



**greater WELLINGTON**  
REGIONAL COUNCIL  
Te Pane Matua Taiao

If calling please ask for: Democratic Services

16 May 2018

## **Long Term Plan 2018-28 Hearing Committee**

Order Paper for the meeting of the Long Term Plan 2018-28 Hearing Committee to be held in the Carterton Events Centre, 50 Holloway Street, Carterton on:

**Tuesday, 22 May 2018 at 10.00am**

and to continue on 23 and 24 May 2018 in the Council Chamber, Level 2, 15 Walter Street, Te Aro, Wellington.

### **Membership**

Cr Donaldson (Chair)

Cr Blakeley

Cr Gaylor

Cr Laban

Cr Lamason

Cr Ogden

Cr Staples

Cr Brash

Cr Kedgley

Cr Laidlaw

Cr McKinnon

Cr Ponter

Cr Swain

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

## Long Term Plan 2018-28 Hearing Committee

Order Paper for the meeting to be held on Tuesday, 22 May 2018 in the Carterton Events Centre, 50 Holloway Street, Carterton at 10.00am, and to continue on 23 and 24 May 2018 in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington

### Public Business

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greater WELLINGTON

REGIONAL COUNCIL

Te Pane Matua Taiao

**Report** 18.175  
**Date** 17 May 2018  
**File** CCAB-8-1571

**Committee** Long Term Plan 2018-28 Hearing Committee  
**Author** Margaret Meek, Senior Democratic Services Advisor

## **Process for considering submissions and feedback on the proposed 10 Year Plan 2018-28 and other matters that are the subject of concurrent consultation**

### **1. Purpose**

To advise the Long Term Plan 2018-28 Hearing Committee on the process for considering submissions and feedback on the proposed 10 Year Plan 2018-28 and other matters that are the subject of concurrent consultation.

### **2. Background**

At its meeting on 14 March 2018 the Council established the Long Term Plan 2018-28 Hearing Committee (the Committee) to consider and hear submissions and feedback, and to make recommendations to the Council, on the adoption of the 10 Year Plan 2018-28 and other matters which are the subject of concurrent consultation. A copy of the Committee's terms of reference, which sets out its roles and responsibilities, is attached as [Attachment 1](#) to this report.

#### **2.2 Public consultation**

This hearing completes the public consultation phase on the adoption of the 10 Year Plan 2018-28. The Council concurrently consulted on:

- The proposed Revenue and Financing Policy; and
- The proposed Rates Remission and Postponement Policies.

#### **2.3 Principles of consultation**

Six principles of consultation are set out in the Local Government Act 2002 (the Act). One of these principles is that views presented to a local authority should be accepted with an open mind, and should be given due consideration by the local authority, in making a decision.

It is consistent with best practice that members should be present for the substantial part of the hearing and deliberations in order to participate in the decision-making of the Committee.

### **3. Submissions and feedback received**

#### **3.1 Written submissions**

A total of 761 written submissions were received, 338 of these were in response to the consultation document on proposed 10 Year Plan 2018-28. Of the 761 written submissions, 423 were in direct response to the proposed Revenue and Financing Policy and three directly referred to the proposed Rates Remission and Postponement Policies. It should also be noted that a number of the submissions in response to the 10 Year Plan 2018-28 also made reference to issues relating to the proposed Revenue and Financing Policy.

A copy of all the written submissions has been distributed to members of the Committee (under separate cover). It is suggested that written submissions are taken as read by the Committee, and that Committee members only discuss those submissions on which they want to make a particular comment.

#### **3.2 Late submissions**

A number of submissions have been received after the consultation period closed. These submissions have been circulated to Committee members as part of package of written submissions. It is recommended that the Committee accept the late submissions for consideration and accept any further submissions received prior to the commencement of the hearings.

#### **3.3 Other feedback**

Feedback from the community on key issues in the 10 Year Plan 2018-28 consultation document was obtained through the what matters website, three on-line polls and at events across the region. Pre-consultation was undertaken through the Citizens Panel in relation to the proposed priority areas earlier in the year. Analysis on this feedback is detailed in Report 18.185.

### **4. Oral presentation process**

The purpose of the hearing is to hear oral presentations in support of written submissions. At the time of writing this paper 175 submitters have indicated that they wish to be heard. Seventy-seven of these indicated that they wish to be heard on the proposed 10 Year Plan 2018-28 and the proposed Rates Remissions and Postponement Policies, and 98 indicated they wish to be heard on the proposed Revenue and Financing Policy.

Five minutes have been allocated to each submitter, with additional time allocated for organisations (total of 10 minutes). This time covers both speaking time and time for questions of clarification by the Committee. A hearing schedule will be provided on the day of the hearing.

### **5. Consideration of issues raised in submissions and feedback**

The Committee must consider all written submissions, regardless of whether or not an oral presentation has been made. The Committee must also consider all of the feedback that was received on the consultation document.

There will be an opportunity to discuss the issues raised in submissions and other forms of feedback, once all oral presentations on a topic have been heard.

## **5.1 Process after consideration of submissions and feedback**

If the Committee, after considering submissions, is of the view to recommend a change to any of the proposed 10 Year Plan 2018-28, the proposed Revenue and Financing Policy, and the proposed Rates Remission and Postponement Policies it would need to first consider whether the proposed change would constitute a material and/or significant deviation from the proposed 10 Year Plan 2018-28, the proposed Revenue and Financing Policy, and the proposed Rates Remission and Postponement Policies. If a change is determined to be material and/or significant further consultation might be required.

The Committee will need to prepare a report to the Council setting out its recommendations on the adoption of the 10 Year Plan 2018-28 and matters of concurrent consultation.

Each person who made a submission or provided feedback on the adoption of the 10 Year Plan 2018-28 and concurrent consultations, and provided a contact address will, subsequent to Council adopting the final 10 Year Plan 2018-28, receive a response outlining the decisions of the Council and any key changes.

A press release will be published, outlining the decisions of the Council and any key changes, for those who did not provide a contact address.

## **6. Communication**

The Committee meeting for hearing submissions has been advertised and all oral submitters contacted regarding the hearing dates.

## **7. Consideration of climate change**

The matters addressed in this report are of a procedural nature, and there is no need to conduct a climate change assessment.

## **8. The decision-making process and significance**

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

### **8.1 Significance of the decision**

Officers have considered the significance of the matter, taking into account the Council's significance and engagement policy and decision-making guidelines. Due to the procedural nature of this decision officers recommend that the matter be considered to have low significance.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

### **8.2 Engagement**

Engagement on this matter is unnecessary.

## **9. Recommendations**

*That the Committee:*

*1. Receives the report.*

2. *Notes the content of the report.*
3. *Accepts any late submissions received for consideration.*

Report prepared by:

**Margaret Meek**  
Senior Democratic Services  
Advisor

Report approved by:

**Francis Ryan**  
Manager,  
Democratic Services

Report approved by:

**Luke Troy**  
General Manager, Strategy

**Attachment 1:** Terms of reference for the Long Term Plan 2018-28 Hearing Committee

## **Terms of reference for the 10 Year Plan 2018-2028 Hearing Committee**

### **1. Membership**

The membership of the 10 Year Plan 2018-2028 Hearing Committee comprises Crs Blakeley, Brash, Donaldson, Gaylor, Kedgley, Laban, Laidlaw, Lamason, McKinnon, Ogden, Ponter, Staples and Swain.

Councillor Donaldson is the Chairperson of the Committee.

The quorum is seven members.

### **2. Meeting procedures**

The Greater Wellington Regional Council Standing Orders apply.

All members have equal speaking rights and a deliberative vote. In addition, the Chairperson has a casting vote in the case of an equality of votes.

The hearing will be open to the public, except where there are grounds to exclude the public in terms of the Local Government Official Information and Meetings Act 1987.

Members must be present for the substantial part of the hearing and deliberations in order to participate in the decision-making of the Committee.

### **3. Powers**

The Committee has the power to:

- Consider the submissions and other feedback on the:
  - “Investing in our extraordinary region” consultation document for the 10 Year Plan 2018-2028
  - Supporting Information to the 10 Year Plan 2018-2028
  - Proposed Revenue and Financing Policy
  - Proposed rates remission and postponement policies;
- Summarise the outcomes of the consultation process;
- Seek clarification from Council officers on any technical matters; and
- Prepare a report to Council, containing recommendations for the 10 Year Plan 2018-2028 and other matters which are the subject of concurrent consultation for consideration by the Council.

### **4. Responsibilities**

The Committee shall ensure that:

- The process for the consideration of submissions is carried out in a way that is effective and timely;

- Submitters are provided with the best possible opportunity to be heard in support of their submission;
- Committee members receive submissions with an open mind and give due consideration to each submission; and
- The decision-making process is robust and transparent and the summary of the consultation process adequately, fairly and demonstrably reflects the submitters' comments.

## **5. Duration of Committee**

The Committee is deemed to be dissolved at the end of the decision-making process on the 10 Year Plan 2018-2028 and other matters which are the subject of concurrent consultation.





**greater WELLINGTON**  
REGIONAL COUNCIL  
Te Pane Matua Taiao

**Report** 18.185  
**Date** 16 May 2015  
**File** CCAB-8-1585

**Committee** Long Term Plan 2018-28 Hearing Committee  
**Author** Helen Guissane, Corporate Planner  
Mark Ford, Strategic Finance Manager

## **Report on feedback received on “Investing in our Extraordinary Region” Long Term Plan 2018-28 and proposed Revenue and Financing Policy 2018**

### **1. Purpose**

This report provides a summary on the feedback received on the consultation of the 10 Year Plan and proposed Revenue and Financing Policy. The report provides an outline of key submission points and issues on both consultations, to assist the Hearing Committee in making recommendations to Council on the final plan and policy.

Consultation on the proposed Rates Remission and Postponement Policies was also undertaken alongside the 10 Year Plan 2018-28 consultations. An overview of the feedback received on the proposed Rates Remission and Postponement Policies is contained in this report.

Report 18.175 sets out the process for handling submissions, both at this meeting and following the consideration of submissions.

### **2. Consultation process**

*Investing in our Extraordinary Region*, the Consultation Document on the Long Term Plan 2018-28 was approved by Council for consultation on 14 March 2018 (Report 18.23). The proposed Revenue and Financing Policy and associated consultation documents were also approved by Council at that meeting. The consultation period ran from 26 March to 29 April 2018.

The consultation documents were distributed throughout the region, available in drop-boxes and a number of other public venues such as cafes. In addition to the consultation material, a two-page flyer was produced which summarised both the Long Term Plan and the proposed changes to the Revenue and Financing Policy.

Prior to consultation, meetings were also arranged with the region's territorial authorities to discuss the proposed changes to the Revenue and Financing Policy.

### **2.1 Concurrent consultation**

Consultation on the proposed Rates Remission and Postponement Policies and the proposed Revenue and Financing Policy was undertaken at the same time as consultation on the Long Term Plan.

### **2.2 On-line engagement**

Greater Wellington created a website on the *haveyoursay* platform where the community could submit on the Long Term Plan, the proposed Rates Remission and Postponement Policy and the proposed Revenue and Financing Policy. The consultation documents and supporting information was available in both through the on-line consultation site as well as on Greater Wellington's internet.

### **2.3 Public events**

Fourteen public events were held across the region during consultation. These ranged from attending markets, hui, public meetings as well as attending the Wellington train station one morning. Each event was publicised using multiple social media channels.

The number of people who engaged with Councillors and officers at each event varied, however the overall sentiment at each event was that people appreciated the opportunity to engage.

### **2.4 Engagement and marketing**

Greater Wellington's main advertising channels for consultation on the Long Term Plan and the proposed Revenue and Financing Policy were primarily digital and included print in smaller publications as well as some radio advertising. Advertising included use of social media channels such as facebook and neighbourly and outdoor advertising including posters on trains and Adshels (digital screens at bus stops and other promotional screens).

Our engagement included three polls, advertising, videos and media releases. The advertising was both general in nature and also targeted to specific areas and issues. A breakdown of the engagement results is provided in [Attachment 1](#).

## **3. Feedback received on the Long Term Plan**

### **3.1 Pre-consultation on the Long Term Plan**

To inform the development of the Long Term Plan 2018-28, a survey using the Greater Wellington Regional Council Citizens Panel was conducted between 25 January and 4 March 2018. The survey explored Council's priority areas, seeking feedback on the relative importance of the areas and appropriate investment relativity.

The top five priority areas of focus for the pre-consultation were:

- Public Transport
- Freshwater quality
- Regional resilience
- Water supply
- Biodiversity

The respondents felt that these priority areas should be in the top five with Water Supply, Public Transport and Freshwater Quality as the most important areas and Biodiversity the least important. More detail on the Citizens Panel report is included in [Attachment 1](#).

During this pre-consultation period, the questions asked of the Citizens Panel was accessible on our website and we received three responses which were provided to Councillors prior to formal consultation:

- Public Health Association
- Save Our Hills (Upper Hutt) Inc. Society
- Living Streets Aotearoa.

### 3.2 Iwi Engagement

To independently facilitated workshops with Ara Tahi were held during the development of the Long Term plan, and met with any iwi authorities who wished to meet individually, often more than once. During the consultation period, a hui was held in Wairarapa, and further meetings were held with those iwi who wished to meet.

The submissions received from iwi are included in the submissions distributed prior to this report, and officer comments are included in [Attachment 2](#).

### 3.3 Summary of feedback from submissions

A total of 338 submissions were received on the Long Term Plan consultation document. The number of submissions grouped by type of organisation is as follows:

Organisations	71
Local government	11
Individuals	256
<b>Total</b>	<b>338</b>

Of these, 78 expressed a wish to be heard.

A number of submitters also included comments on the proposed Revenue and Financing Policy. These comments have been captured under the analysis on the Revenue and Financing Policy.

A summary of the key points raised by submitters and officer comments on the submissions for the Council to consider in their deliberations is contained in [Attachment 2](#). A full set of submissions has been provided separately to Councillors.

### 3.4 Comments

The submissions and feedback on the proposed Long Term Plan 2018-28 are largely supportive of the proposals consulted on. Submitters have raised a variety of issues relating to how and where programmes are delivered – these can be considered as work programmes are further developed as outlined in the officer comments in [Attachment 2](#). There are no changes considered necessary to the Long Term Plan.

## 4. Feedback received on the proposed Revenue and Financing Policy

### 4.1 Summary of feedback from submissions

A total of 423 submissions were received on the proposed Revenue and Financing Policy of which a number appear to be pro-forma. The number of submissions grouped by type of organisation is as follows:

Organisations	25
Local government	2
Individuals	396
<b>Total</b>	<b>423</b>

Of these, 99 expressed a wish to be heard.

In addition, a number of submissions on the Long Term Plan 2018-28 made comments on the proposed Revenue and Financing Policy. Any significant comments are included in the summary report - [Attachment 3](#). A full set of submissions has been provided separately to Councillors.

### 4.2 Comments

Submissions were received on almost all aspects of the proposed Revenue and Financing Policy. A variety of views have been expressed on the options for the Policy, reflecting the community's views on where the benefits fall, a fair allocation of costs, and affordability. It will not be possible to find an approach that satisfies all of these.

To recommend a final Policy to Council it will be necessary for the Committee to agree the overall objectives that it wishes to achieve through the Policy (including statutory requirements), and then to examine how well the various options for rates allocation for Public Transport and Flood Protection meet these. It will also be necessary to consider the overall impact of the Policy on ratepayers by category and by area, and to consider transition options.

## 5. Proposed Rates Remission and Postponement Policies

### 5.1 Submissions received

A total of three submissions were received relating to the proposed Rates Remission and Postponement Policies.

The number of submissions grouped by type of organisation is as follows:

Organisations	1
Local government	1
Individuals	1
<b>Total</b>	<b>3</b>

A summary of the key points raised by submitters and officer comments on the submissions for the Council to consider in their deliberations is contained in [Attachment 2](#). A full set of submissions has been provided separately to Councillors.

## 6. Budget changes

A review of current year commitments and changes in budget to planned work in the proposed Long Term Plan is in progress. A number of changes will be proposed to the draft LTP budget. These include a number of re-budgets of 2017/18 unspent expenditure into future years, several updated project and operating costs, updated assumptions on the CentrePort dividend, and the revaluation of Council's Bulk Water assets. We expect that the overall rates impact of the proposed changes will remain within, or in line with the levels indicated in the LTP consultation document.

## 7. Communication

All submitters who provided contact details will, subsequent to Council adopting the final plan, receive a response outlining the decisions of the council and any key changes.

The 10 Year Plan 2018-28 will be considered for approval by Council on 26 June 2018, and this will be notified by public notice and media release.

## 8. Consideration of climate change

The matters requiring decision in this report have been considered by officers in accordance with the process set out in the GWRC Climate Change Consideration Guide. Climate change and the implications of climate change have been a major consideration in the assumptions and development of the 10 Year Plan. It is expected that individual activities proposed and funded in the Plan will have an impact on climate change – this will be outlined in future decisions at an activity level.

## 9. The decision-making process and significance

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

### 9.1 Significance of the decision

Officers have considered the significance of the matter, taking into account the Council's significance and engagement policy and decision-making guidelines. The subject matter of this report is part of a decision-making process that will lead to the Council making a decision of high significance within the meaning of the Local Government Act 2002.

The decision-making process is explicitly prescribed for by for by the Local Government Act 2002 and requires the use of the special consultative procedure.

### 9.2 Engagement

Section 93 of the Local Government Act 2002 requires a council to use the special consultative procedure when preparing a long term plan.

Consultation was carried out consistent with the principles of section 93. A description of the consultation methods is provided in section 2 of this report.

## 10. Recommendations

*That the Committee:*

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Considers the information in this report and attachments in determining its findings and recommendations to Council.*
4. *Recommends to the Council the Rates Remission and Postponement Policies for adoption, incorporating any changes as agreed by this Committee.*
5. *Recommends to the Council the Revenue and Financing Policy for adoption, incorporating any changes as agreed by this Committee.*
6. *Recommends to the Council the 10 Year Plan 2018-28 for adoption, incorporating any changes as agreed by this Committee.*

Report prepared by:

**Helen Guissane**  
Corporate Planner

Report prepared by:

**Mark Ford**  
Strategic Finance Manager

Report approved by:

**Dave Humm**

General Manager Corporate  
Services/CFO

Report approved by:

**Nicola Shorten**

Manager, Strategic and  
Corporate Planning

Report approved by:

**Luke Troy**

General Manager, Strategy

**Attachment 1:** Detailed results on Long Term Plan 2018-28 consultations

**Attachment 2:** Proposed 10 year plan - summary of key submission themes and officer comments

**Attachment 3:** Submissions report on the Revenue and Financing policy (to come)

**Attachment 4:** [Hearings schedule \(draft\)](#)

**Attachment 1 to Report 18.185****Results of the consultation on the Long Term Plan 2018-28****Introduction**

Three hundred and thirty eight members of the community shared their views on the proposals outlined in Greater Wellington's Long Term Plan 2018-28 consultation document, *Investing in our Extraordinary Region*.

Demographic material has been used to provide greater analysis of the responses to assist Councillors in deliberations. Detailed comments from submitters and officer responses are covered in **Attachment 2 to Report 18.185** and are not included in this report. Detailed comments and responses to the proposed Revenue and Financing Policy are contained in **Attachment 3 to Report 18.185**.

**Executive summary**

Overall feedback confirms that there is general support for the proposed work programme of Greater Wellington and the Council's priority areas. While there is general support, there are a number of people who do not support the proposals.

A summary of the results on the key questions asked of the community during consultation is below:

<b>Issue</b>	<b>% Support proposal</b>	<b>% Oppose</b>	<b>% didn't answer</b>
Balance of rates with services	35%	29%	36%
Wairarapa rail proposal	59%	12%	29%
Water Wairarapa proposal	47%	24%	29%
WREMO capability proposal	63%	15%	22%

**Key points of interest<sup>1</sup>:**

- There was a high percentage of first-time submitters on the consultation.
- Engagement by district was highest in Wellington and Wairarapa followed by Kapiti.
- The majority of submissions were received via the on-line submission form.
- District results across pre-consultation and consultation are fairly similar – Kapiti, Wairarapa and Hutt signalling a level of unhappiness with the provision of services, while Wellington tends to be the reverse. Other areas in the region appear relatively agnostic.

<sup>1</sup> While the data provides insights we can only make assumptions on the cause of trends at this stage



## Section 1 – Summary of submissions results

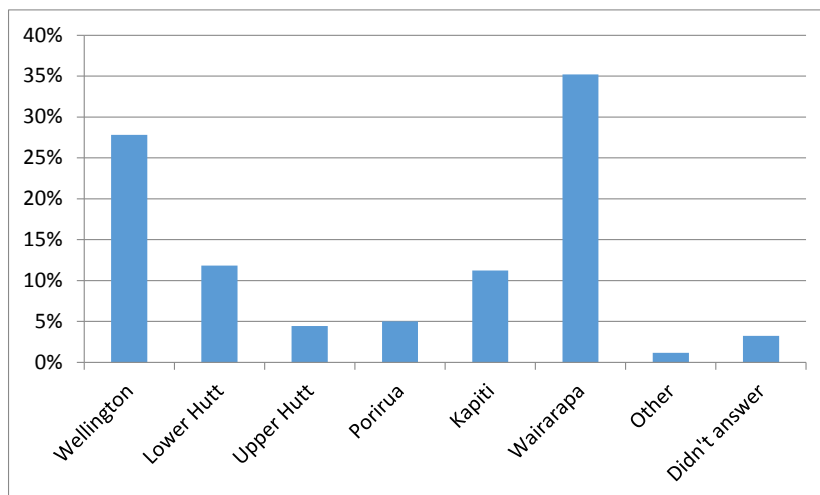
A total of **338** submissions were received on the proposed Long Term Plan 2018-28 during the consultation period of 26 March to 29 April. A large number of submissions were received in the final days of consultation.

