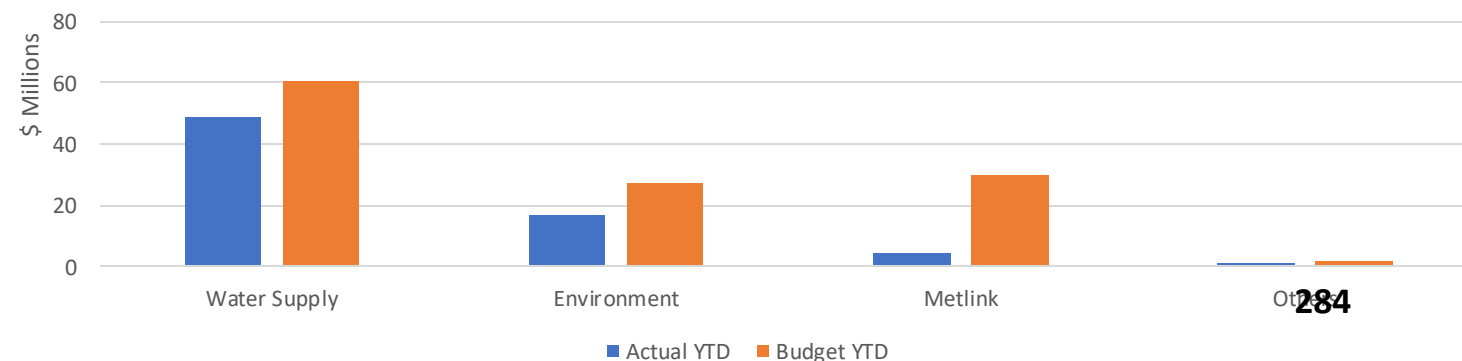
1. Comparisons are to the budget set in the first year of 2024/2034 Long Term Plan and includes re-budgets approved by Council.
2. Projected variance for the full-year compares the approved full year budgets to the current forecast updated in January 2025.

Summarised Profit and Loss as at January 2025

	Year to date				Full Year			
	Actual \$000s	Revised Budget \$000s	Variance \$000s		Forecast \$000s	Revised Budget \$000s	Variance \$000s	
Operating Revenue								
Rates and Levies	187,918	187,452	467	0%	321,821	321,531	290	0%
Grants and Subsidies	93,577	151,601	(58,023)	-38%	199,668	259,515	(59,847)	-23%
Other Revenue	77,581	83,245	(5,664)	-7%	147,863	147,866	(03)	0%
Total Operating Revenue	359,077	422,297	(63,220)	-15%	669,352	728,912	(59,560)	-8%
Operating Expenditure								
Personnel	58,430	60,000	(1,570)	-3%	101,460	101,168	292	0%
Grants and Subsidies	162,817	186,056	(23,238)	-12%	287,975	319,708	(31,733)	-10%
Consultants, Contractors and Suppliers	77,418	94,756	(17,337)	-18%	153,844	162,739	(8,894)	-5%
Finance Costs	35,921	31,673	4,248	13%	60,512	56,154	4,358	8%
Depreciation	21,333	19,756	1,577	8%	34,257	34,149	108	0%
Total Operating Expenditure	355,920	392,240	(36,320)	-9%	638,048	673,918	(35,870)	-5%
Operating Surplus/(Deficit) before other items	3,157	30,057	(26,900)	-89%	31,304	54,994	(23,689)	-43%
Fair Value Movements	(24,759)	-	(24,759)	0%	(35,857)	(5,407)	(30,450)	563%
Operating Surplus/(Deficit)	(21,602)	30,057	(51,659)	-172%	(4,553)	49,587	(54,140)	-109%
Capital Expenditure	71,755	119,986	(48,231)	-40%	178,458	216,370	(37,912)	-18%
Investment in Greater Wellington Rail	7,505	39,157	(31,652)	-81%	24,439	78,315	(53,875)	-69%

** 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



GM Finance and Risk Overview

Economic and Financial Overview

New Zealand's economic conditions are improving, but there are risks from international markets. It is important that we remain cautious noting that interest rates can either stabilise or improve in the medium to long term. The Treasury team tries to take advantage of the prevalent swap pricing to secure lower fixed-cost debt.

Full-Year Forecast Summary

My report this month is going to focus on the updated full year forecast.