In addition to responding to the specific issues and choices in the consultation document, submitters raised a range of issues of interest as outlined in **Attachment 2 to Report 18.185**.

This year, we provided submitters the option of completing demographic data to provide a deeper understanding of those who have engaged in the consultation process. It should be noted that this data has been used for this level of analysis only and has not been used in connection with individuals for privacy reasons.

### *Location of all respondents on the LTP*

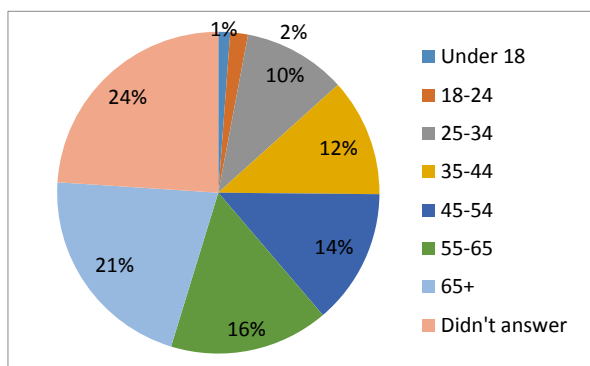
The graph shows that most of the engagement across the region on the Long Term Plan was largely from Wellington and Wairarapa. Wairarapa had 119 and Wellington 94 submitters



### *Age groups of those who responded on the LTP*

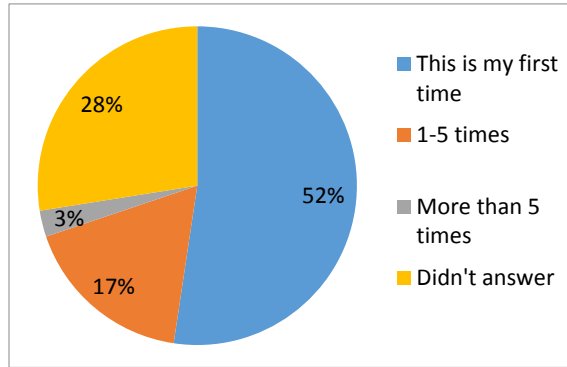
This graph highlights that there has been a reasonably good spread of engagement across all age groups and we have possibly engaged a wider group than previous.

51% of respondents are aged 45 and over, noting that 24% did not provide an answer.



***Number of times submitters have engaged in consultation for annual and long term planning***

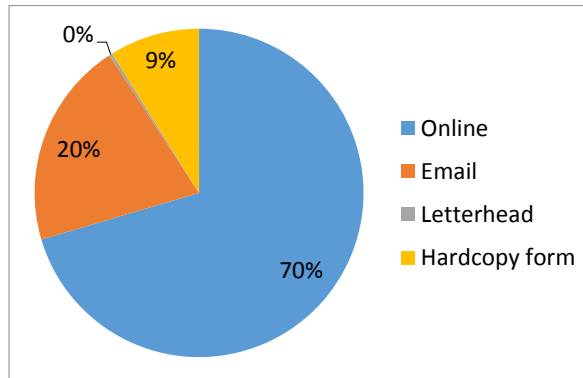
This graph shows that over 50 percent of the submissions are from those who have responded for the first time. This may reflect the wider engagement approach used for consultation or that people were engaged in a particular consultation issue.



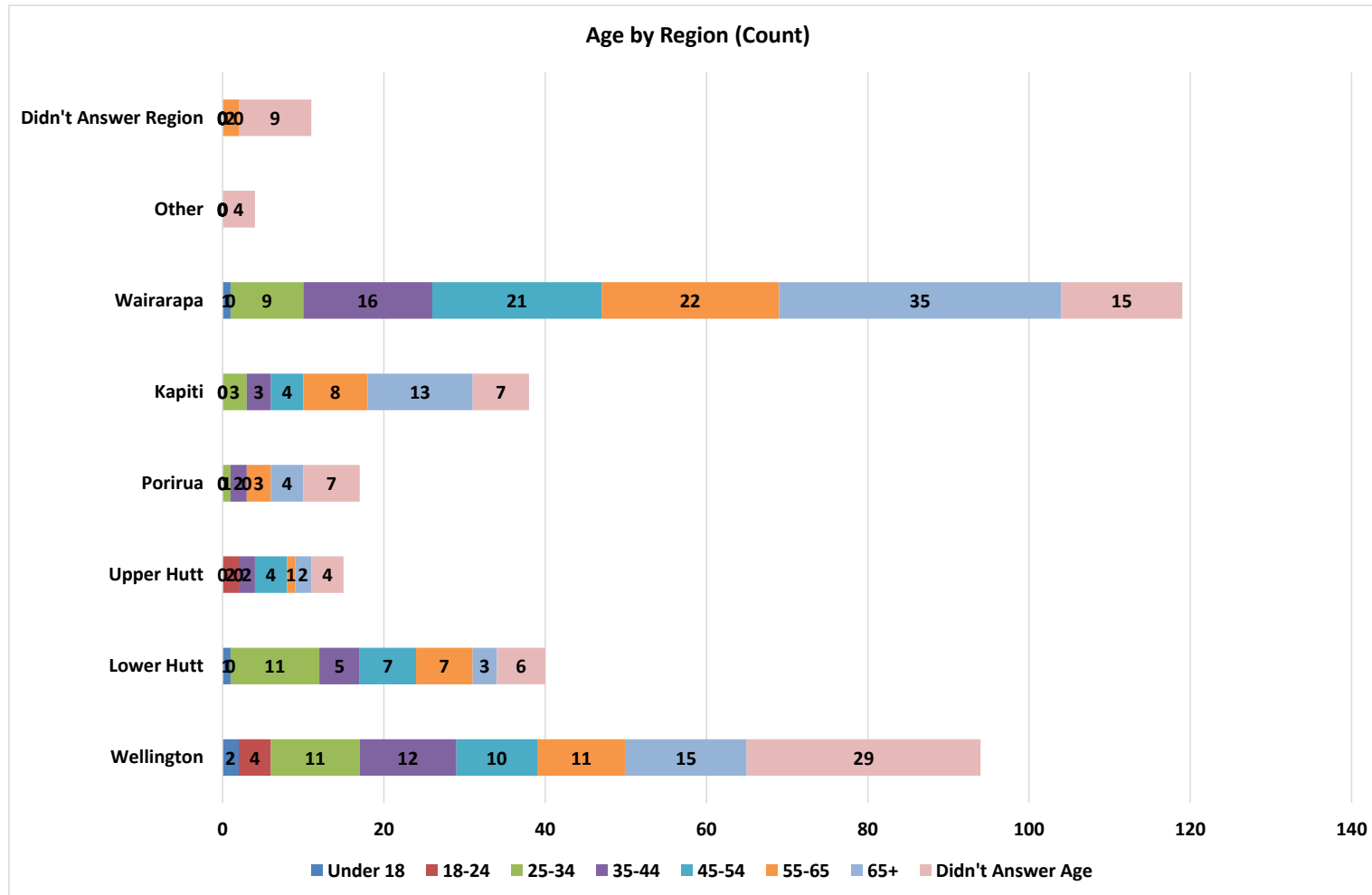
***How submissions were received***

This graph shows that the majority of submissions received were via the on-line form. Only 30 hard copy forms were received and the remainder were letters received via email.

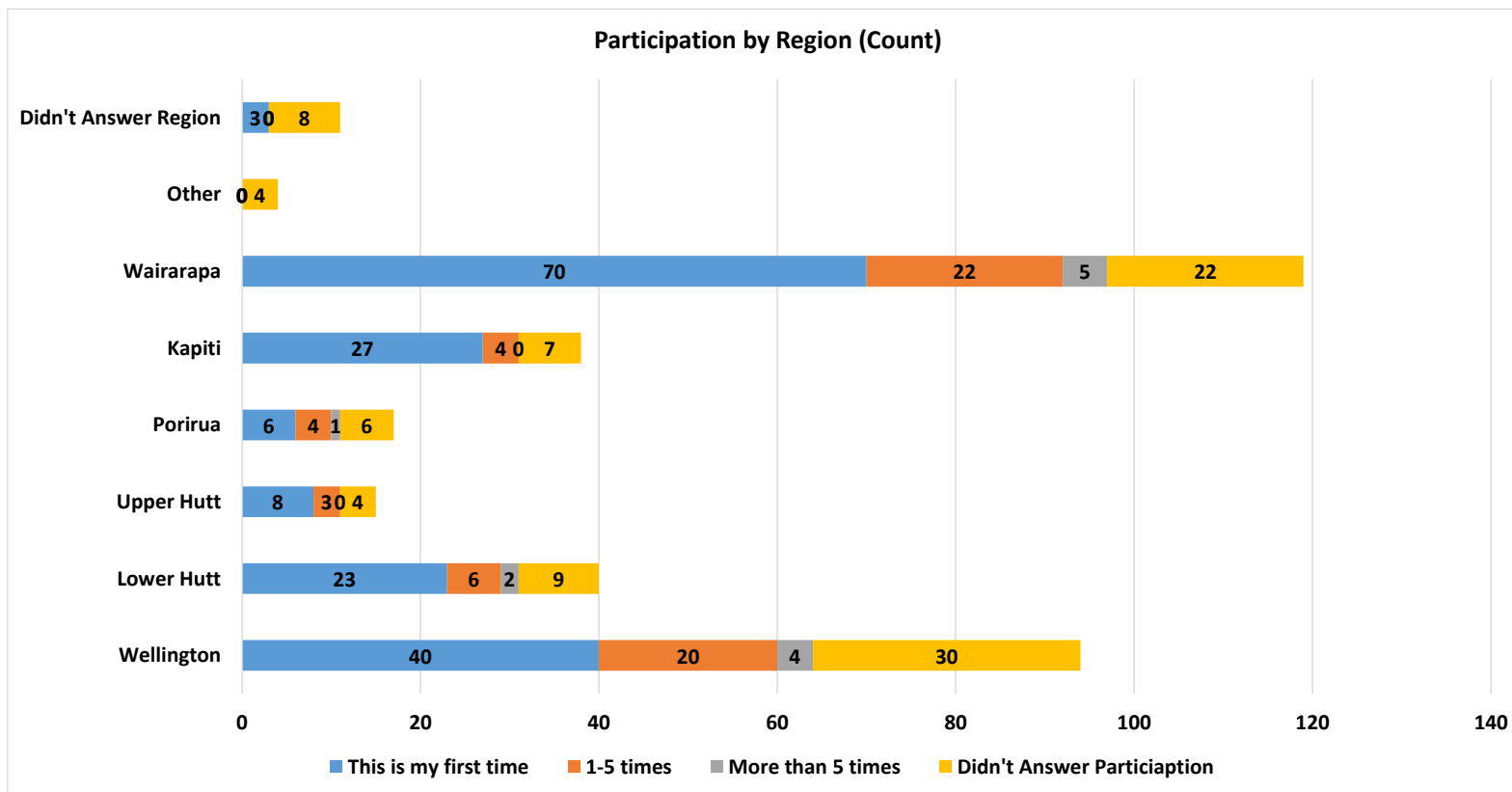
Electronic methods, whether by completing the form or by email, appear to be the preferred method of providing submissions.



This graph provides a breakdown the age group of submitters by district. Note that 24% of submitters did not provide details of their age. Wellington had a reasonable spread of ages while Wairarapa submitters were mostly in the 55-65 and 65+ age bracket.



There were a number of new submitters in Wairarapa, Kapiti, Hutt City and Wellington possibly reflecting the issues being consulted on. It is interesting to note that in Wairarapa, most of the new submitters were 55 and over. While many in Wairarapa responded to the proposed Revenue and Financing Policy, those submitters are not captured in this graph so the motivation to respond is likely due to the issues of the Wairarapa rail and Water Wairarapa.



## Section 2 – Feedback on key programmes, issues and choices

We consulted with the community on the following issues and specific choices:

1. Do you support our key programmes?
2. Do you support the approach outlined in our preferred option and the initial allocation of funding to improve the Wairarapa and Capital Connection commuter services?
3. Do you support an increased funding contribution by Greater Wellington for emergency management?
4. Should Greater Wellington continue our proposed support for the management and investigation of the Wairarapa Water Project?
5. Do you have any comments on the future decisions we have highlighted?
6. Have we got the balance right between the level of rates and charges and the services you want?

### 2.1 Key Programmes

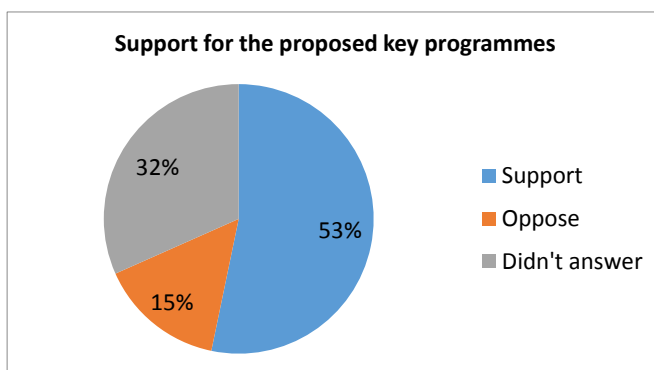
We provided the community with an outline of our key priorities established and agreed by Council:

- Public Transport
- Regional Resilience
- Water Supply
- Freshwater Quality and Biodiversity

In addition we outlined the proposed work programme to support economic development in the region.

#### *Q - Do you support our key programmes?*

Of the 338 submissions on the LTP, 32% did not answer this question, 53% supported the key programmes as outlined in the consultation document while 15% opposed.

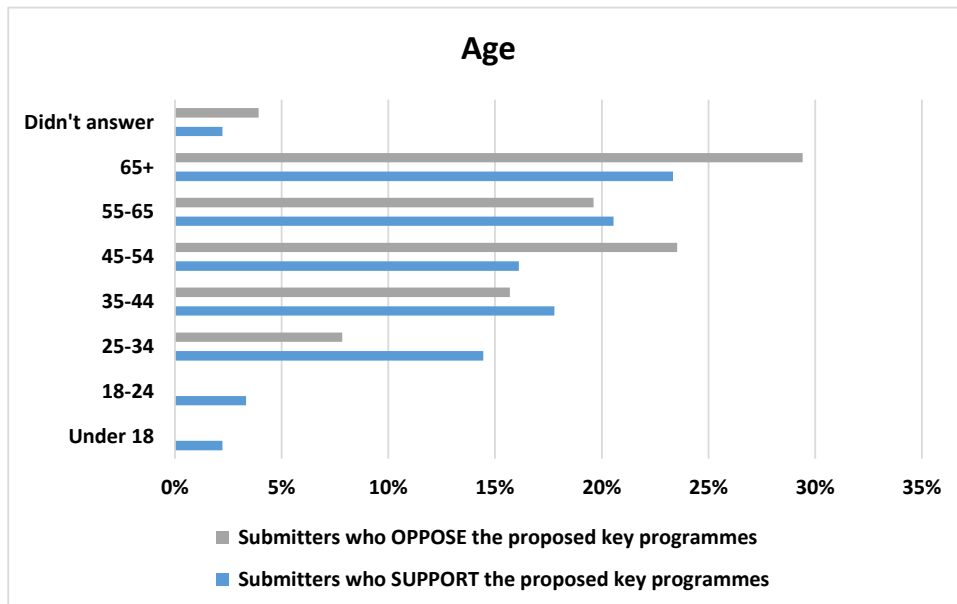
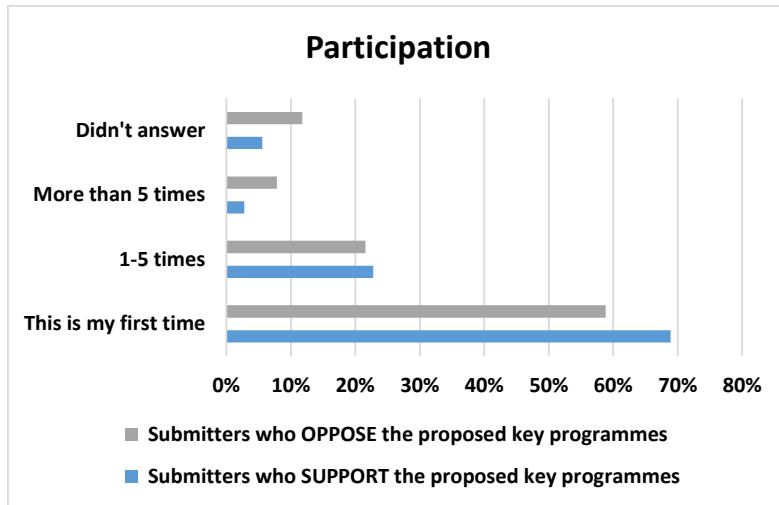


Together with wanting to get community feedback on support for the proposed key programmes of work, it also provided the community an opportunity to respond in more detail on the key programmes. Submitters provided additional comments for Councillors consideration. This feedback is detailed in **Attachment 2**.

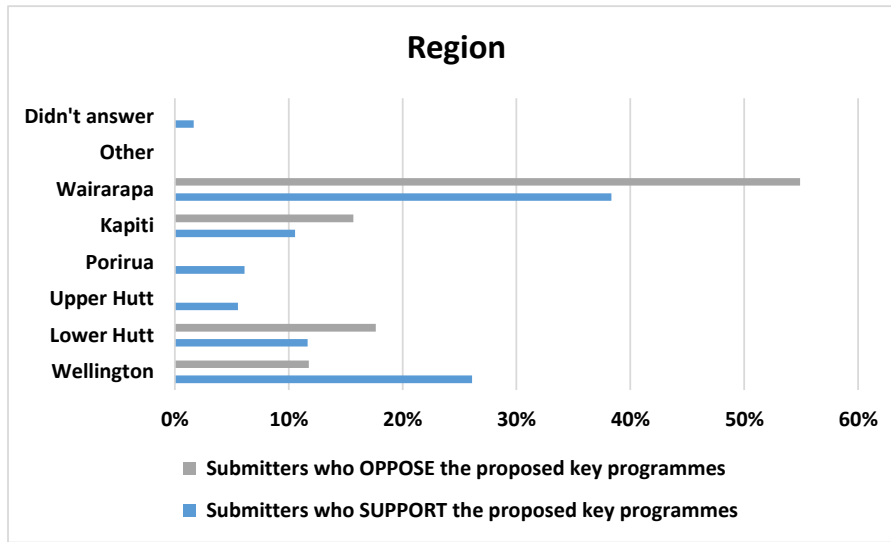
These comments ranged from highlighting the need for Greater Wellington to ensure it addresses climate change and sustainability through to providing specific suggestions for services across the

range of key programmes, and the level of investment that Greater Wellington should be placing on each key priority area versus the general business of Council.

The following graphs provide a break-down of those who opposed versus those who supported the key programmes based on demographic data.



For those aged 45 and over there appears to be a tendency to oppose and the reverse is the case for 44 and under.



Wairarapa, Kapiti and Hutt had more submitters opposing than supporting the key programmes while Wellington was the reverse.

## 2.2 *Choice 1 – a long-term solution for the Wairarapa rail line and Capital Connection*



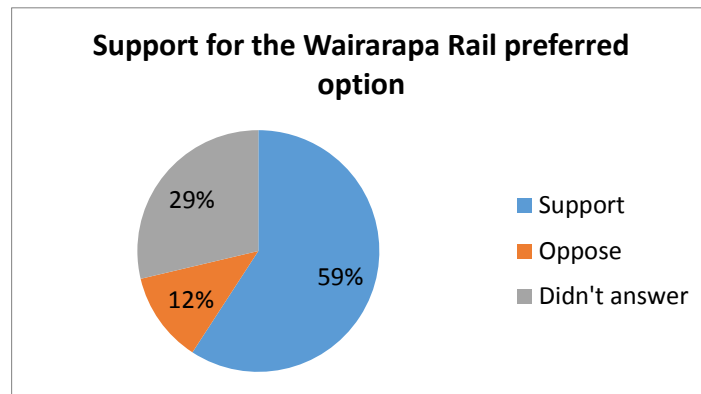
In the consultation document we outlined two options for the community to respond to.

<p><b><i>Option 1A – Our proposal</i></b>                  We have made an indicative allocation of funds, starting in 2022/23, that will provide for new trains for the Wairarapa line and Capital Connection. A new fleet of modern, lower emission, dual powered (electro-diesel) trains (15 four-car units) that serve both long-distance lines means more flexibility and capacity. It also allows for extra train services on both lines servicing Masterton and Palmerston North. This new fleet would enable four morning and four afternoon services between Masterton and Wellington and two morning and two afternoon services on the Capital Connection line. The train units would have the ability to run on electricity in the metro area and switch to diesel propulsion outside of the electrified network.</p>	<p><b><i>Option 1B – an alternative: using existing train carriages</i></b>                  An alternative would be to provide no funding for new trains on the Wairarapa rail line or Capital Connection in the short to medium term. This would mean that the existing carriages would continue in service for longer – together with the use of KiwiRail locomotives at a cost of \$32 million. We have allowed \$17 million for ongoing maintenance and refurbishment of the carriages in our funding but there may be additional costs depending on the length of time the existing carriages are in use. Eventually, replacement carriages would still be required – this alternative delays funding for new trains for around seven to 10 years.</p>
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***Q - Do you support the approach outlined in our proposed option and the initial allocation of funding to improve the Wairarapa and Capital Connection commuter services?***

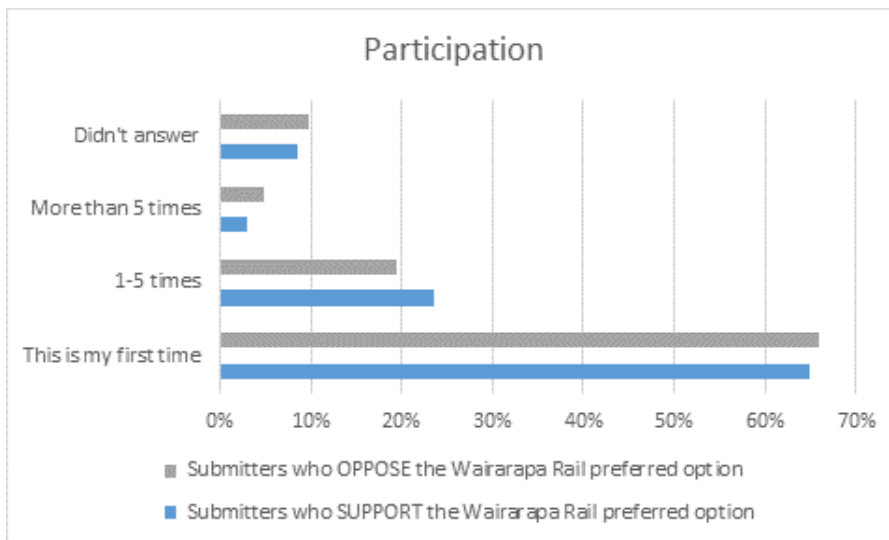
Of the 338 submissions on the LTP, 29% did not answer this question. Of those who submitted, 200 (59%) supported Option 1A as outlined in the consultation document while 41 (12%) opposed.



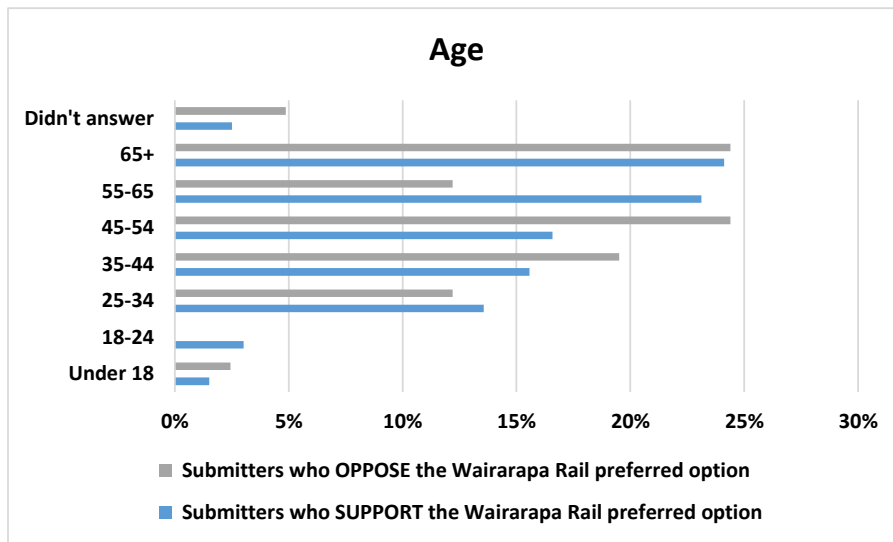


Of those who responded to this choice, there is clear support for Option 1A.

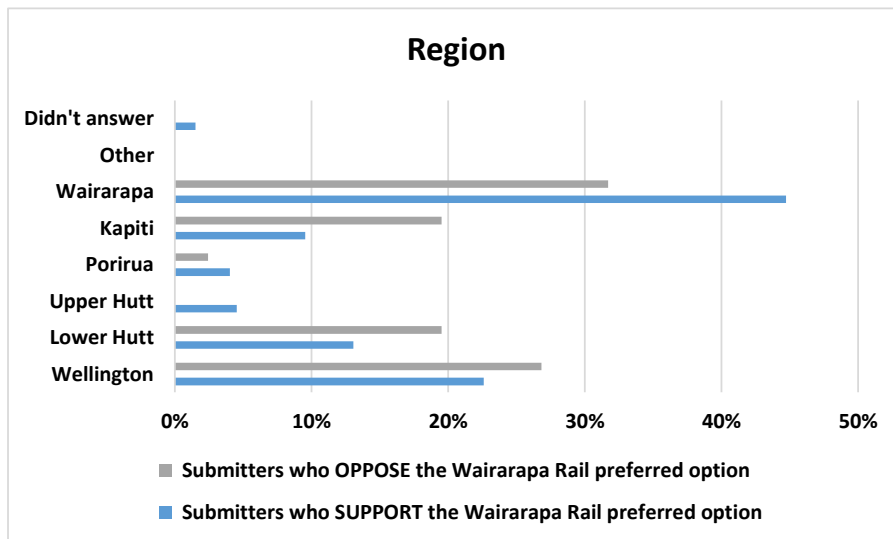
The following graphs provide a break-down by demographic data of those who opposed versus those who supported the proposed option to fund improvements to the Wairarapa and Capital Connection commuter services.



This graph suggests this particular issue motivated the community to engage and submit.



Those aged 35-54 were more inclined to oppose this proposal.



Not surprisingly, a large portion of Wairarapa submitters supported this proposal but interestingly a good proportion also opposed the option.

### 2.3 *Choice 2 – improving the capability of the Wellington Regional Emergency Management Office*

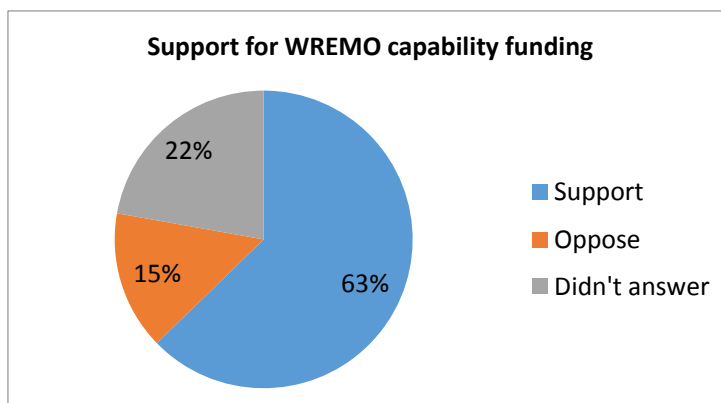


In the consultation document we outlined two options for the community to provide feedback on.

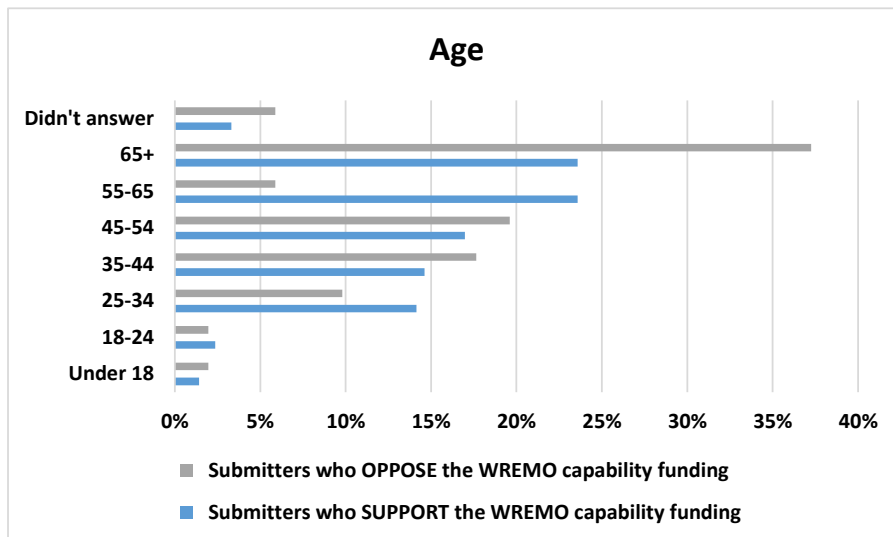
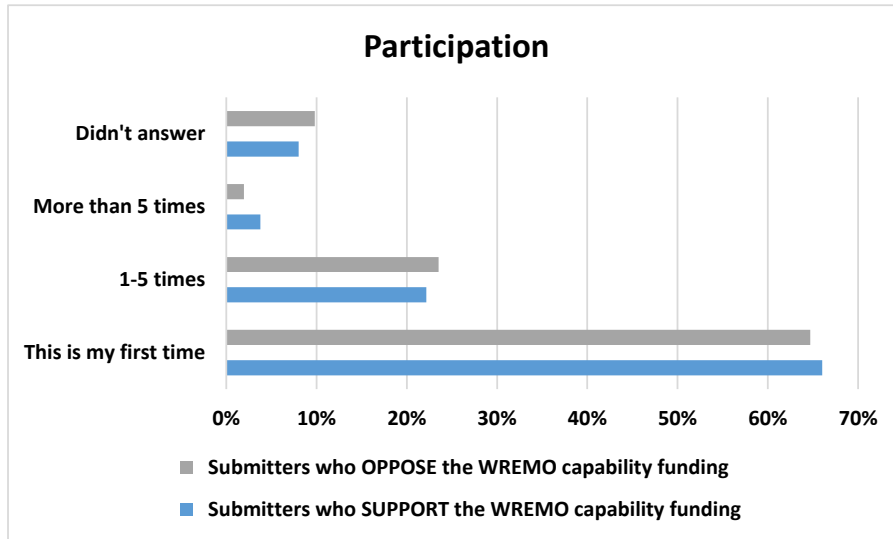
<p><b>Option 2A – Our proposal</b>                  Provide WREMO with additional regional funding so they can build their capability around coordinating efforts to improve regional resilience. Regional resilience is the ability of the region to resist, absorb, accommodate to and recover from the effects of a hazard in a timely and efficient manner, including through the preservation and restoration of its essential basic structures and functions.</p>	<p><b>Option 2B – the alternative</b>                  An alternative would be to provide WREMO with a reduced amount of additional funding: \$155,000 in the 2018/19 year (a two percent increase for inflation and a 15 percent increase in funding). This equates to less than \$1 (incl. GST) per ratepayer per year. This 17 percent increase would be shared equally across the councils, retaining the current funding shares between the councils.</p>
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***Q – Do you support an increased funding contribution by Greater Wellington for emergency management?***

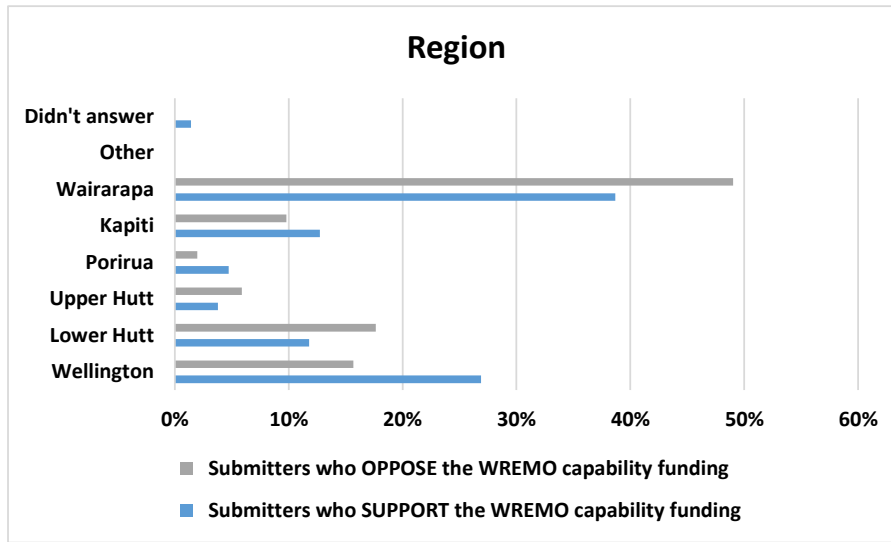
Of the 338 submissions on the LTP, 22% did not answer this question, 63% supported Option 2A as outlined in the consultation document while (15%) opposed.



As can be seen from the previous graph, the majority of submitters supported the proposed option 2A, to provide additional regional funding to WREMO. The following graphs provide a breakdown of those who supported and those who opposed option 2A to increase funding for emergency management.



There is quite a significant difference in views of the 65+ and 55-65 age groups.



This graph shows that a greater percentage of submitters in Wairarapa and Hutt City oppose this proposal while Wellington clearly have a higher percentage that support.

**2.4 Choice 3 – continuing to lead the investigation of water storage options in Wairarapa**

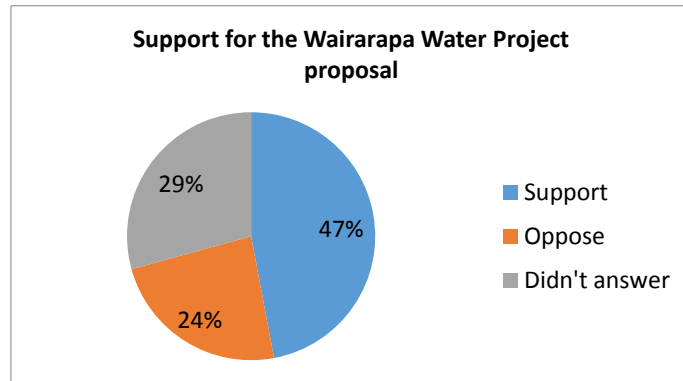


In the consultation document we outlined two options for the community to provide feedback on.

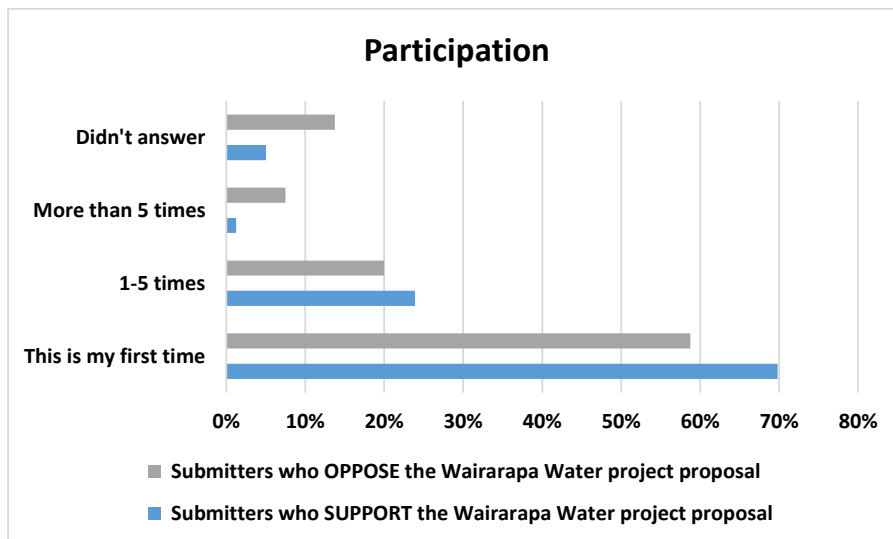
<p><b>Option 3A – Our proposal</b>                  We’ve provided for additional funding (\$200,000 for one year in 2018/19) to continue managing the programme and complete investigations. This is in addition to the existing commitment we have to servicing the debt we incurred to complete earlier stages of the programme, which has costs of approximately \$225,000 a year for the 10 years of the plan. The funding for this programme is debt-funded and has a minimal rating impact. The additional funding from our partners – primarily the local Wairarapa councils and the Crown – as to succeed this project requires commitment from a range of other organisations.</p>	<p><b>Option 3B – the alternative</b>                  As an alternative Greater Wellington could withdraw its programme funding now. This would reduce our funding to the amount required to service the existing debt (approximately \$225,000 a year) for the 10 years of the plan. This programme is debt funded and has a minimal rating impact.</p>
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**Q – Should Greater Wellington continue our proposed support for the management and investigation of the Water Wairarapa Project?**

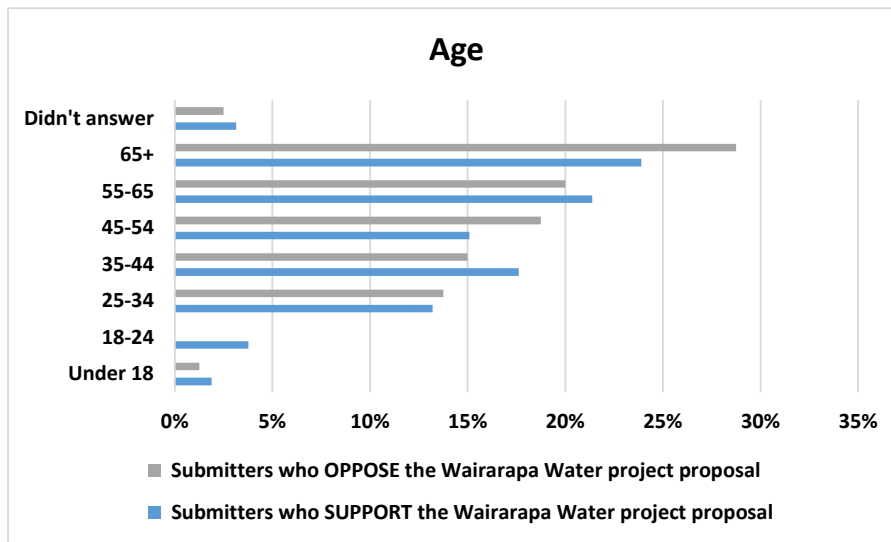
Of the 338 submissions on the LTP, 29% did not answer this question, 47% supported Option 3A as outlined in the consultation document while 24% opposed.



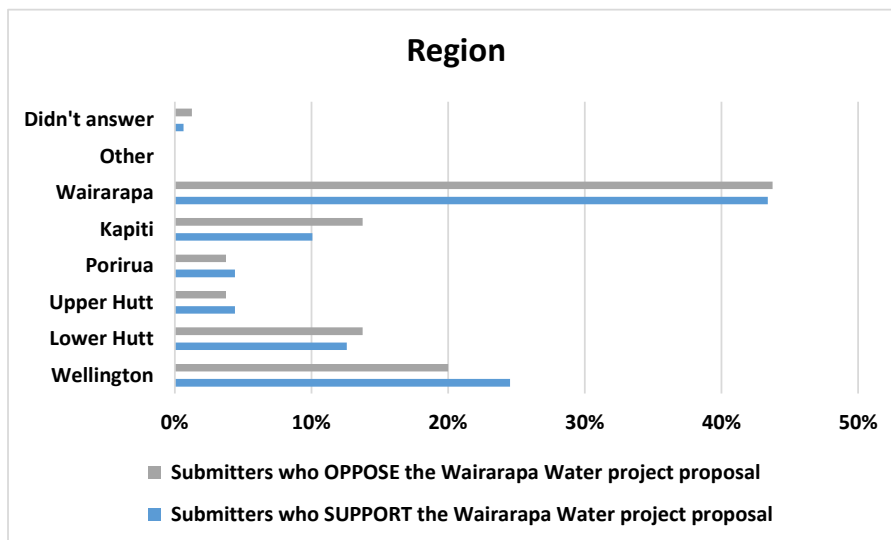
The following graphs provide a break-down by demographic data of those who opposed versus those who supported the proposed option for continued support for the management and investigation of the Wairarapa Water Project.



The greater percentage of first time submitters is likely to reflect the increased number of submitters in Wairarapa.



While opposed versus support for most age groups is relatively even, there is a larger portion of the 65+ age group that oppose.



Wairarapa submitters appear to be evenly spread in their support and opposition of this proposal. A higher number of Kapiti submitters oppose while the reverse is the case for Wellington submitters.



## 2.5 Future Decisions

In the consultation document we highlighted some upcoming projects for feedback.

<b><i>Let's Get Wellington Moving</i></b>	
<i>What we said in our consultation document</i>	While we don't yet know the preferred option, we are aware it will impact on our transport planning and funding. It's important you know that we have made provision for these changes. We have made an allowance for a \$67 million contribution towards a new mass transit system beginning from 2021 through to 2026. This will pay our share of the cost of new infrastructure to support mass transit. Funding has also been set aside by both the Wellington City Council and NZ Transport Agency.

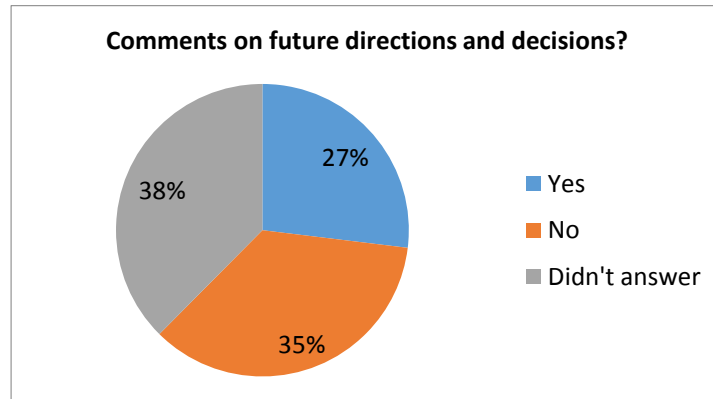
<b><i>Our approach to regional economic development</i></b>	
<i>What we said in our consultation document</i>	One of Greater Wellington's key programmes is the Wellington Regional Strategy, developed in partnership with city and district councils, and implemented by the Wellington Regional Strategy Office and the Wellington Regional Economic Development Agency (WREDA). Our WREDA funding (about \$4.2 million a year in this 10 year Plan) is for regional growth and developing partnerships with other organisations to pursue economic development opportunities. WREDA's core role is understanding the region and delivering investment, skills retention and development and growth in targeted sectors – outcomes set by the Wellington Regional Strategy.