- **Revenue Reduction:**
 - Adjusted LNIRIM milestones: **\$48 million**
 - Delays due to NLTP funding decision: **\$21 million**
 - Farebox revenue shortfall: **\$12.5 million**
- **Partially Offset by Lower Operating Expenditure:**
 - NTS: **\$28 million**
 - Lower grant and subsidies expenditure relating to rail network renewals and decarbonization: **\$4 million**

The Public Transport activity forecast currently projects a funding deficit, which could be covered by reserves. However, any further significant cost pressures may require additional debt funding.

Potential Risks and Funding Considerations

The current forecast does not account for some external cost risks, mainly relating to - Bus contracts, Harbour ferry operations, Capital Connection and TransDev contract. If any of these costs materialise, an update will be provided to the Council.

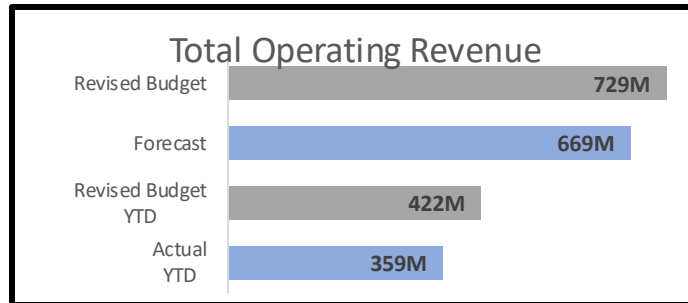
Capital Expenditure

The reduction in NZTA funding for NLTP will significantly impact year-end forecasts by **\$21 million**. Additionally, the Te Mārua capacity optimization project is expected to underspend by **\$14 million**, with up to **\$9 million** to be reallocated to 2025/26.

Treasury Highlights

- GW retained its AA+ credit rating with S&P Global. Our treasury liquidity management was noted as contributing to this outcome.
- Council's investments (excluding subsidiaries) have increased from **\$315 million** at the start of the year to **\$399 million**, including:
 - Water contingency investments: **\$50 million**
 - Pre-funding: **\$175 million**
- Council's gross external debt stands at **\$1.2 billion**, with a net debt position of **\$775 million**, including **\$175 million** in pre-funded debt.

Key Variance Commentary

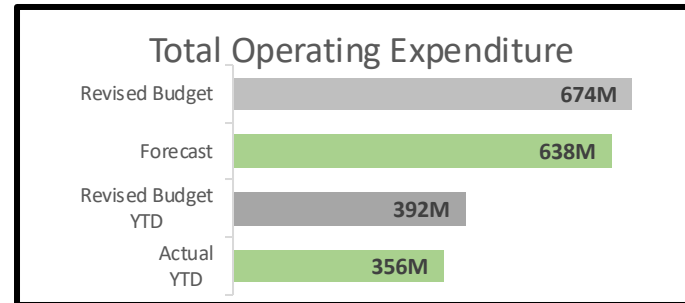


Metlink PT – YTD grants and subsidies are below budget mainly due to reassessed revenue recognition milestones with LNIRIM as well as the NZTA decision not to fully fund NLTP projects, **\$62 million**. Full year forecasts have been updated to reflect this resulting in a variance of **\$66 million** - \$48 million relating to LNIRIM, \$21 million relating to the NLTP and a \$3m reduction from NTS spending delays. This is partially offset by lower amount payable to NZTA for lower farebox revenue, \$6 million.

Year-to date farebox revenue is under budget by **\$11 million** driven by changing travel patterns for longer distance customers and the mix of passengers. Full year forecasts have been reduced by **\$12.5 million** to account for the latest estimated farebox revenue shortfall as current budget phasing is straight line and not reflecting seasonal patterns.

Environment – YTD grants and subsidies are **\$4 million** above budget mainly due to additional Crown revenue for the Flood Resilience capex programme (full year forecast of **\$6 million** favourable).

Investment – YTD additional financing and interest revenue, **\$6 million**. This is partially offset by additional financing costs. We are also expecting higher forecast subvention revenue of \$3.5 million.