<b><i>Cross-harbour pipeline</i></b>	
<i>What we said in our consultation document</i>	In our previous 10 Year Plan, we consulted on the proposed construction of the cross-harbour pipeline – an option for securing a water source for Wellington city in the event of an earthquake. Our current plan continues to provide for this, at an estimated cost of \$116 million (up from \$101 million in the last 10 Year Plan). Since then, we have identified that harbour bores, which connect directly to freshwater sources, might be a more cost-effective solution. The harbour bores would cost an estimated \$60-70 million. We are currently investigating and expect to make a decision about a preferred option in the coming months. Depending on the decision we might need to amend our plan.

<b><i>Planning for a new water source</i></b>	
<i>What we said in our consultation document</i>	The projected population growth across our region will result in increased demands on water supply. We have made provision in our Infrastructure Strategy to develop an alternative water source from 2032/33 to meet future demands. While this does not fall within this 10 year Plan, the investment proposed is significant. The cost is estimated to be around \$320 million. We will look at other options that could delay the need to invest in expensive new infrastructure. These might include mechanisms to promote water conservation such as water metering. Any decision would require extensive consultation with the four city councils and wider community.

While submitters were not asked if they supported or opposed the future decisions, they were asked if they wished to comment on any of the issues outlined in the consultation document.

Of the 338 submissions on the LTP, 38% did not answer this question, 27% noted that they wanted to comment on the issues raised, while 36% chose not to comment.



Feedback from submissions on future decisions these are detailed in **Attachment 2 to Report 18.185**.

## 2.6 Rates – balancing affordability and service

In the consultation document we outlined to the community the proposed rates over the term of the 10 Year Plan:

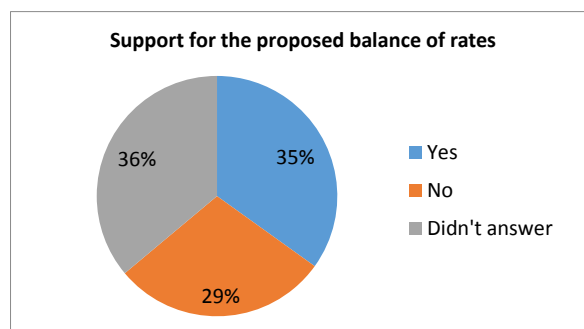
- Year 1 - 6.7 percent
- In the next three years – 6.3 percent average
- Over the 10 years of the plan – 5 percent

In addition we outlined the planned water levy:

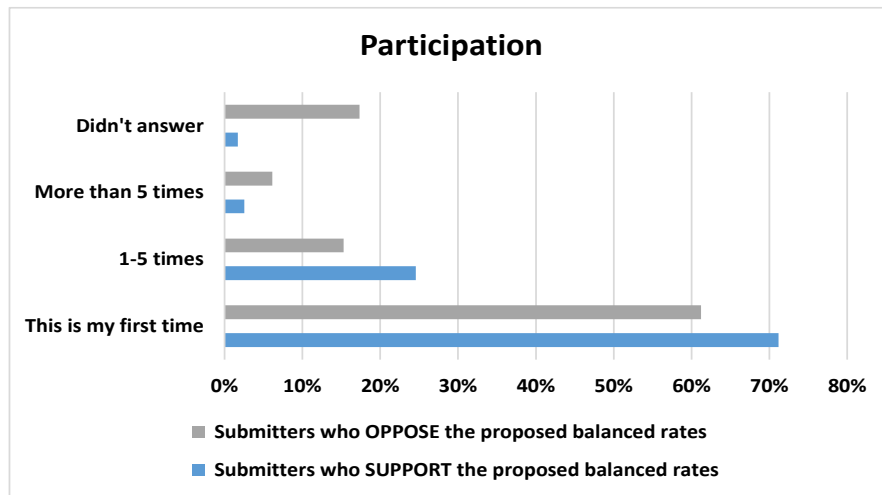
- 7.1 percent in 2018/19
- An annual average increase of 4.6 percent across the 10 years of the plan.

**Q – Have we got the balance right between the level of rates and charges and the services you want? If not, what would you change?**

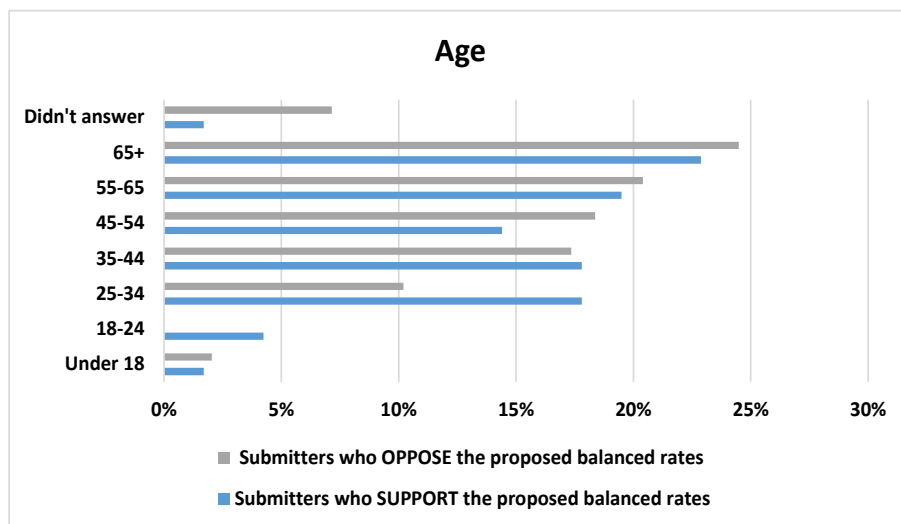
Of the 338 submissions on the LTP, 36% did not answer this question, 35% responded that we have the balance of rates right, while 29% responded that we do not have the balance of rates right.



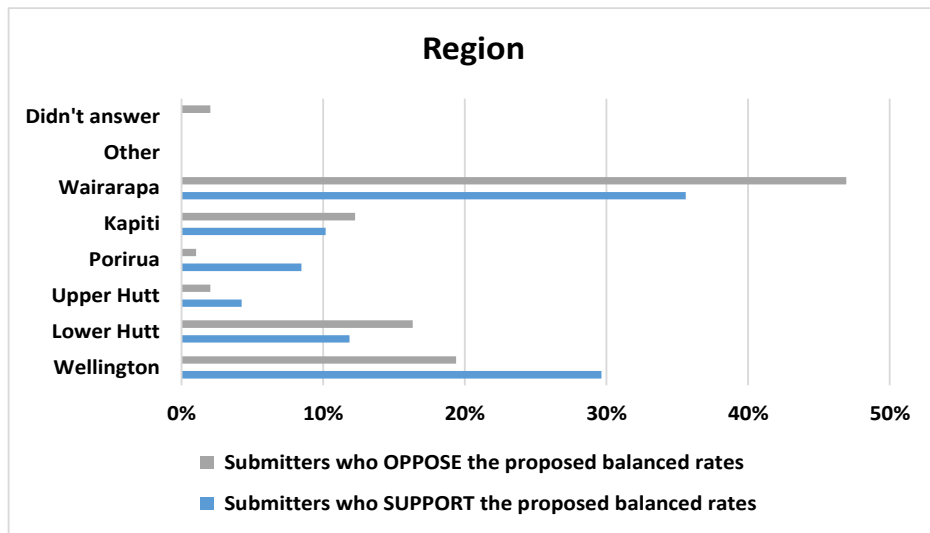
The following graphs provide a break-down by demographic data of those who opposed versus those who supported that we have the balance right between the level of rates and charges and the services the community wants.



The previous graph shows that those who didn't answer and those who have engaged more than 5 times in a consultation oppose, whereas the reverse is true for first time submitters and those in the 1-5 category.



The above graph shows that there is no notable difference between those who oppose and support according to age.



The majority of submitters in Wairarapa oppose the rates increase, followed by submitters from the Hutt City and Kapiti districts.

## Section 3 – Results of public engagement

The Long Term Plan engagement ran from 26 March to 29 April across the Greater Wellington region. Messages targeted three key locations; Wellington, Kapiti and Wairarapa. The objective of the engagement was to ensure rate payers in the region were aware of the 10 year plan, and encouraged to make a submission.

The engagement used multiple touch points: with a particular focus on social media, (namely Facebook), regional press advertisements, digital adshels, posters across our rail network, and radio advertising. As digital channels are the most measurable, the results of these are outlined below.



*Sample of an adshel.*

### ***Social Media Reach***

Greater Wellington used an array of social media channels to promote the ten-year plan; Facebook was the channel where most of the effort was placed due to its popularity across the region. Greater Wellington undertook a range of paid advertising aimed at Facebook users across the wider Wellington region and posted a lot of content directly on our webpage. As a result, we have broken down results into paid advertising and organic posts (non-promoted posts).

### **Facebook paid advertising**

Greater Wellington's Facebook advertising delivered a total reach of 269,075 from a potential audience of 370,000 users on Facebook within the Wellington region. Our paid advertising included video content, polls and general social media posts. As a rule of thumb, video content generated more clicks and engagement than general social media posts.

### **Facebook organic posts**

In addition to paid advertising, Greater Wellington posted seven times about the ten-year plan, including polls and reminders for people how to have their say. Greater Wellington also created ten events/public meetings on Facebook.

**Neighbourly**

In addition, Greater Wellington posted six times on Neighbourly and undertook paid advertising in the first 10 days and last 10 days of the consultation period.

**Poll Results**

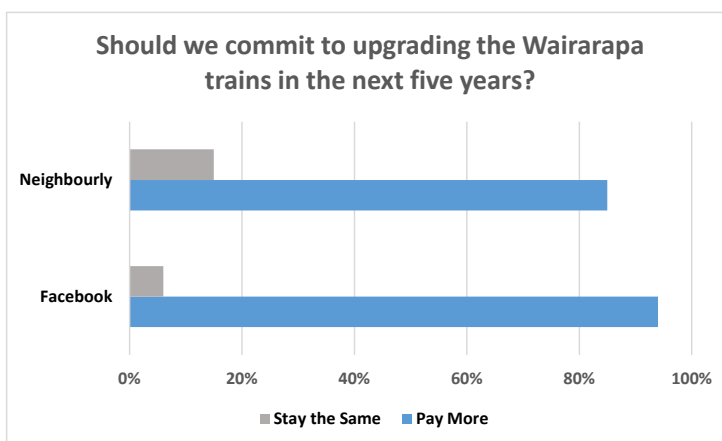
Two polls in relation to the Long Term Plan were conducted on Facebook and Neighbourly during consultation. These polls provide a snapshot of public opinion on specific issues.

**Poll – Wairarapa trains**

People were most engaged with this poll, possibly reflecting that it is an issue that more people are aware of, even if they do not catch the Wairarapa train. The results from the poll on both Facebook and Neighbourly both showed that the majority of respondents were in support of upgrading the Wairarapa trains in the next five years. There were 404 votes on Facebook, 380 voted yes, and 285 votes on Neighbourly with 242 voting yes.

Introductory text                      We’ve identified in the next decade the Wairarapa trains need upgrading. We’re proposing investing \$33 million to this work in the next ten years. We want to know whether you think we should commit to this work in the next five years or delay this work until after 2022.

Question                                      Should we commit to upgrading the Wairarapa trains in the next five years?

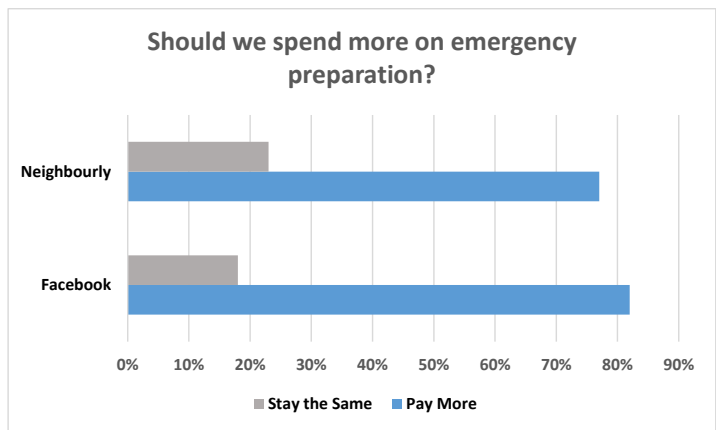


**Poll – Emergency management**

There was almost half the level of engagement in this poll, possibly reflecting that it is less front of mind at the moment. However results were resoundingly in favour of spending more on emergency preparation. There were 79 votes on Facebook, 65 voted yes, and 137 votes on Neighbourly with 105 voting yes.

**Introductory text** Right now we spend almost \$900,000 each year on emergency management in the Wellington region. We're considering spending \$300,000 more annually and we want to know what you think.

**Question** Should we spend more on emergency management?

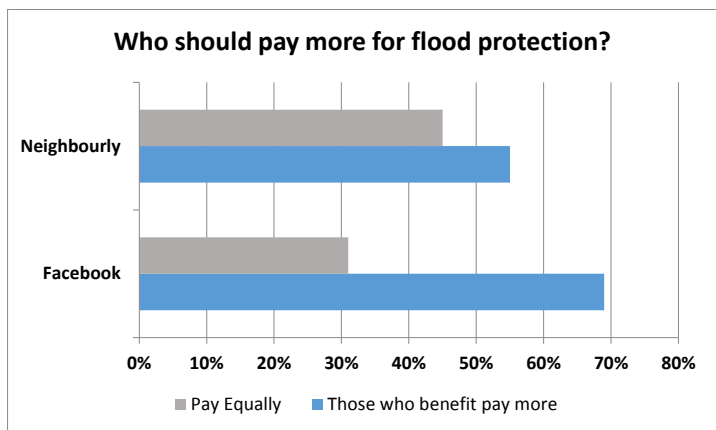


**Poll – Flood Protection (Revenue and Financing Policy)**

There were 127 votes on Facebook, 88 voted we should all pay equally, and 39 stating those that benefit most should pay more. There were 156 votes on Neighbourly, 86 voted that we should all pay equally, with 70 stating those that benefit most should pay more.

**Introductory text** Right now everyone in the Wellington region pays the same amount towards flood protection work. We are all impacted by floods in one way or another, but some of us benefit from flood protection projects more than others. We're reviewing how we fund flood protection and we want to know what you think

**Question** Who should pay more for flood protection?



**Public Events**

Fourteen public events were held across the region during consultation as summarised below.

<b>Event</b>	<b>No. Public</b>	<b>Key issues raised</b>
<b>Wairarapa hui</b>	20	Flood protection and public transport
<b>Public Meeting - Wellington City Museum</b>	1	n/a
<b>Masterton car boot sale</b>	24	Public transport (trains in particular), water quality, Water Wai project
<b>Otaki Library market</b>	22	
<b>Public Meeting - Greytown</b>	54	Flood protection
<b>Port Nicholson Block Settlement Trust hui</b>	4	
<b>Wellington Train Station</b>	1500+ flyers	n/a
<b>Cobham Court Markets</b>	35	Public transport and water supply
<b>Riverbank Markets</b>	250+	Flood protection, Riverlink and public transport
<b>Drop in session – Kilbirnie Library</b>	5	Public transport and economic development
<b>Public Meeting – Masterton</b>	12	Wairarapa train and flood protection; rates
<b>Public Meeting – The Terrace, Wellington</b>	4.5 + 100's of flyers	Public transport
<b>Paraparaumu Beach Markets</b>	30+	Rates and public transport
<b>Victoria Street Markets, Wellington</b>	40+	New bus routes, trolley buses



## Section 4 – Pre-consultation

During 25 January and 4 March 2018, Horizon Research surveyed 358 members of Greater Wellington Regional Council’s Greater Say online citizen panel. The survey explored the top 5 priority areas as defined by Council:

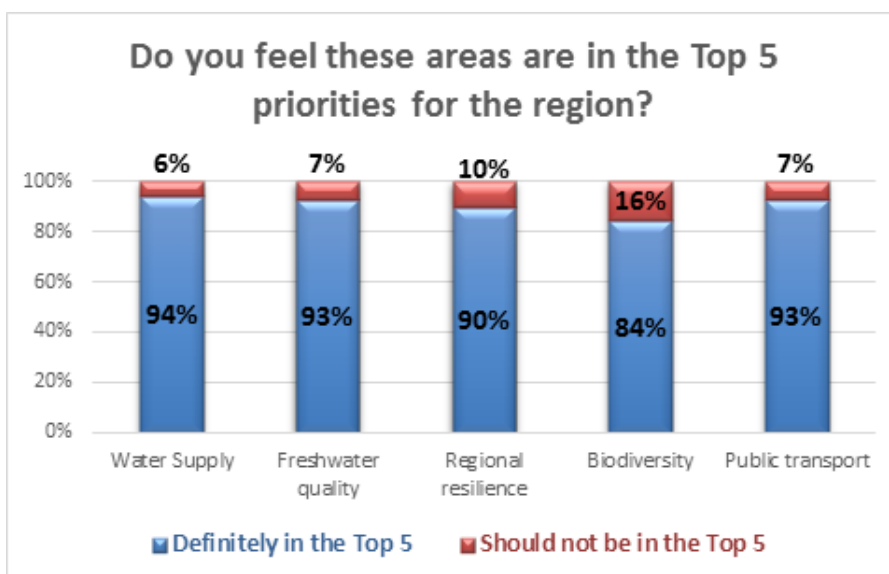
- Public Transport
- Water Supply
- Freshwater Quality
- Regional Resilience
- Biodiversity

The survey aimed to identify if the priorities identified by Council were supported by the community.

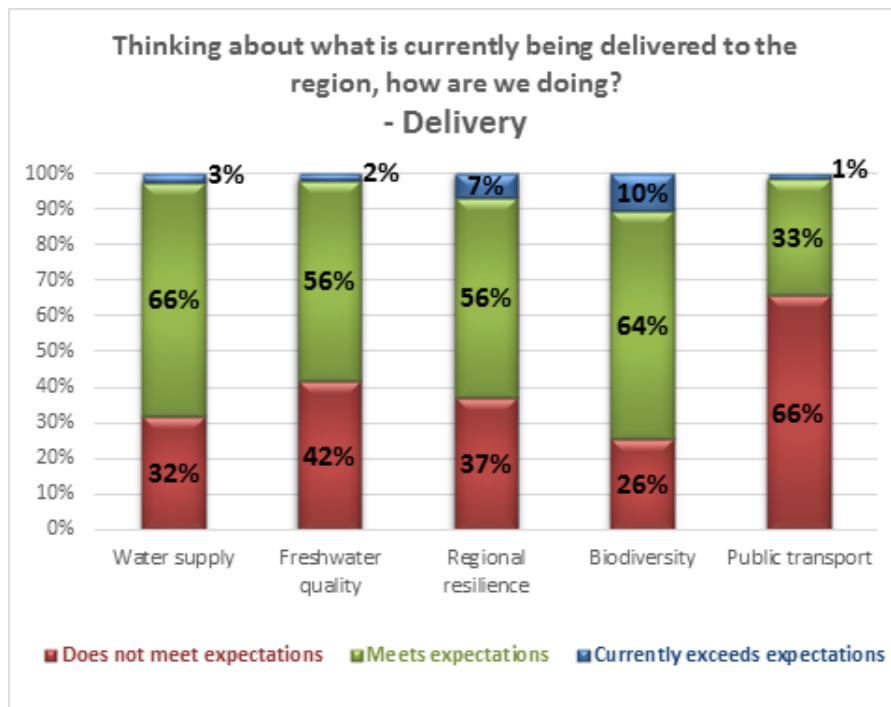
Key points noted:

- Overall, respondents felt that the priority areas identified by Council should be the top five priorities.
- Respondents noted that transport planning and climate change were also important areas of focus for the Council.
- With the exception of public transport, the majority of those surveyed felt that delivery met or exceeded expectations.
- Two-thirds of respondents believed public transport delivery did not meet expectations.
- Wairarapa, Kapiti, Porirua City and Wellington City were more likely to suggest that public transport did not meet expectations.

**Respondents felt that all areas nominated by the Councillors should be the top 5 priorities.** Water Supply, Public Transport and Freshwater Quality the most important, Biodiversity the least.