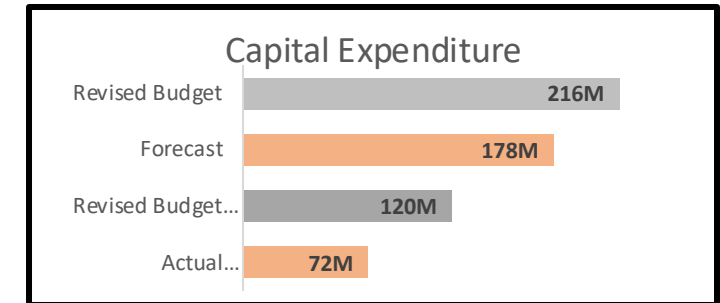


Metlink PT – YTD grants and subsidies are under by **\$24 million** due to changes in the accounting treatment for the NTS project moving from an expense to a Prepaid Asset **\$16 million (FY \$28 million)**. This will be released when the NTS system goes live. Currently the project is \$12 million behind budget due to Cubic CSAM solution and integration delays. This is forecast to reduce to a \$5 million underspend for the full year.

The remaining **\$8 million** is due to delays in rail network renewals and decarbonization, with **\$4 million** underspend expected for the full year.

Environment – Underspend across Knowledge & Insights, Catchment Management, and Pinehaven, **\$7 million**. This variance is expected to remain for the full year.

Investment – YTD Finance costs are **\$5 million higher**, mainly due to prefunding. This is offset by additional interest revenue. This trend flows into the full year forecast numbers and should provide a net **\$4 million** positive impact once additional costs have been partially offset with additional revenue.



Metlink PT – NLTP funding decision caused delays in spending, **\$22 million** year to date. Full year NLTP forecasts have had the NZTA funding portion of **\$21 million** removed.

Environment – RiverLink implementation and property purchases are behind budget, **\$12 million**. This variance is expected to reduce to **\$3.5 million** by year end.

Water Supply – Delays across multiple smaller projects are driving **\$11 million** year to date lower spend. The group is forecasting a **\$14 million** underspend in full year, largely driven by Te Marua Water Treatment Capacity Optimisation, with work rescheduled to support network water supply constraints. An agreed amount of up to \$9 million will be requested to re-budget to next year.

For Decision

RESOLUTION TO EXCLUDE THE PUBLIC

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

Strategic public transport asset ownership – PE25.35

Potential land acquisition – Lower Hutt – PE25.55

Appointment of Director to Predator Free Wellington – PE25.72

Confirmation of the Restricted Public Excluded minutes of the Council meeting on Thursday 5 December 2025 – RPE24.651

Bus services procurement: transition out of current contracts – RPE25.36

East by West Funding arrangements update – RPE25.26

Lower North Island Integrated Mobility: Procurement update – RPE25.24

Interim review of the Chief Executive’s performance for 2024/25 – RPE25.18

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:

Strategic Public Transport Asset Ownership – PE25.35	
<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 this report is commercially sensitive. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on commercial activities (section 7(2)(h)).</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>- The public conduct of this part of the meeting is excluded as per section 7(2)(h) of the act in order to enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.</p>

Potential land acquisition –Lower Hutt – PE25.55	
<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>The information contained in this report relates to a proposed land purchase upon terms and conditions that are yet to be negotiated and agreed. Having this part of the meeting open to the public would disadvantage Greater Wellington in its negotiations as it would reveal Greater Wellington negotiation strategy (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 in order enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>
Appointment of Director to Predator Free Wellington – PE25.72	
<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>The information contained in this report includes personal and identifying information about the proposed candidate. 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 board member of Predator Free Wellington.</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 in order to protect the privacy of natural persons, including that of deceased natural persons.</p>
Confirmation of the Restricted Public Excluded minutes of the Council meeting on Thursday 5 December 2025 – RPE24.651	
<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 bus services 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 (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 in order enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>
<p>Bus Services Procurement: Transition out of Current Contracts – RPE25.36</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 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 (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 in order enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>
<p>East by West Funding Arrangements update – RPE25.26</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>Information contained in this report is commercially sensitive. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on commercial negotiations (section 7(2)(i)).</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act in order enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</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>Lower North Island Integrated Mobility: Procurement Update – RPE25.24</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 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>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act in order enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>
<p>Interim Review of the Chief Executive’s Performance for 2024/25 – RPE25.18</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>This report contains information relating to the current Chief Executive’s full year performance review. 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 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.

I also move that Mary Kilkelly, Director – Financial Advisory, Deloitte, be permitted to remain at this meeting, after the public has been excluded, because of her knowledge of the matters under consideration for the Bus Service Procurement: Transition out of Current Contracts. This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because of her knowledge of Greater Wellington’s bus contracts.