*With the exception of public transport, a majority of respondents felt that delivery met or exceeded expectations.*

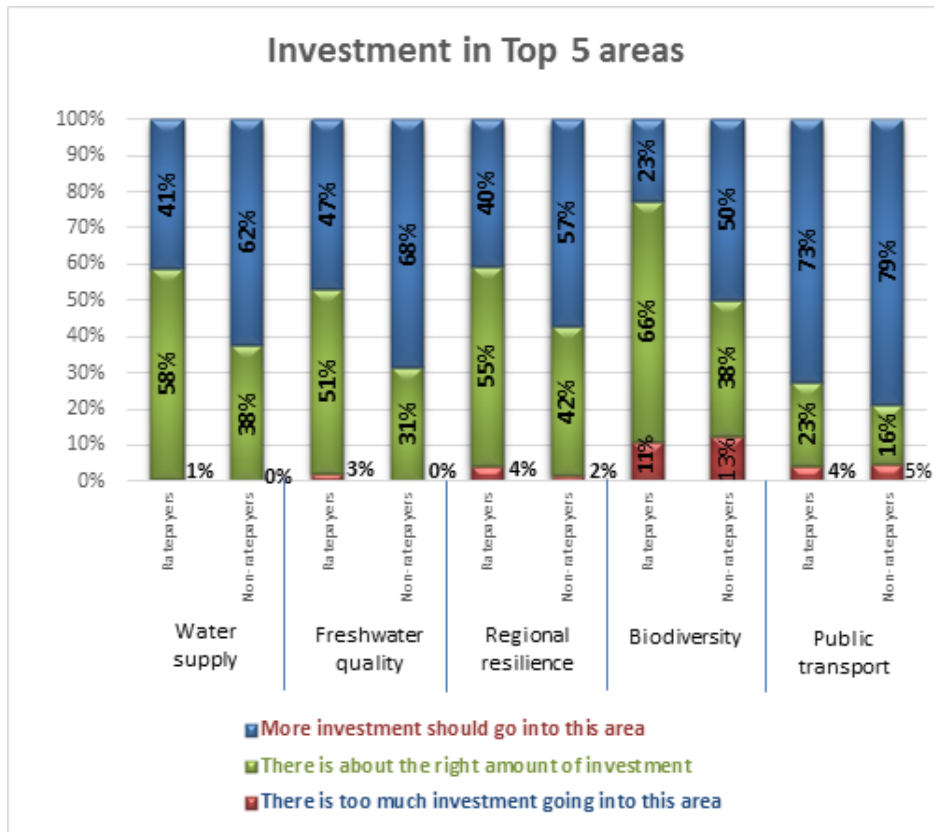


Four in 10 respondents felt that freshwater quality did not meet expectations. This perception generally declined with increasing age and was more prevalent than average in Hutt City and Wairarapa. Note that ratepayers were less likely than non-ratepayers to feel that freshwater quality met expectations.

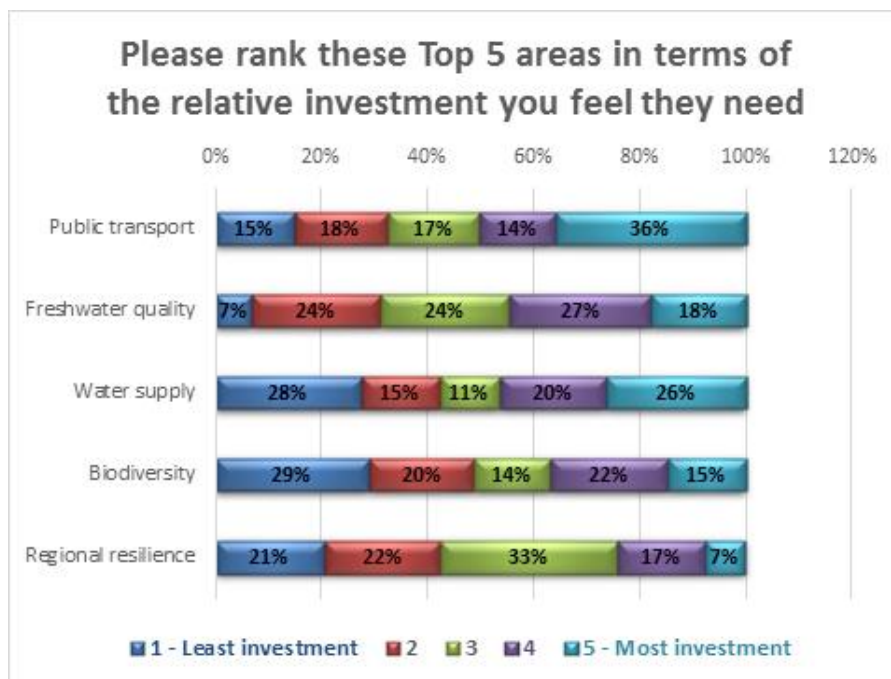
Just under 4 in 10 felt that regional resilience did not meet expectations, with more non-ratepayers than ratepayers and more Kapiti Coast District and Masterton District residents feeling this way. Note that 7% felt there was over-delivery on regional resilience activities.

Around 3 in 10 overall felt that water supply did not meet expectations, Wairarapa respondents giving it the lowest rating with nearly 5 out of 10 believing that it did not meet expectations. Non-ratepayers were more concerned about water supply than ratepayers.

**A significant proportion of respondents felt that more investment was needed in the top five priority areas.**



**Respondents ranked the top five priority areas in order of the investment they felt is needed.**



**Attachment 2 to Report 18.185****Proposed 10 year plan - summary of key submission themes and officer comments****Contents:**

1. Key Programmes	
1.1 General comments	2
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1.5 Freshwater quality and biodiversity	10
1.6 Economic development	13
2 A long term solution for the Wairarapa rail line and Capital Connection	15
3 Improving the capability of the Wellington Regional Emergency Management Office	19
3 Continuing to lead the investigation of water storage options in Wairarapa	22
4 Future Decisions	
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## 1 Key programmes

### 1.1 Key Programmes- overall support

#### 1.1.1 Summary of key submission themes

*Submission numbers:* 30, 77, 23, 84, 104, 131, 143, 153, 154, 161, 198, 204, 212, 220, 225, 228, 233, 253, 259, 271, 265, 278, 299, 312, 321

Twenty five submitters made general comments about the key programmes outlined in the Consultation Document.

Nine submitters stated their general support for programmes. In their submissions, submitters support: Infrastructure - Public Transport, Water infrastructure and regional resilience. One submitter is less enthusiastic about Greater Wellington's economic development role. Another notes the impact of climate change on infrastructure and the evolving changes in the public transport sector are not mentioned.

Sixteen submitters provide more qualified support for the key programmes outlined in the Consultation Document. Some of the matters raised are:

- There is concern about the way the programmes are funded - the Council should "live within its means"
- The focus should be on supporting some of the key programmes rather than all - with regional resilience, public transport and freshwater quality/biodiversity being most commonly supported
- Questions are raised as to whether the programme should include Economic Development, the Capital Connection or Wairarapa Water
- There is support the overall programme but disagree with the focus on public transport
- Iwi comment on the lack of visibility that tangata whenua have in Greater Wellington's consultation and other high level documents. Ngā Hapū o Ōtaki requests that a strategic direction be developed between them and Greater Wellington.

#### 1.1.2 Officer comments

Support is noted.

In developing the Long Term Plan proposals Greater Wellington has attempted to balance the community's desire for high quality services and the need to respond to emerging issues and trends against affordability. We have applied a value for money lens over all our activities.

In developing this Long Term Plan, Greater Wellington undertook a full activity review to assess current core services alongside the increasing service demands driven by key external factors. These factors include earthquake response, consequences and preparedness, delivery of major works programmes (including Riverlink and the Public Transport Operating Model-PTOM) and growing customer expectation in relation to key infrastructure resilience, response to climate change and fresh water.

We are currently engaged in reviewing the partnership arrangements and mechanisms for engagement with Iwi. Input of all Iwi partners is vital in the overall design of Greater Wellington's future partnership arrangements.

## **1.2 Public transport**

### **1.2.1 Public transport- general comments**

#### **1.2.1.1 Summary of key submission themes**

*Submission numbers:* 55, 81, 107, 155, 160, 168, 202, 260, 267, 287, 292, 297, 303, 305, 309, 313, 316, 331, 336

These submitters note their support for improving public transport across the region, including fare package and integrated ticketing. One states that this should be a priority. Ngā Hapū o Ōtaki note that the improved service is critical for the community and that the improved bus network should not be just focused on Wellington but be rolled out to the region.

Other statements are that:

- This will allow us to reduce the number of vehicles on the road thereby reducing pollution, emissions and our contribution to climate change
- Council should note the inequity between fares paid by monthly rail and bus users
- Public transport staff should be encouraged to use Te Reo pronunciation
- \$600,000 might not be enough to provide the necessary public transport furniture such as weather proof bus shelters
- The line from Trentham to Upper Hutt should be double tracked as part of the public transport programme
- To be a world class transport system, there should be light rail. No diesel buses, but a fully electrified fleet
- Greater Wellington could be more ambitious in its vision for public transport
- The Long Term Plan should include future technologies

#### **1.2.1.2 Officer comments**

##### **Public Transport**

Acknowledge the comments of support for Public Transport and community recognition of the importance Public Transport plays in the Wellington region for all residents.

Acknowledge support for on-going programme of Public Transport improvements, including:

- The introduction of a new fleet of buses, including fully electric and double decker buses, and resultant reductions in emissions
- The implementation of the new Wellington City bus network (including new hubs) resulting in improved network optimisation (carrying more people more efficiently with fewer vehicles)
- A new fare structure coming into effect in July 2018, with simplified fares, improved connections within and between modes

- Planned infrastructure and timetable/capacity improvements to rail in the next 5-10 years, including Trentham double tracking and other infrastructure upgrades, urgent deferred track repairs and slope strengthening on the Wairarapa Rail Line and parts of the Kāpiti Line, and replacement of the Capital Connection with E-DMUs. If accepted, these rail resilience and capacity projects will contribute to the new 2018 Government Policy Statement on Land Transport (GPS) focus on interim rail, mode neutrality, accessibility and the environment
- Procuring and implementing a new integrated fares and ticketing solution to improve customer experience and convenience for travel, and laying the foundation for future technologies like Mobility as a Service and related journey planning apps
- Note that work to improve and simplify fares is on-going in the lead up to integrated ticketing, and that the next stage of this work will further consider pricing equity for all modes across the Metlink network

Note that baseline infrastructure improvements for bus hubs will be in place for the new network in Wellington City, with full implementation expected to be complete soon after.

Note that public transport is considered as a single network and is managed and operated on a network wide perspective. Funding for public transport is aligned with this perspective.

Greater Wellington has recently recorded public transport announcements so as to ensure correct Te Reo pronunciation on our public transport services, and received a nomination for an award for this work. We are always looking for ways to improve this service and this feedback is noted.

## 1.2.2 Public transport- detailed service improvement request

### 1.2.2.1 Summary of key submission themes

*Submission numbers:* 108, 127, 257, 295, 302, 309, 311, 326, 332, 331

Ten submitters make specific requests in their submissions. These include:

- There needs to be more work on the Kāpiti line
- There needs to be more frequent service and carriages (Rail) as well as specific changes to new bus services in Ngaio, Khandallah, Highbury and Naenae
- Greater Wellington needs to be more flexible in the way it considers requests for changes, as well providing clarity for access through the city and its suburbs to the airport
- There is concern about bus services to new development areas- whether there will be sufficient services
- Signage around railway stations should be improved
- Ngāti Kahangunu ki Wairarapa suggest steam trains run in off peak hours to bring tourists to Wairarapa. They also request for extra carriages to cater for Te Matatini
- The allocation of funding for public transport and other sustainable modes needs to be increased in the Land Transport Management. Greater Wellington is asked to lobby for this.

Victoria University of Wellington seeks the existing student discount to be increased by the 3% proposed as general transport increases so that students are not bearing an undue burden for the transformation of the transport system. They would also like to see the student discount extended to part time students.

### **1.2.2.2 Officer comments**

#### **Public Transport**

Acknowledge requests for specific changes to routes and services across the Public Transport network.

Note (as stated above) that the current programme for Public Transport covers a wide range of Public Transport improvements. As part of this, it includes an on-going focus on timetable frequency/reliability improvements. The improvements are identified with public input via network reviews and are designed to ensure the Metlink public transport network is connected, simple and accessible, and carries more customers to more places, every day of the week.

Note that the focus for sustainable modes has changed under the draft Government Policy Statement on Land Transport (GPS) and this aligns with Greater Wellington's wider programme supporting sustainable transport.

The 3 percent fare increase coming into effect in July 2018 will be applied to the base Snapper fare, and from this all other fares (including concessions) are determined. This is standard practice and considered the fairest approach to ensure no particular segment is disadvantaged.

Council notes the request for steam trains for Wairarapa and extra carriages for Te Matatini. We look forward to receiving further information on these initiatives, and look forward to further discussion on these matters.

### **1.2.3 Public transport- funding**

#### **1.2.3.1 Summary of key submission themes**

*Submission numbers: 38, 129, 169, 229, 253*

Five submitters comment on the proposed funding of public transport and make the following comments:

- The commitment of Greater Wellington to invest in public transport is commended
- Public transport needs to become more affordable if we are to avoid congestion in Wellington
- The submitter is not looking forward to the proposed fare increases, the new bus service, Snapper and double decker buses as well as the new bus contracts

#### **1.2.3.2 Officer comments**

Acknowledge concerns about affordability of public transport - affordability is taken into account via fares and concessions policy in the Public Transport Plan. Fares policies have been reviewed to ensure better affordability through off-peak discount, and new concessions for tertiary students and blind and disabled.

### **1.2.4 Public transport- new bus network**

#### **1.2.4.1 Summary of key submission themes**

*Submission numbers: 271, 290, 300, 311, 316, 322*



Six submitters make comments about the new bus network. Four express dissatisfaction with the new bus network, service, double decker buses and Snapper:

- Greater Wellington should consider the Hop Card instead of Snapper
- The fare increase is unjustified financially and future bus contracts should ensure that they protect workers' rights. Greater Wellington is said to have shown "complete disdain" for Wellington city in terms of the new bus service
- A suggestion is made that a new app provide information on timetables

Two submitters make comments in support of the new bus service, and one comments that it needs to be extended into the region as well as Wellington City.

### **1.2.3.2 Officer comments**

The decision on fare increase was made by Council in October as part of the Better Metlink Fare review in October 2017 - this was required to ensure fares changes could be introduced for mid-July 2018. The draft Long Term Plan budget provision was checked and confirmed in March 2018 following confirmation of costs for PTOM (Public Transport Operating Model) bus. The process to check budget provision is outlined in Report 2018.71 to Council in March 2018 - this notes that cost structures are significantly changed under PTOM bus, resulting in different reporting outputs for both farebox and user contributions when compared to pre-PTOM bus.

The contract tendering process was completed prior to the Long Term Planning process. The process is governed by the PTOM and considers a balance of price and quality.

## **1.2.5 Public transport- general proposals to improve services**

### **1.2.5.1 Summary of key submission themes**

*Submission numbers: 179, 291, 300, 314, 318, 322, 323, 327, 329*

Nine submissions provide detailed comments on how the public transport services could be improved. Submitters consider Greater Wellington should:

- Provide for Light Rail
- Have a more ambitious vision for making public transport more affordable than the private cars
- Provide for self-driving shuttles, electrifying buses as soon as possible and reflect the changes in technology that are on the horizon in the Long Term Plan
- Consider possible car share options, park and ride facilities, and ways to facilitate the use of coastal shipping to move freight.

Porirua City Council submits on the need to accommodate active transport modes that have arisen in the region as the result of new opportunities (this is said to be particularly important with the Adventure Park opening and consequent demand to bring mountain bikes from across the region to Kenepuru and Porirua stations), in addition to the current demand from uses of trails such as Te Ara Piko. It is suggested that Council develop a strategy around Mobility as a service.

### 1.2.5.2 Officer comments

Acknowledge support for the Public Transport programme, and importance of reliability, environmental and social benefits.

Note that Rapid Transit is a new activity class in the draft Government Policy Statement on Land Transport (GPS), and that this is being considered via the options proposed in Let's Get Wellington Moving.

Acknowledge the importance of technology and new ways of thinking such as Mobility as a Service and first/last mile access. Greater Wellington is supportive of improving cycle access to stations and public transport in general. These factors are being considered through the national ticketing project, Greater Wellington's long term strategy for park and ride, and will be important context for the next review of the Public Transport Plan.

## 1.3 Regional resilience

### 1.3.1 Regional resilience- general proposals to improve services

#### 1.3.1.1 Summary of key submission themes

*Submission numbers:* 150, 222, 287, 291, 297, 303, 319, 321, 323, 329, 331, 333

Twelve submitters support regional resilience priorities- though the need for systems and measures is noted. Statements of support are also made for Lifelines. Comments include:

- Recommend Greater Wellington consults with Iwi to ensure emergency management practices give effect to tikanga Māori.
- The Mount Victoria Residents Association note their involvement with WREMO and requests assistance planting trees and other projects
- Greater Wellington should set an example and relocate its offices away from such a vulnerable site
- Greater Wellington needs to develop a strategy to mitigate climate change as well as making sustainable development the focus of this Long Term Plan
- The territorial authorities in the Wairarapa should also be encouraged to be involved
- Given the change in funding proposed, one submitter asks whether the Hutt Community should be given the opportunity to say whether they still support the current RiverLink project or would prefer a lower level of protection.
- Te Atiawa - Taranaki Whānui would like to work actively with Greater Wellington to develop the infrastructure requirements of marae in their Takiwa to enable them to provide support and assistance

#### 1.3.1.2 Officer comments

The support for resilience initiatives is noted. Climate change mitigation and adaptation is a core issue for all of the work we do at Greater Wellington.

Officers recognise and support the crucial role of mana whenua in developing culturally responsive frameworks in regional resilience.

## 1.3.2 Regional resilience- Flood protection

### 1.3.2.1 Summary of key submission themes

*Submission numbers:* 38, 143, 264, 286, 293, 297, 307, 313, 314, 321, 322, 323

Thirty one submitters commented on flood protection.

Of those, five submitters made comments specifically about RiverLink. Most were in support. One objected to the project. Another raised concerns around the funding of RiverLink. In their submission, Te Rūnanga o Toa Rangatira Inc stated that they seek immediate action by Greater Wellington and Wellington Water to work with Porirua City Council to remedy the flooding issues in Takapūwāhia and Hongoeka.

Of the thirty one, seven submissions include comments on specific floodplain management issues:

- Climate change impacts on the Mangatarere Floodplain management plan as well as the Waiohine flood maps
- The flood risk assessment methodology Greater Wellington uses
- The cost of flood protection and how it should be funded in the community.
- The NIWA report on climate change may be "flawed" with respect to its models.
- Greater Wellington should be considering the Hutt River from a management point of view rather than from flood protection and suggests the establishment of a new entity

One submitter requests that the flood protection work on Port Road in Seaview be brought forward in the current Long Term Plan.

### 1.3.2.2 Officer comments

Greater Wellington notes that these waterways are the responsibility of Porirua City Council. However, Greater Wellington is happy to work with Te Rūnanga o Toa Rangatira Inc, Porirua City Council and Wellington Water regarding the flooding issues.

We base any decisions on future planning for climate change on the best available science at the time the decision is made. In the case of the revised Waiohine Floodplain Management Plan development process we have worked directly with NIWA and the local Project Team to establish more certainty regarding climate change models.

All available historical information is taken into account with our hydraulic modelling to ensure local experience is taken into account with the hydraulic modelling.

Greater Wellington is working to establish a whole of catchment approach to river management. We are working with Hutt City Council and are at the point of preparing detailed design and resource consent documentation for the interim repairs. More permanent repairs will be considered following completion of the RiverLink project.

Greater Wellington takes overall responsibility for managing the Hutt River with the proposed Whaitua committee about to address water quality and quantity matters which will integrate with a secure water supply and flood resilience.

### 1.3.3 Regional resilience- climate change

#### 1.3.3.1 Summary of key submission themes

*Submission numbers: 208, 229, 258, 327*

Four submitters express concern around climate change and suggest that this is an area where Greater Wellington could show more leadership- that the discussion should be focused more on zero net emissions rather than low emissions. Te Atiawa ki Whakarongotai suggest that a strategy for managed retreat is required to cover potential losses to people and infrastructure as a result of climate change and suggests that this is an area where Greater Wellington can take a leadership role.

#### 1.3.3.2 Officer comments

Greater Wellington has a climate change strategy and is actively implementing this in all its programmes. We note that a Regional Climate Change Working Group has recently been established, administered by Greater Wellington to coordinating and discuss working together on climate related matters. This group includes a representative from each of the regions councils and three members nominated by Ara Tahi.

## 1.4 Water Supply

### 1.4.1 Summary of key submission themes

*Submission numbers: 39, 129, 243, 248, 254, 287, 291, 297, 303, 305, 314, 316, 322, 329*

Fourteen submitters indicate support for the Water Supply programme. Statements that we need water storage and safe drinking water are a common thread. Comments include:

- Greater Wellington needs to consult with the Iwi in the Porirua area specifically and with all mana whenua Iwi generally over the work programme
- 'Wairarapa seems to have been left out' with one submitter asking when the Wairarapa will join Wellington Water
- Greater Wellington should explore more diversified supplies rather than relying on water pumps
- Have the outstanding issues around Waikanae water supply have been resolved to the satisfaction of the local ratepayers

There are also a number of site specific comments:

- Wellington City Council supports for the Prince of Wales/Omāroro proposal and questions whether Greater Wellington can explore alternative supplies.
- The Mount Victoria Residents Association suggests that the Mount Victoria waste water pipes be extended to other areas and that the Council should focus on the Three Waters
- Upper Hutt City Council proposes that the project to replace the Kaitoke water main coincide with the replacement of the Silverstream Bridge to save on time and cost, and to avoid any unnecessary disruption to users
- Ngā Hapū o Ōtaki seek inclusion in the co-design of approaches to enabling safe and reliable water supply, including investigations into new supply.

### 1.4.2 Officer comments

Comments noted. Greater Wellington agrees that it is important to work with mana whenua.

Bulk water supply for Wairarapa and Kāpiti Coast is currently provided for by the respective Councils for each territory.

## 1.5 Freshwater and biodiversity

### 1.5.1 Freshwater and biodiversity – general comments

#### 1.5.1.1 Summary of key submission themes

*Submission numbers:* 39, 146, 155, 197, 256, 291, 298, 305, 310, 316, 318, 322, 324, 330

Fourteen submitters provide comments in support of Greater Wellington's approach to Freshwater and Biodiversity- and in particular the whitua and predator free programmes and the whole of catchment approach to river management. However, Greater Wellington's cross blading of the Ruamāhanga River is said to be leaving its commitment open to question. The management of local waterways, for example, the Waikanae River and the Waimeha Stream, are also mentioned. Other comments are:

- The NPS-FM should be considered and implemented as soon as possible- with resources
- Greater Wellington should consider all contaminants not just focus on one.
- There is concern that infrastructure projects take precedence over environmental ones as well as the potential impact projects such as the 'Petone to Grenada' motorway could have on Key Native Ecosystems
- Greater Wellington needs to eradicate pest plants as well as pest animals
- Freshwater and Biodiversity should include the Coastal Marine Area so as to provide a holistic, catchment approach. It is suggested that 'Marine' be added to the title and that 'natural heritage' would better reflect aspirations rather than 'biodiversity'
- Ngā Hapu o Ōtaki also propose the development of a cultural health indicators programme for the Ōtaki catchment in partnership with the iwi

#### 1.5.1.2 Officer comments

The National Policy Statement for Freshwater Management includes a progressive timeline in order to implement objectives and limits by 2025. Greater Wellington is committed to meeting this time frame. Greater Wellington's proposed Natural Resources Plan has policies and rules in place to manage a range of contaminants; the whitua process is the process by which specific objectives and limits are set on a catchment-by-catchment basis.

The quality of our harbours is also a key part of relevant whitua processes (e.g. Porirua Harbour and Wellington Harbour) and the health of harbours is closely linked into the decision making of these whitua who consider a whole of catchment approach to managing water quality.

Greater Wellington is committed to minimising the environmental impact of the work we undertake to provide essential flood and erosion protection to our communities. Our activities such as cross blading are managed through conditions of the resource consents we have to undertake such work. These conditions control such things as the timeframes, locations, extent and other factors.

Any potential impacts on Key Native Ecosystems from major infrastructural projects will be considered by Greater Wellington in the planning and consenting stages of the project. If full avoidance is not possible then Greater Wellington will seek offsetting to ensure ecosystem integrity.

The control of pest plants is mandated by the Regional Pest Management Plan (RPMP), which defines regionally significant pest plant species and the appropriate management methodologies. The selection of species for inclusion in the RPMP follows a selection process under the Biosecurity Act.

## 1.5.2 Freshwater and biodiversity – specific questions

### 1.5.2.1 Summary of key submission themes

*Submission numbers:* 108, 287, 293, 296, 298, 303, 330

Seven submitters have specific questions/proposals for the Council to consider with regards to Freshwater and Biodiversity

- Greater Wellington should provide for the reduction in cat numbers to protect our biodiversity – the submitter notes that this is not currently in the Long Term Plan
- The monitoring of septic tanks should be considered
- Old Man’s Beard and Canada Geese should be the focus of the management strategy under review
- The Friends of the Hutt River propose that a riparian strip along streams in plantation forests would reduce sediment run off during harvest
- There is concern that the budget for the Key Native Ecosystem programme may not be sufficient
- The council should work towards achieving drinkable water quality in our water ways, not just swimmable water- water sensitive urban design; green
- corridor

The Friends of Baring Head Charitable Trust propose a dedicated budget line for implementing catchment programmes to deliver on natural heritage objectives for waterbodies rather than just focusing on flood protection.

### 1.5.2.2 Officer comments

The current National Policy Statement for Freshwater Management (NPS-FM) has a target of 90% swimmable rivers and streams by 2040. A drinkable standard would significantly change the intent of the NPS-FM and would impose significant costs of the community. It is noted however that a suitable forum for this discussion will be the Wellington Harbour - Hutt Valley whaitua committee which is due to commence in August 2018.

When considering ‘pest’ species for inclusion in a Regional Pest Management Plan (RPMP), it is a requirement within the National Policy Direction for Pest Management 2015 (NPD) that a Cost Benefit Analysis (CBA) is undertaken for each species. Within the CBA and under the NPD, it is a requirement that the risks to success are considered alongside the costs of the programme relative to the likely benefits.

Feral cats are currently controlled within designated Key Native Ecosystem (KNE) sites. Outside of these areas Greater Wellington works with local authorities to manage feral cats and or unwanted cat colonies. Local authorities have considerable power to prevent future feral cat populations by including cat bylaws that require domestic cat registration / microchipping and desexing. Only Wellington City Council has been proactive in implementing these changes.

Given the widespread nature of old man's beard across the region and the high cost and low probability of success, controlling old man's beard across the region wherever it is found is not feasible or sustainable under the requirements of the NPD.

Regarding the inclusion of Canada Geese in the Greater Wellington proposed RPMP 2018 – 2038, a Cost Benefit Analysis (CBA) was undertaken to determine whether Canada Geese meet the minimum criteria for inclusion in the RPMP, and subsequent management. Due to the high cost of implementing a control programme across the region and the low likelihood of success, Canada Geese do not meet the minimum criteria for inclusion in the proposed RPMP.

### **1.5.3 Freshwater and biodiversity – Whaitua committees**

#### **1.5.3.1 Summary of key submission themes**

*Submission numbers:* 150, 189, 257, 292, 296, 297, 307, 321, 333

Eight submitters commented on the whaitua programme. A common comment was that whaitua committees need to communicate better with communities and educate landowners on new rules- such as restrictions on use and access to water- and for funding to be made available to enable this to occur. Additional comments are:

- There is concern about the impact of restrictions on the farming community on the one hand and that the targets may be less than ideal / timely on the other
- The decision to exclude limits or rules on water temperature is a matter of concern
- Matauranga Māori should be part of the Freshwater and Biodiversity work programme
- There should be a review of the existing whaitua processes prior to the commencement of the next one

Te Atiawa - Taranaki Whānui request the establishment of 1 to 2 FTEs to support mana whenua involvement in the process - supporting the technical and modelling components as well as supporting directly the mana whenua committee members. This would be over and above what is currently allocated to mana whenua involvement in the whaitua process.

#### **1.5.2.2 Officer comments**

A review of the whaitua process to date has recently been undertaken by independent consultants. Changes will be made to the Wellington Harbour - Hutt Valley whaitua, based on the experience with the two whaitua processes underway. In particular it is acknowledged that community expectations around engagement have not always been met; this is a key learning for Greater Wellington and the whaitua committees. It is also acknowledged that the modelling process, especially in the Ruamāhanaga, has been a complex process and how the results of this modelling are conveyed can be improved.

The review has also led to a revised approach to how we will both set up and run the committee, including ongoing and strengthened emphasis on the importance of Mātauranga Māori and the effective involvement of mana whenua iwi in the whaitua process.

Greater Wellington recognise the ongoing partnership that we have enjoyed with Te Rūnanga o Toa Rangatira Inc and Te Atiawa – Taranaki Whānau and look forward to building upon this through the Whaitua programme.

## **1.6 Economic Development**

### **1.6.1 Economic Development - general statements**

#### **1.6.1.1 Summary of key submission themes**

*Submission numbers:* 106, 257, 287, 291, 296, 303, 321, 331

Eight submitters provide specific suggestions in terms of the region's economic development: economic development should be within context of net zero economy; a ferry terminal should be north of the city; Greater Wellington/WREDA should incorporate the Wairarapa Economic Development Strategy in their work; and economic development needs to be considered within the four wellbeings. Questions are also asked about the future of the Port and whether this is an activity that Greater Wellington should be involved in.

Te Araroa Wellington Trust requests that Greater Wellington provide an annual grant of \$7,500. The Trust is responsible for the maintenance of the trail that passes through Queen Elizabeth Regional Park between Raumati and Paekākāriki then joins the relatively new Escarpment Track. The submitter notes that an annual grant would mean that the routine maintenance of the track would be assured and leave the Trust able to source grants from other institutions for the myriad of one-off significant items.

#### **1.6.1.2 Officer comments**

Support for the economic development initiatives including WREDA is noted.

CentrePort has an active programme of repairing and reinstating the key facilities of the port to enable business to continue. This has successfully led to resumption of most port activities to pre-earthquake levels. Greater Wellington is working collaboratively with CentrePort on the development of a Port Regeneration Plan.

### **1.6.2 Economic Development - WREDA**

#### **1.6.2.1 Summary of key submission themes**

*Submission numbers:* 23, 171, 173, 287, 297, 299, 300, 303, 316, 322, 325, 334,

Twelve submitters made specific comments about WREDA.

Comments from these submitters include:

- It is not clear whether WREDA has proven its worth specifically
- WREDA appears to support 'flashy' tech businesses instead of 'backbone' companies



- The question is asked whether Greater Wellington should be involved in economic development
- Whether WREDA adds value in suburban centres such as Porirua or the Hutt Valley is also questioned. It is noted that there is no mention of the Dowse Gallery for example on the WREDA Arts Galleries page and there are no Hutt Valley images in their SOI
- If the funding is to continue then WREDA needs to include more from the wider region

To these submitters, WREDA is seen as less effective or a failure (and expensive). Submitters consider the Council should be focusing instead on its core business - public transport, water infrastructure etc. In particular it is suggested that WREDA should be given clearly identified outcomes and be tasked with implementing meaningful work with businesses delivering strong results.

In addition:

- Wellington City Council notes it was surprised to learn of a review of WREDA via the consultation process instead of via the Wellington Regional Strategy committee
- The Kāpiti Economic Development Agency and Kāpiti Coast District Council propose an independent local agency to be a local counterpart to WREDA.
- Tourism Industry Aotearoa is keen to discuss the review of investment in regional economic development.
- Te Rūnanga o Toa Rangatira Inc seeks continued support for Māori Economic Development and for a seat on the board of WREDA to be made available to a representative appointed by Ara Tahi

Ngā Hapū o Ōtaki also seek clarification on WREDA's role in the Kāpiti area as well as how they can contribute in this area.

Three submissions comment on Te Matatini 2019. Te Matatini is a biennial celebration of Māori culture and the world's best Kapa Haka exponents and will be held in Wellington next year.

Te Rūnanga o Toa Rangatira Inc and Te Atiawa – Taranaki Whānui recommend that Greater Wellington seeks opportunities to support Te Rūnanga o Toa Rangatira Inc and Te Atiawa-Taranaki Whānui in meeting their host responsibilities as part of Te Matatini 2019.

Ngā Hapū o Ōtaki also note their support for Te Atiawa - Taranaki Whānui and Te Rūnanga o Toa Rangatira Inc in their hosting of Te Matatini 2019.

#### **1.6.2.2 Officer comments**

Greater Wellington is working with WREDA to review and re-focus the activities of the agency in regional economic development. One of the key actions that the Wellington Regional Strategy Office is coordinating with WREDA and the region's territorial authorities is the development of the Wellington Regional Investment Plan. This will outline the key priorities at a regional and sub-regional level to drive the growth of the regional economy. It will provide a clear set of priorities to guide the work of WREDA in the regional economic development area.

Note Greater Wellington is currently working with mana whenua in reviewing the partnership arrangements and mechanisms for engagement between mana whenua and Greater Wellington.

Greater Wellington notes the request by Te Rūnanga o Toa Rangatira. Representation will be reviewed as part of the review of WREDA.

Greater Wellington notes the request for support for Te Matatini 2019.

## **2 A long term solution for the Wairarapa rail line and Capital Connection**

### **2.1 Wairarapa line and Capital Connection: Improve services general comments**

#### **2.1.1 Summary of key submission themes**

*Submission numbers:* 17, 20, 69, 77, 92, 107, 117, 120, 132, 136, 137, 138, 143, 150, 190, 192, 196, 198, 200, 208, 216, 223, 224, 226, 228, 253, 257, 258, 261, 270, 326, 334, 337

Thirty four submitters made statements in support of an improved rail service and make the following comments:

- The upgrades should happen sooner
- Rail is the only solution to moving a great number of people during peak commuting times and it is important these lines are maintained to the highest expectation
- Rail would help reduce our contribution to climate change
- All rail needs improvement
- Greater Wellington should investigate using tunnels as a solution
- The tracks need to be sorted as well as trains, as does timetabling
- Additional weekend services should be provided
- Maintaining the rail network is more important than flash carriages
- The services need to be reliable
- It is important to use hybrid trains
- It could be part of our net zero future.

Reference is made to the potential of the improved service to not only get commuters to work on time and in some comfort but to also assist in the transfer of freight to the Port.

Submitters commenting on the Wairarapa service said that making the Wairarapa more accessible would support solutions to Wellington's housing crisis. One submitter asked for clarity as to what would happen to the multi-modal Wairarapa corridor. Submitters also commented on the infrequency of service to Ōtaki, noting that it is poorly serviced by public transport, that two extra services each way is not enough and that there is a need for more weekend services. It is suggested there is scope for a rail car to provide a service or that buses could provide an alternative.

Three submitters also commented on the electrification of the line and ensuring that Greater Wellington has the appropriate trains for this future development. It is also noted that rail must support multi-mode travel- i.e. plenty of bike carriage capacity.

### **2.1.2 Officer comments**

Acknowledge the support for the proposal to improve rail and put in place a long term solution for the Wairarapa line and Capital connection.

Acknowledge the general view that Greater Wellington needs to act as quickly as possible on implementing a solution.

Acknowledge general support for the hybrid model (electro-diesel) as providing flexible options.

Acknowledge and endorse comments for improved integration with rail access modes (including bus, cycle, walk) and integration with wider land use plans for intensification etc.

## **2.2 Wairarapa line and Capital Connection - support option 1A**

### **2.2.1 Summary of key submission themes**

*Submission numbers:* 88, 107, 122, 128, 134, 148, 149, 160, 172, 173, 192, 202, 218, 241, 251, 275, 276, 277, 285, 292, 303, 312, 314, 316, 319, 321, 327, 322,

Twenty nine submitters made general statements of support of Option 1A. Common themes are that this option will benefit our environment through the reduction of our contribution to climate change, provide options for Wairarapa economic development as well as providing social links. Other comments are:

- All electric train engines should be future proofed and it makes sense to invest in rolling stock that has greater flexibility
- EDMUs be used for the Wellington to Waikanae line
- The use of hybrid train is seen as an interim step toward full electrification of the line

While most submitters in this category support the purchase of the EDMUs, one submitter does not agree and states that all the cars should be electric and suggests that Greater Wellington investigate this option further.

Three submitters (21, 264, 265) indicate support for Option B as they consider it will maintain our existing fleet – the comment is made that current cars can be refurbished.

### **2.2.2 Officer comments**

Acknowledge the strong level of support for option 1A. Acknowledge support for further electrification. However the solution proposed (electro-diesel) provides the necessary flexibility necessary for longer distance travel.

Acknowledge the support for Option B - using existing carriages.

## **2.3 Wairarapa line and Capital Connection - Capital Connection comments**

### **2.3.1 Summary of key submission themes**

*Submission numbers:* 5, 37, 38, 62, 77, 108, 114, 118, 146, 170, 179, 210, 212, 224, 242, 251, 322, 296, 299

Nineteen submitters commented specifically on the service delivery of the Capital Connection, including:

- Ōtaki needs an improved public transport service in order to survive as well as reducing traffic congestion
- The Capital Connection has a loyal support base
- The service aligns with central government policy
- The lines should be maintained to the highest expectation
- The service could be extended north to Fielding and that there should be a better off -peak service

One submitter believes the operation of the Capital Connection by Kiwi Rail ensures competition and this arrangement should therefore continue. Another asks what the Manawatu are contributing to the service.

One submitter opposes the funding of Capital Connection on the basis that Greater Wellington's responsibility ends at Ōtaki.

### **2.3.2 Officer comments**

Acknowledge the strong levels of support for retaining and improving the Capital Connection service.

Acknowledge that supporting the funding model is based on the assumption that Government would fund 90% of the new rolling stock.

Acknowledge the requests for an improved frequency of service, noting that fundamental infrastructure and rolling stock issues are of primary concern in the short term.

## **2.4 Wairarapa line and Capital Connection - Wairarapa Rail comments**

### **2.4.1 Summary of key submission themes**

*Submission numbers:* 1, 3, 16, 18, 22, 23, 31, 29, 41, 46, 53, 57, 59, 68, 73, 84, 85, 108, 122, 142, 145, 131, 204, 206, 207, 209, 213, 284, 300, 312, 335, 338

Thirty two submitters expressed general support for an increased Wairarapa Rail service for the following reasons:

- It is essential to support the growing numbers of people living in Upper Hutt/Wairarapa, that this is urgent and that something needs to be done now rather than in five years' time
- The service would be used more if there were more choices of times - especially in the weekend, and if a day trip ticket can be useable for more than an hour as is currently the case
- The proposed option will provide us with a sustainable future
- The trains should be EDMUs but that while we are waiting for the new service something can be done to fix the timetable now.

The need to improve the track is also mentioned along with the feasibility of electrifying the lines to Masterton. It is suggested that Greater Wellington investigate a high speed train service. One submitter suggests that instead of buying EDMUs, the Council could modify existing Matangi trains

instead. He also suggests the Council investigates the feasibility of a dedicated road/rail tunnel under the Remutaka Range for private cars/buses only- with heavy vehicles using the hill road.

#### **2.4.2 Officer comments**

Acknowledge the support for the proposal to improve rail and put in place a long term solution for the Wairarapa line.

Acknowledge the general view that Greater Wellington needs to act as quickly as possible on implementing a solution, including improving underlying track infrastructure.

Acknowledge the general support for the hybrid model (electro-diesel) as providing flexible options.

Acknowledge comments on urgency - noting that our proposal will see expenditure starting in 2022.

### **2.5 Wairarapa line and Capital Connection - Wairarapa Rail improve services**

#### **2.5.1 Summary of key submission themes**

*Submission numbers:* 140, 155, 178, 181, 214, 231, 240, 243, 244,

Nine submitters want to improve the service such as a late-night service every night and a shuttle service between Upper Hutt and Masterton on off-peak times so that people have more options. The comment is made that these trains would not have to go all the way to Wellington. Other suggestions include having additional trains that run between Masterton and Upper Hutt to support the existing service.

#### **2.5.2 Officer comments**

Acknowledge requests for improved and new levels of service via shuttles etc, noting that fundamental infrastructure and rolling stock issues are of primary concern in the short term.

### **2.6 Wairarapa line and Capital Connection - Wairarapa Rail- do not support**

#### **2.6.1 Summary of key submission themes**

*Submission numbers:* 27, 73, 54, 55, 80, 113, 123, 249, 290

Seven submitters oppose the proposed Wairarapa Rail mainly because of the funding. Comments include: Greater Wellington should investigate Public Private Partnerships as a means of funding this activity, commuters gain a significant private benefit and so should pay more, capital costs should not be funded out of rates, and the project should be looked at once government funding is confirmed.

#### **2.6.2 Officer comments**

Acknowledge comments on funding arrangements, including the need for greater clarity on the funding/pricing approach. Costs for the improvements have been developed through a joint (Greater Wellington/Horizons/Kiwirail) business case process.

Note that draft GPS (should it be approved) will provide further certainty on funding tools and pathways for rail funding. Note also that pricing and subsidy policies at the national level are likely to be considered within the context of the next version of the GPS.

## **2.7 Wairarapa line and Capital Connection - funding /fares- general**

### **2.7.1 Summary of key submission themes**

*Submission numbers:* 59, 51, 153, 173, 176, 180, 199, 236, 311, 313

Nine submitters comment on either the funding arrangements or the fares travellers would have to pay. Comments include:

- The costs of the EDMUs are overstated and the option overlooks the fact that the Council owned a Ganz EMU that have been used previously
- More work needs to be done on how this will be funded – the submitter is concerned the burden will fall on the entire region for the benefit of a few
- People are already paying for these services as taxpayers so those who use the rail service should pay the greater share

One submitter says this needs to be carefully budgeted over time so that rates are not paying for capital.

The Wellington Chamber of Commerce opines that public transport is largely in the nature of a private good. In the submitter's view, Greater Wellington should arguably receive better guidance on the use of available funding tools to ensure greater consistency, underpinned by an economically principled approach to funding council activities.

A number of submitters state that the provision of the Wairarapa service should be funded by central government.

### **2.7.2 Officer comments**

Acknowledge comments that the service should be user-pays, noting that public transport networks by their nature cross boundaries and require large capital and operational funding. For this reason funding and design needs to be considered from an integrated and multi-modal perspective. Funding needs to consider: rates, National Land Transport Funds, direct Crown funding, and user charges via fares.

## **3 Improving the capability of the Wellington Regional Emergency Office**

### **3.1 WREMO- general support**

#### **3.1.1 Summary of key submission themes**

*Submission numbers:* 6, 13, 22, 23, 51, 57, 59, 69, 77, 84, 88, 114, 115, 116, 117, 123, 132, 137, 138, 140, 140, 146, 150, 153, 160, 161, 178, 179, 197, 198, 202, 204, 208, 213,214, 216, 220, 224, 228, 232, 233, 236, 248, 249, 251, 253, 260, 263, 264, 265, 291, 295, 296, 304, 312, 321, 322, 326

Fifty nine submitters record general statements of support for WREMO. Statements include:

- Wellington should not get caught out by emergency events
- We live in an earthquake and flood prone area, as well as drought areas [Wairarapa]
- Weather events are likely to increase
- Everyone benefits from being well prepared
- Communities need to be resilient and flood control is essential
- Rangitāne o Wairarapa support the involvement of mana whenua in the recovery of any natural disaster

In addition there are statements that this is an important service that does seem threadbare at present and that we need to be in the forefront to avert community apathy. Porirua City Council states that improved resilience is needed for Porirua City- both North and South of the Paramata Road as well as bridges.

In terms of the operation of WREMO:

- It is important that WREMO is focused on mitigating adverse events
- It is not clear as to what the deliverables will be- what will the practical outcome will be

One submitter states that in an emergency, having good cycle ways will help people leave the city following an adverse event. It is noted that all territorial authorities need to buy into emergency management and that Wairarapa needs to be included. Volunteer hubs are considered essential but they need to be adequately resourced and more training made available.

Te Atiawa ki Whakarongotai suggests that instead of funding WREMO Greater Wellington should be prioritising a Managed Retreat Strategy

### **3.1.2 Officer comments**

Support for increased investment in WREMO and a greater focus on resilience is noted. WREMO is responsible for coordination of emergency management responses. They work in partnership with the region's local authorities and other lifeline agencies to ensure increased resilience of core infrastructure.

The support for resilience initiatives is noted. Climate change mitigation and adaptation is a core issue for all of the work we do at Greater Wellington.

Greater Wellington considers that funding WREMO is important. However, this is not something that Greater Wellington can do alone as we need to work together with the territorial authorities. A regional climate change working group has been set up with an elected member from each of the regions councils on it as well as three Ara Tahī nominees. The working group has begun high level discussions on climate change and managed retreat.

## **3.2 WREMO - support option 2A**

### **3.2.1 Summary of key submission themes**

*Submission numbers:* 12, 32, 107, 128, 134, 143, 148, 172, 173, 175, 218, 275, 276, 277, 285, 287, 292, 295, 313, 315, 319, 322, 323

Twenty five submitters provide comment for their support of option 2A:

- The option on its own is not enough and local councils need to be involved
- Any increase in funding needs to be matched by increased community involvement
- Option 2B will increase our regional readiness to cope with adverse events

The Berhampore Community Association notes it successfully partnered with WREMO to run a series of community workshops. Other submitters support the proposal but state that the provision of emergency management must be improved. Upper Hutt City Council notes that it has included funding in its Long Term Plan.

Other submitters state:

- Emergency Management needs to be better funded to increase our ability to respond quickly to an adverse event
- WREMO should have a major role in the response to these and be more empowered to act as the central point of coordination
- Additional funding should not get used in administrative costs and pressure should be put on local district and city councils to supplement WREMO
- There should be better regional support of emergency management groups and hubs.

A submitter asks what emergency management resources are being devoted to Waikanae Beach. It is said the proposed increase is not enough and that there should be a new stand-alone ECC. In addition, one submitter asks what Greater Wellington is planning in terms of the Wairarapa joining Wellington Water and notes the Long Term Plan is silent on this. Ngā Hapū o Ōtaki note the importance of preparedness and resilience and support this option provided tangata whenua iwi have a significant input into regional resilience design.

### **3.2.2 Officer comments**

Support for the proposed option is noted.

Note and agree the significant role of mana whenua in emergency response. Officers are currently working with mana whenua to identify the engagement and planning for a partnership approach.

## **3.3 WREMO- submitters support option 2B**

### **3.3.1 Summary of key submission themes**

*Submission numbers: 38, 122, 29,*

Submitters who prefer Option 2B state that a more modest increase should be sufficient and that WREMO does not have much local presence.

### **3.3.2 Officer comments**

Noted

## **3.4 WREMO- Submitters oppose**

### **3.4.1 Summary of key submission themes**

*Submission numbers: 27, 37, 39, 54, 113, 122, 155, 180, 252, 269, 316,*



Twelve submitters oppose the proposed increase noting that they are not convinced. In their view, the value add is too vague, people should not have to pay twice for the same thing and the proposal has no substance. It is stated that funding should be tied to key initiatives and measures. One submitter states that it is not possible to provide enough money to ensure preparedness. Another argues that their local community does not benefit from the resilience of other parts of the region.

Te Atiawa ki Whakarongotai proposes instead that funding should be prioritised towards a managed retreat strategy that will limit or remove residencies and key infrastructure from high risk areas.

Three submitters (80, 101, 147) are concerned that an aging population cannot afford the proposed increases. In particular it is noted that local Councils should be contributing the required increase.

### 3.3.2 Officer comments

Noted

In proposing the increase in funding for WREMO consideration was given to overall rates affordability.

## 4 Continuing to lead the investigation of water storage options in the Wairarapa

### 4.1 Water Wairarapa- general support

#### 4.1.1 Summary of key submission themes

*Submission numbers:* 13, 22, 44, 50, 59, 65, 68, 69, 71, 74, 84, 86, 98, .104, 112, 114, 116, 119, 139, 150, 151, 152, 160, 161, 162, 165, 174, 175, 177, 188, 218, 229, 259, 291, 296, 299, 304, 307, 314, 319, 329, 334, 337

Forty nine submissions make comments in support of Water Wairarapa.

Some statements focus on resilience - noting it is important to have readily available water and that the project would assist regional resilience in case people have to relocate after a Wellington earthquake. For them, storing surplus seasonal supply is a no brainer and necessary given climate change and the impact of the whaitua process on the reliability of urban and rural water.

Other statements focus on the benefit to productivity in the Wairarapa: that it will assist the creation of a productive region and enable Wairarapa to grown high value crops, that it is essential for the future of the region, that the project is the single biggest driver for prosperity in the Wairarapa. Greater Wellington's support is considered critical. In one submitter's view Greater Wellington's cessation of support is not an option. Reliable irrigation water is considered key to Wairarapa irrigation.

There are concerns about process and cost. One submitter notes that he supports the project provided it benefits everyone. It is suggested that standard cost benefit analysis be used with a robust health impact assessment to support how funding could be used to support sustainable access to water and a resilient economy, and that those affected or who benefit should pay their full share.

#### **4.1.2 Officer comments**

The Water Wairarapa project is part way through its investigations into the viability of water storage and distribution. Work to date shows that the project supports our farmers, our urban communities and the environment.

The comments in relation to regional resilience are noted. A recent climate change report from NIWA forecasts that rivers will have less water in them. This is at a time when water users including towns already face restrictions and the whitua process is proposing to leave more water in the rivers. Water is a precious natural resource. The project is about investigating if storing water when there is plenty for use when there is not enough is viable - economically and environmentally.

The Wairarapa economy is based on a productive rural economy. A reliable water supply will increase jobs and resilience across the whole community. Greater Wellington's support is for one year and contingent upon funding and support from Wairarapa Councils. This funding is to allow Greater Wellington to partner with Wairarapa Councils to investigate how water storage integrates with a wider plan to manage water in the Ruamāhanga Valley.

Any further support from council for the project will be on the basis that it offers both environmental and economic benefits for the whole community. It will also be on the basis that water users contribute funding for the project.

## **4. 2 Water Wairarapa- qualified support**

### **4.2.1 Summary of key submission themes**

*Submission numbers:* 14, 23, 125, 153, 156, 185, 194, 197, 201, 213, 224, 235, 255, 261, 311, 312, 313

Eighteen submitters note that their support is limited or qualified- that the project should be for the year mentioned only and not become a grandiose growth project. It is said Greater Wellington should proceed with caution and that the project should be based on resilience rather than irrigation or businesses (farms, vineyards).

The purpose of the project is a cause for concern to some submitters. Some submitters state that the project should be for general use and not dairying. One submitter states that many oppose the project and that there should be a process whereby their reasons can be listened to. The continued input of local Territorial Authorities is seen as important.

Three submitters (253, 257, 346) comment they would have liked more information on this choice such as how would the project ensure the investment supported low emissions.

### **4.2.2 Officer comments**

The Water Wairarapa project is part way through its investigations into the viability of water storage and distribution. Work to date shows that the project supports our farmers, our urban communities and the environment.

This public consultation process via the long term plan has allowed Greater Wellington to hear what concerns and support the community has about the project.

Greater Wellington's support is for one year and contingent upon funding and support from Wairarapa Councils. Subject to the outcome of this Long Term Plan process, Greater Wellington aims to partner with Wairarapa Councils to investigate how water storage integrates with a wider plan to manage water in the catchment for the benefit of the whole community.

The Water Wairarapa project is part way through its investigations into the viability of water storage and distribution. Work to date shows that the project supports our farmers, our urban communities and the environment.

Reports from the project will continue to be posted on the Water Wairarapa web site as investigations continue.

### **4.3 Water Wairarapa- support option B**

#### **4.3.1 Summary of key submission themes**

*Submission numbers: 28, 35, 107, 143, 292, 321, 327*

Seven submitters express their support for Option B- stating that they oppose any further funding because of environmental concerns. One submitter states that Greater Wellington should provide leadership by funding a more holistic quest for water security. Some express the view that this is a local issue not a regional one and that the Council should be looking to reduce not increase debt.

#### **4.3.2 Officer comments**

The Water Wairarapa project is part way through its investigations into the viability of water storage and distribution. Work to date shows that the project supports our farmers, our urban communities and the environment.

Greater Wellington support is for one year and contingent upon funding and support from Wairarapa Councils. Subject to the outcome of this Long Term Plan, Greater Wellington aims to partner with Wairarapa Councils to investigate how water storage integrates with a wider plan to manage water in the Ruamāhanga Valley.

Any further support from councils for the project will be on the basis that it offers both environmental and economic benefits for the whole community. It will also be on the basis that water users contribute funding for the project.

### **4.4 Water Wairarapa- oppose**

#### **4.4.1 Summary of key submission themes**

*Submission numbers: 17, 37, 39, 53, 80, 107, 113, 123, 125, 126, 134, 137, 140, 144, 145, 154, 155, 157, 172, 181, 196, 198, 200, 203, 215, 216, 228, 230, 231, 236, 240, 249, 251, 256, 258, 259, 264, 270, 275, 275, 277, 282, 298, 310, 321, 322, 326*

Forty seven submitters state they oppose the Water Wairarapa project for a number of reasons. Some submitters remain unconvinced and consider the money would be better spent monitoring the environment. A number of submitters state that irrigation is a private commercial activity unlike the Port which is a national asset, that more analysis needs to be done on wider impacts and ways to

reduce water demand and that the Whaitua report is an essential element in this process. Reservations about the climate model are noted.

Twenty submitters state they believe that the purpose of this project remains focused on commercial use of land/irrigation for primarily dairying rather than emergency management. Statements from this group of submitters focus on environmental concerns: on the need to reduce reliance on irrigation and adapt farming practices, that the project is likely to lead to further intensification and a negative impact on the environment that the water needs to be protected. Comments include:

- People need to use the land according to its geography
- The project has little advantage for Wairarapa Māori who want Greater Wellington to consider how to slow the water down rather than drain it
- The region needs to adapt to dryland farming practices
- Dairying has been disastrous
- The project is just a subsidy to the primary sector
- The project is based on what is seen as a questionable climate change model.
- Other alternatives should be explored that could have greater benefits.

One submitter states that we need to be smarter about how we use water and stop investing in land that uses so much water. Furthermore it is said that if this is proved to be beneficial then those who benefit should pay. Another submitter is concerned that water is still able to be taken at low flow times for Henley Lake and Queen Elizabeth Park Lake. It is said that there was no problem with water when irrigation was not taken from the rivers.

Ten submitters oppose the project on the basis of equity: that this should be paid for by the Wairarapa ratepayers, that it is not fair that areas outside of the Wairarapa should have to pay for this. One submitter states that Kāpiti residents have to pay for their water project and that Wairarapa should do the same. Others note that this is a commercial enterprise and not a Greater Wellington one. It is also stated that proposed funding of this project is inconsistent with the proposed rating for flood protection. One submitter states that water belongs to mana whenua.

#### **4.3.2 Officer comments**

The Water Wairarapa project is part way through its investigations into the viability of water storage and distribution. Work to date shows that the project supports our farmers, our urban communities and the environment.

Greater Wellington's support is for one year and contingent upon funding and support from Wairarapa Councils. Subject to the outcome of this Long Term Plan, Greater Wellingtons aims to partner with Wairarapa Councils to investigate how water storage integrates with a wider plan to manage water in the Ruamāhanga Valley.

Any further support from councils for the project will be on the basis that it offers both environmental and economic benefits for the whole community. It will also be on the basis that water users contribute funding for the project.

Note and agree the significant role of mana whenua in water management. Greater Wellington is under going to strengthen partnerships with mana whenua at all levels.

## 5 Future Decisions

### 5.1 Let's get Wellington moving

#### 5.1.1 Let's get Wellington moving - support

##### 5.1.1.1 Summary of key submission themes

*Submission numbers:* 23, 29, 30, 53, 60, 63, 107, 108, 120, 131, 140, 154, 160, 186, 192, 194, 195, 224231, 271, 278, 287, 289, 321, 322, 333, 336

Twenty one submitters provided statements of support for the new mass transit system as well as additional cycling and walking infrastructure. They noted that it is time that inner city transport network is resolved and this project needs to start soon. Some specific comments are:

- The cost should fall on Wellington ratepayers
- There should be investment in rail, light rail as well as active transport modes

In addition, there is support for rail as an area to focus on for mass transit for a number of reasons: the reduced cost of monthly ticket prices, improving a public transport system that is affordable and easy to use (especially on ferries and rail) but also takes into account the social impact changes the public transport system could bring. Specific mention is made of the need to find a solution to the Basin Reserve issue, to having an energy strategy that could include charging stations for EVs at transport hubs so cars can be charged during the day.

A specific request is made that Greater Wellington support Te Atiawa-Taranaki Whānui involvement in Let's Get Wellington Moving so they can be involved in the design, development and implementation of any scenarios which may be selected.

Nine submitters make specific statements supporting light rail as a mass transit option. They note that light rail from the railway station to the airport will provide a fast, sustainable transport option that will help Wellington achieve a world class public transport system, and will promote walking and cycling over roads/cars.

Some submitters request that Greater Wellington use its voice to support Light Rail to ensure it is budgeted, planned for and built.

##### 5.1.1.2 Officer comments

The 'Let's Get Wellington Moving' programme is a joint programme with Wellington City Council and NZTA. Consultation is also being undertaken on a joint programme basis. The recommended programme is yet to be agreed and is expected to be considered by Greater Wellington in June. The issues raised will be considered in making this decision. Any decision to invite other parties onto the programme team would have to be considered by the joint Governance Group. Given the looming milestone point of the programme it is very likely that a review of the structure of the programme will be undertaken to ensure it is appropriate for the next stages. This will provide the opportunity to

consider programme membership. Acknowledge comments and support for light rail as the preferred mass transit option. While a decision on the preferred option is yet to be made, Greater Wellington has provided an initial funding allocation - reflecting our commitment to progress mass transit.

The need to incorporate low impact urban design measures into our urban development (in areas such as roading), is something that Greater Wellington acknowledges and is fully supportive of. This includes the concept of water harvesting and stormwater attenuation. Projects such as RiverLink are taking a lead in this area, and Let's Get Wellington Moving also provides such an opportunity.

The need for accurate measurement of consented water takes is very much acknowledged. A National Environmental Standard for water metering has existed for a number of years which Greater Wellington is fully implementing. This has led to a far better understanding of the effects of water abstraction and the ability to manage it. More generally, water metering from municipal supply is a matter for each City or District Council and there is a variety of approaches currently taken across the region. The point regarding consistency in this area is noted.

## **5.1.2 Let's get Wellington moving – oppose**

### **5.1.2.1 Summary of key submission themes**

*Submission numbers: 35, 84, 117, 127, 137, 143, 149, 251*

Eight submitters provide comments as to why they oppose Let's Get Wellington Moving: the process is getting in the way of the solution (one submitter says just get on and do it), money is being spent on a nebulous objective and the money should be spent instead on emerging technologies or resilient infrastructure.

One submitter objects to being "pushed" to public transport. Others consider this project should not be funded at a regional level and that Greater Wellington should focus instead on providing a better service for the Wairarapa train line.

Concerns are noted. The Wairarapa trains are a topic of consultation for this Long Term Plan.

### **5.1.2.2 Officer comments**

The 'Let's Get Wellington Moving' programme is a joint programme with Wellington City Council and NZTA. Consultation is also being undertaken on a joint programme basis. The recommended programme is yet to be agreed and is expected to be considered by Greater Wellington in June. The issues raised will be considered in making this decision.

## **5.2 Our approach to regional economic development**

### **5.2.1 Regional economic development- general comments**

#### **5.2.1.1 Summary of key submission themes**

*Submission numbers: 80, 107, 186, 260, 303, 321*

Six submitters provide comment on the economic development of our region. In particular they note the need for low carbon, healthy and affordable transport choices but state this needs to be balanced with community values/social impacts to get the best outcome for the region.

#### **5.2.1.2 Officer comments**

Noted

### **5.2.2 Regional economic development- WREDA**

#### **5.2.2.1 Summary of key submission themes**

*Submission numbers:* 101, 228, 271, 289, 316, 322

Six submitters who made comments on WREDA had a variety of views:

- WREDA should be closed down and resources transferred to WREMO
- People are not convinced it provides value for money for Wairarapa ratepayers or that this work should be left to people who have more skin in the game

Ngā Hapū o Ōtaki is also unclear on WREDA's role but wishes to understand how the iwi can contribute to the economic development of Kāpiti.

#### **5.2.2 Officer comments**

Noted

### **5.3 Cross harbour pipeline**

#### **5.3.1 Summary of key submission themes**

*Submission numbers:* 27, 51, 80, 107, 116, 154, 165, 218, 256, 261, 268, 271, 272, 175, 198, 319, 321, 322

Eighteen submitters make statements of support for a future water source. They note that: this is a vital project, that development costs should be attributed to Wellington City only and that Greater Wellington needs to consider other water sources - or options to reduce water use in the future such as:

- Investigating the potential for improving/slowing run-off from the ranges
- Reducing waters use to ensure extraction is not wasted
- Having a register of all bores and wells and preventing the sale of water overseas
- Requiring all new builds to have water tanks.

Specific note was made that water from sources such as the pipeline should not be used to increase the amount of land under irrigation.

#### **5.3.2 Officer comments**

Support for new water sources are noted.

### **5.4 Specific suggestions**

#### **5.4.1 Summary of key submission themes**

*Submission numbers:* 132, 137, 139, 150, 157, 197, 208, 218, 233, 243, 249, 321, 334

Twelve submitters make specific suggestions about a range of Greater Wellington work programme activities in the Future Decisions section of the Consultation Document. These include:

- Greater Wellington needs to do more for freshwater quality,
- Te Awakairangi and Whanganui River should have equal status
- Not enough is being done for flood protection
- More needs to be done in Waikanae for flood protection
- Mana whenua should be more involved at the governance level
- Wairarapa is under represented on Council
- Alternative methods of water storage should be considered
- Economic development needs to be regularly reviewed
- Big ticket items such as water should have more funding from government

#### 5.4.2 Officer comments

Greater Wellington accesses Government funding for the Council work programme where available. Grants and Subsidy funding from Central Government accounts for 25-31% of total Council revenue across the Long Term period- this is mainly in the Transport Planning and Public Transport activities.

It is worth noting that the Government recently announced that it will hold a Productivity Commission inquiry into local government funding to address affordability issues and how the effectiveness of Local Government funding may be improved.

The inquiry is expected to start in August and present a final report mid-2019 after consulting with local government and infrastructure sectors.

The representation for Wairarapa is determined by legislation which has a population formula that means that only one member is allowed.

The recently completed Jim Cook Park stopbank has significantly increased the security of the Waikanae community from flooding. This project completes the last of the major works proposed in the Waikanae River Floodplain Management Plan although further maintenance and enhancement works are proposed over the next three years.

## 6 Proposed rates

### 6.1 Proposed rates- general support

#### 6.1.1 Summary of key submission themes

*Submission numbers:* 22, 23, 69, 132, 150, 156, 178, 194, 204, 214, 232, 265,

Twelve submitters make general statements of support. They note that rates are needed to pay for things we need such as preparing for climate change and facilitating the move away from fossil fuels. Other comments are that:

- Fare revenue need to be considered so as not discourage public transport use,
- Consideration needs to be given to flood prone areas paying for their own infrastructure and that water conservation processes are supported



### 6.1.2 Officer comments

The Financial Strategy outlines ways Greater Wellington has attempted to address affordability such as extending loan lives used to fund certain infrastructure assets, loan funding operating expenditure that has future benefits etc.

The Revenue and Financing policy review has considered horizontal and vertical equity alongside a benefits analysis to inform the final policy recommendations.

## 6.2 Rates- conditional support

### 6.2.1 Summary of key submission themes

*Submission numbers: 39, 50, 150, 171, 292,*

Five submitters state their support for the rate is conditional on the following:

- There are improvements to Wairarapa line
- Water quality improves
- There are ongoing and robust negotiations with NZTA
- Funding to WREDA ceases
- Other options than the cross harbour pipeline are considered

The Kāpiti Economic Development Agency requests a regional breakdown of financial data to assist ratepayers assess the impact of rates increases and lead to a more equitable use of rates.

### 6.2.2 Officer comments

Noted

## 6.2 Rates- oppose – general statements

### 6.2.1 Summary of key submission themes

*Submission numbers: 8, 25, 33, 50, 54, 55, 60, 122, 123, 132, 135, 139, 140, 154, 155, 158, 173, 180, 181, 211, 216, 225, 251, 252, 253, 258, 264, 269, 271, 303, 322, 323*

Thirty three submitters oppose the proposed rated increase. Those who make general statements note the following: Greater Wellington should stop funding public transport and should not increase rates for services that people do not get, this increase on top of local council rates is too much, it is particularly difficult for people who are not earning, rates are rising too quickly, and rural Wellington gets little value from rates.

Others state that Greater Wellington should live within its means, that it should show ratepayers how it manages to keep costs down, that it should stick to providing infrastructure and not be involved in commercial activities.

One submitter states that the compounded price increases over an extended period is unacceptable and that Greater Wellington must be more aggressive in its costs management and management of long term assets, including a comprehensive balance sheet review with follow up actions on realising better returns on Greater Wellington's substantial asset base.

Porirua City Council notes with concern that rates increases for Greater Wellington consistently outstrip those of the territorial authorities in the region. They ask that Greater Wellington take greater account of affordability.

### **6.2.2 Officer comments**

Noted

In developing this Long Term Plan, Greater Wellington undertook a full activity review to assess current core services alongside the increasing service demands driven by key external factors. These factors include earthquake response, consequences and preparedness, delivery of major works programmes (including RiverLink and PTOM- the Public Transport Operating Model) and growing customer expectation in relation to key infrastructure resilience, response to climate change and fresh water.

The Financial Strategy outlines ways the Council have attempted to address affordability such as extending loan lives used to fund certain infrastructure assets, loan funding operating expenditure that that has future benefits etc.

## **6.3 Rates- oppose – rating model**

### **6.3.1 Summary of key submission themes**

*Submission numbers:* 13, 49, 145, 146, 192, 208, 246, 248, 304, 307, 313, 315

Twelve submitters comment on the rates model (excluding comments on the Revenue and Financing model which is covered separately) and question the way that debt funded capital expenditure is recovered.

Another submitter says she does not understand the shift to local areas paying more for flood protection, when the whole region pays for Wellington City's alternative water supply. She also asks what people do in times of hardship.

Another submitter notes that businesses pay around one-third of rates collected by Greater Wellington. Wellington businesses pay the highest proportion of rates of any town, city or region in New Zealand - nearly 50 per cent higher than Auckland and nearly 100 per cent more than Hamilton. The submitter adds that the level of rates paid is often entirely disproportionate to the level of services received, exacerbated by the wide use of business differentials, despite strong evidence supporting their removal.

### **6.3.2 Officer comments**

Noted.

These submissions focus mainly on the allocation of rates. The review of our Revenue and Financing policy included a benefit analysis to inform the final proposed policy that includes the rating mechanism and the allocation basis of rates.

## **6.4 Rates- oppose – based on equity**

### **6.4.1 Summary of key submission themes**

*Submission numbers:* 8, 27, 35, 43, 46, 51, 77, 81, 85, 98, 103, 117, 315

Thirteen submitters focused on issues of fairness when they commented on their opposition to the rates increase for the following reasons: rates should be uniformly distributed, all the rates should have similar increases across the region, it does not seem fair that ratepayers in the Lower Hutt are charged 50 percent more than people in Wellington that rate increases should be staggered over three years. Some submitters from Kāpiti and Porirua say they get nothing for their rates. Rates rises should be in line with the growth of wages in the region, the rates should be kept constant- below 5 percent.

#### **6.4.2 Officer comments**

These submissions focus mainly on the allocation of rates. The review of our Revenue and Financing policy included a benefit analysis to inform the final proposed policy that includes the rating mechanism and the allocation basis of rates.

### **6.5 Rates- oppose – based on inflation/spending ratio**

#### **6.5.1 Summary of key submission themes**

*Submission numbers:* 14, 40, 51, 54, 76, 80, 113, 134, 140, 147, 153, 157, 172, 193, 199, 222, 235, 255, 261, 275, 276, 277

Twenty four submitters give economic reasons for their opposition and focus on the rate/inflation ratio. They say that: increases in rates should never exceed the rate of inflation and that Greater Wellington is spending beyond its means- and is using debt to cover the shortfall. Submitters say Greater Wellington should stay focused in terms of its work programme.

It is suggested that alternative means should be used such as congestion charges. Another suggests that rates should be tied to Local Government cost index plus 0.5% for growth.

#### **6.5.2 Officer comments**

As outlined in the Financial Strategy, there are increasing demands of services that Greater Wellington has had to manage in addition to increasing costs of core services. These include earthquake response, consequences and preparedness, delivery of major works programmes (including Riverlink and Public Transport Transformation) and a growing customer expectation in relation to key infrastructure resilience, response to climate change and fresh water.

To determine the optimal balance between service levels and funding requirements, a full and comprehensive activity review was undertaken by Greater Wellington in preparation for the plan.

Additionally, Greater Wellington utilises a range of funding mechanisms in considering the affordability of rates. For example, significant one-off operational costs that provide future benefits to our community are loan funded to spread costs to match the benefit and to reduce rates. The loan lives over which we fund flood protection infrastructure assets were also extended from 20 to 25 years on the basis of affordability and improving inter-generational equity.

Greater Wellington notes the feedback and will continue to look at value for money across its activities.

The outcome of the new Public Transport Operating Model has resulted both in significant increases in service levels as well as significant savings.

Additionally, the Council is investing in technology to improve its efficiency and deliver better value outcomes.

## **6.6 Rates- water levy**

### **6.6.1 Summary of key submission themes**

*Submission numbers: 304, 305,*

Two submissions comment on the Water Levy. One submitter proposes that if Greater Wellington is to continue with the policy as per Flood Protection (proposed Revenue and Financing Policy) then the same approach could be applied to bulk water supply which would address an inequity. They urge Greater Wellington to advocate for a change to the legislation governing the allocation of bulk water levies.

The second submitter agrees with the increase.

### **6.6.2 Officer response**

The review of our Revenue and Financing policy included a benefit analysis by group of activity to inform the final proposed policy that includes the rating mechanism and the allocation basis of rates.

Note that Greater Wellington's bulk water supply function is funded by a water levy charged to the territorial authorities that receive the service based on volume of water used.

## **7 Infrastructure strategy**

### **7.1 Summary of key submission themes**

*Submission numbers: 108, 287, 329*

Three submitters support the infrastructure strategy which is both seen as key to the future development of the region and as an essential element of regional resilience. Specific comments include: support invisible infrastructure, consider a spatial planning approach for the three waters infrastructure, make more use of citizen panels. Regional Public Health commends Greater Wellington on their approach to assessing and investing in key infrastructure that will protect the health and wellbeing of our communities in an adverse event.

### **7.2 Officer comments**

Noted

## **8 Other matters**

As well as commenting on the key programme, choices, future decisions and rates, submitters also provided a substantial amount of comment when asked what other comments they wished to make.

### **8.1 Other matters – Environment and biodiversity**

## 8.1.1 Other matters – Environment and biodiversity- general comments

### 8.1.1.1 Summary of key submission themes

*Submission numbers:* 9, 20, 50, 98, 107, 132, 146, 161, 165, 224, 264, 269, 276, 288, 297, 303, 307, 312,

Eighteen submitters support Greater Wellington's approach with respect of the environment/ biodiversity.

Eight submitters focus on the need to maintain high environmental standards is mentioned as well as the necessity of having a monitoring/enforcement function. Specific comments include:

- The need for the Council to have adequate resourcing to address hazardous substances
- Te Rūnanga o Toa Rangatira Inc supports the work of Greater Wellington and looks to see programmes of work that value the importance of mātauranga Māori.
- There needs to be greater emphasis on environmental needs and protection of the natural environment. This is particularly true of the Waikanae River Estuary. Dogs run without leashes, and during whitebait season cars and equipment destroy the nesting places for the rare dotterals and the oyster catchers. There also needs to be more signage and maybe a fence to protect this precious estuary as well as monitoring
- The New Zealand Farm Environment Trust sees a number of exciting opportunities to compliment the role of the regional council to promote sustainable farming and growing practices

There are also comments about how Greater Wellington is perceived - that it appears to give more weight to the negative activist type people than the productive "can do" people, and that remuneration packages are too high. Other issues raised include:

- Providing more information on cycling paths
- Greater Wellington should reassess its involvement in the Port
- How the Wairarapa Committee can be involved with the development of Long Term Plan proposals

There is a request from EnviroSchools for continued funding at a minimum of \$159,000 pa which increases incrementally to respond to growth in the programme over the next 10 years. The number of EnviroSchools in the region has grown from 82 to 113 and demand continues to be strong. The submitter notes they will struggle to achieve more growth if funding does not grow incrementally.

### 8.1.1.2 Officer comments

Greater Wellington recognises the need for a balance between the technical aspects of scientific knowledge and the importance of mātauranga Māori in to achieve improved outcomes for the environment. We will continue to work closely with our mana whenua partners at the governance level through Ara Tahī and Te Upoko Taiao and at the planning and operational levels including the Whaitua project.

Greater Wellington will forward this information on the Waikanae Estuary to to the Department of Conservation who is responsible for its management.

Confirm that Greater Wellington is making provision for funding to Enviroschools of \$159,000 for the next ten years in the Long Term Plan. However, there is no intention at this stage to increase this amount.

Greater Wellington has a Wairarapa Committee that meets in the Wairarapa quarterly. This considers all issues of relevance to the area and includes members from all the local councils.

CentrePort has an active programme of repairing and reinstating the key facilities of the port to enable business to continue. This has successfully led to resumption of most port activities to pre-earthquake levels. Greater Wellington is working collaboratively with CentrePort on the development of a Port Regeneration Plan.

We note the comments about how Greater Wellington is perceived.

## **8.1.2 Other matters – Environment and biodiversity- waterways**

### **8.1.2.1 Summary of key submission themes**

*Submission numbers: 49, 95, 110, 252, 318, 311, 312, 323, 326, 327,*

Ten submitters comment on the value to them of having clean waterways. Concern is raised of the adverse impact of cows in the Wainuiomata River making it unsafe to swim in. Greater Wellington is asked to consider expanding its vision statement to include water more broadly to recognise its critical statutory responsibilities for marine, estuarine and freshwater quality and biodiversity.

Specific comments include:

- The involvement of Greater Wellington in Te Awarua-o-Porirua whitua is recognised with a submitter noting their support and appreciation for the scientific monitoring, analysis and reporting of issues and trends relating to the Harbour
- The entire catchment of the Karori Stream needs to be managed and to be prioritised in Greater Wellington's work programme
- The Long Term Plan needs to be more robust in the management of forestry operations to prevent runoff and pollution affecting our waterways.
- Te Atiawa ki Whakarongotai submits that with the changing requirements for mana whenua technical expertise and advice in Greater Wellington initiatives (National Policy Statement Freshwater, the whitua process and the proposed Natural Resources Plan) the current funding model is not adequate and needs to be revisited
- The Long Term Plan needs to articulate the co-management statutory arrangement over the Wairarapa Moana that is part of the Ngāti Kahungunu ki Wairarapa and Rangitāne o Wairarapa Treaty settlements so that Māori and iwi can see what Greater Wellington considers relationship priorities for the future
- Rangitāne o Wairarapa consider that mana whenua have first rights to any native trees that have been felled or falling over on Greater Wellington land or any native logs that are in the waterways for cultural use.

Waikato Regional Council requests a funding contribution of \$30,000 each year for the next three years to contribute to the proposed fish passage improvement programme, which sits within the context of the New Zealand Fish Passage Guidelines.

Waikato Regional Council has submitted on their fish passage improvement programme and a recently completed report on 'Native Fish Migration through Land Drainage and Flood Control Infrastructure'. This study was commissioned with support from the regional sector's River Manager Special Interest Group, of which Greater Wellington is a member.

The proposed fish passage improvement programme, which sits within the context of the New Zealand Fish Passage Guidelines and will inform their further development, will provide a foundation for future investment to address fish passage issues associated with flood protection and land drainage infrastructure. Importantly, it will support the improvement of downstream large migratory fish passage and biodiversity within our river systems. It involves trialling approaches to resolve fish passage issues in the New Zealand context and will run over three years from July 2018.

Waikato Regional Council has committed \$750,000 towards a \$1.5m fish passage research and development programme, the remainder to be matched by partners. They are therefore seeking a funding contribution from Greater Wellington of \$30,000 each year over the next three financial years.

#### **8.1.2.2 Officer comments**

Greater Wellington supports the need for extra resources to support the technical and mātauranga Māori expertise to inform council decision making. Funding has been proposed through the Long Term Plan to establish Ohu consisting of mana whenua technical experts to inform decision-making.

The Long Term Plan needs to articulate the co-management statutory arrangement over the Wairarapa Moana that is part of the Ngāti Kahungunu ki Wairarapa and Rangitāne o Wairarapa Treaty settlements so that Māori and iwi can see what Greater Wellington considers relationship priorities for the future.

Greater Wellington will discuss with iwi partners how to appropriately dispose of native trees that fall on Greater Wellington land.

The strong focus of the whitua committees on freshwater quality / quantity will have significant benefits for the marine environment as sediments / nutrients are reduced, significantly improving growth opportunities for inshore fisheries.

### **8.1.3 Other matters – Environment and biodiversity- pests**

#### **8.1.3.1 Summary of key submission themes**

*Submission numbers: 138, 140, 150, 167, 193, 319*

Six submitters provided comments on Greater Wellington's pest programme. Support was expressed for the possum eradication programme- but Greater Wellington was asked to explore alternatives to 1080 and the rise in numbers of Canada Geese is noted (with a request for a cull). The importance of eradicating plant pests as well as animal ones was noted.

#### **8.1.3.2 Officer comments**

The Greater Wellington proposed Regional Pest Management Plan 2018 – 2038 (RPMP) includes pest cats in a site-led management category. It is proposed that Greater Wellington staff will control pest cats within Key Native Ecosystems and territorial authority reserves programme boundaries as part of the integrated management of those areas, to levels that protect the biodiversity values of

the areas. Another reason for inclusion of pest cats in a management programme is to provide rules around the abandonment of cats and cat colonies.

In the Greater Wellington development of the proposed RPMP 2018 – 2038, a Cost Benefit Analysis (CBA) was undertaken to determine whether Canada Geese meet the minimum criteria for inclusion in the RPMP, and subsequent management.

Canada geese do not meet the minimum criteria (under the National Policy Direction for Pest Management 2015) for inclusion in the proposed RPMP as the costs of a region-wide control programme are considered to be very high, relative to the likely benefits, and the likelihood of success is again considered to be very low.

Greater Wellington ensures that it is informed by the latest industry best practice in relation to use of pesticides. It supports the continued search for cost-effective and environmentally responsible means of controlling the pests that threaten indigenous biodiversity in the region.

#### **8.1.4 Other matters – Environment and biodiversity- whitua**

##### **8.1.4.1 Summary of key submission themes**

*Submission numbers: 53, 107, 108, 201, 305, 313, 318*

Seven submitters state their support of the whitua process and made the following comments:

- The standards should be drinkable rather than swimmable water
- Greater Wellington should consider sensitive urban design features such as daylighting streams
- The process should be reviewed before the next whitua commences so that the potential trade-offs required in setting water allocation and quality limits are understood
- Submitters are looking forwards to the results of the whitua process being incorporated into policy, plans and actions.

One submitter notes that there is an assumption that Greater Wellington will continue to resource this part of the process.

One submitter requests that the Akatarawa Valley residents be represented on the Wellington/Hutt Valley whitua.



### 8.1.3.3 Officer comments

The whitua committees are tasked with setting water quality and quantity limits, and critically balancing the values the community has around water quality issues, especially around costs and benefits. Other methods to improve water quality, such as the daylighting of streams and water sensitive urban design are also very much in scope for the whitua committees as initiatives such as these can be key drivers for improving urban water quality in particular.

The Wellington-Hutt whitua committee is set to begin meeting in August 2018. In the lead up to this there will be a process of public engagement and a call for nominations for interested people from the community who would like to participate. This stage of the process will run from June to July.

## 8.2 Other matters – Parks

### 8.2.1 Summary of key submission themes

*Submission numbers: 137, 311, 330*

Three submitters request additional parks or budget.

One submitter requests that Greater Wellington plans for a regional park in the vicinity of Cape Terawhiti. The Friends of the Baring Head Charitable Trust seek resources to at least match current funding. Specifically they seek ranger time in seeking, supporting and managing community restoration. In addition they seek more public facilities as well as public transport from Wainuiomata to Baring Head.

### 8.2.2 Officer comments

The Parks budgets include approximately \$107,000 per annum for Environmental Enhancement projects across the parks network, in sites that are not rated as Key Native Ecosystems. The current Greater Wellington Park Ranger and Principal Ranger roles includes that of working with volunteers, supporting and managing community restoration projects in the parks, and working with these groups to invest the budgets. They are supported in their roles by a Greater Wellington Community Engagement Team.

Greater Wellington is exploring opportunities to partner with other agencies and central and local government e.g. on the 1 Billion Trees initiative. We work together with our community volunteer groups to source external funding that complements existing resources.

We would welcome input and discussion as part of the upcoming Parks Network Plan consultation process to identify priorities and gaps in environmental enhancement, and the provision of toilets across the regional parks network.

We have observed increased visitor numbers over time, and expect that to continue in line with population growth. The Parks Asset Management Programme (which includes asset development) has recently been reviewed, and the current budgets anticipate growth in visitor numbers.

We note the request for additional public transport services.

## Other matters – Water Supply

### 8.2.1 Summary of key submission themes

*Submission numbers: 23, 137, 231, 265, 313*

Five submitters focus on the need for a resilient water supply both for Wellington and the Wairarapa. There is concern that water supply will not be resilient and that more funding needs to be provided to ensure readiness and resilience.

### 8.2.2 Officer comments

Noted

## 8.3 Other matters – Flood protection

### 8.3.1 Summary of key submission themes

*Submission numbers: 6, 107, 108, 136, 137, 173, 201, 217, 234, 307, 312, 315, 322,*

Thirteen submitters make a number of specific comments in this section that reflect localised concerns. Specifically that:

- Greater Wellington needs to take a different (non-engineering) approach to flood control such as catchment programmes
- The work programme needs to include the regular (annual) removal of excess gravel and debris in the Mangaone Stream at Te Horo Beach Road
- Consideration also needs to be taken to at risk coastal land, particularly in regard to the retirement of this land back to ecological buffer areas
- There needs to be a discussion with landowners about how the Akatarawa River will be managed into the future with the request that the Akatarawa Valley catchment have a floodplain management plan
- Greater Wellington needs to also be considering the different usages of land and identifying highly fertile land and prohibiting development on these sites.

Information is sought on the management of waterways such as the Mangaone, Waimeha, Rangiuuru, Mangapouri, Waitohu and Ngatotara streams- and in particular how flood hazards are identified and assessed throughout the region. Information is also requested on the criteria used for the Waikanae Beach flooding control programmes.

The Ōtaki Community Board requests that Greater Wellington, along with Kāpiti Coast District Council and the Ōtaki Community enable a proposed access to the Winstone Lakes by making provision in the Long Term Plan. They also request that provision be made for a management plan to be formulated with the Ōtaki Community - the Ōtaki Community Board, the iwi, the Ōtaki Lakes Group, Friends of Ōtaki River and other interested parties.

### 8.3.2 Officer comments

Greater Wellington is willing to work with all land owners on ways to slow runoff. The development of the Hutt-Wellington whitua will be an excellent opportunity for this to be developed further and we encourage your participation in this initiative.

Greater Wellington has budgeted to continue to provide the same level of service for the Mangaone Stream as it has in recent years to ensure the channel is free of obstructions.

The management of the flood and erosion risk has been considered in the development of the Proposed Natural Resources Plan.

Some of the matters raised by the submitter will be addressed through the Hutt/Wellington Whaitua. At this stage Greater Wellington has no plans to implement a flood or erosion scheme in the Akatarawa River but it can make available funding for community lead schemes through its isolated works funding budgets.

The Greater Wellington flood mitigation works for the Waikanae River are set out in the Waikanae Floodplain Management Plan. The stormwater matters raised by the submitter are the responsibility of the Kāpiti Coast District Council.

There is provision for access to the Winstones Lake off Te Roto Rd on land owned by Greater Wellington. The development of this access is being considered in conjunction with the changes that will eventuate from the construction of the Peka Peka to Ōtaki Expressway. No funding has been provided for the development of the accessway or for the development of a recreational management plan for the area and Greater Wellington would have to consider this as a specific additional work item.

## **8.4 Other matters – Climate change**

### **8.4.1 Summary of key submission themes**

*Submission numbers:* 109, 150, 173, 179, 194, 201, 208, 230, 246, 256, 258, 273, 279, 293, 308

Sixteen submitters support the references to climate change in the Long Term Plan. Attention is drawn to the impact of climate change on indigenous flora and fauna as well as infrastructure. It is suggested that Greater Wellington retire peatlands at QE Park, and an adaption plan for reducing Greenhouse gases be implemented. Submitters would like to see Greenhouse Gases reduction targets and suggest that the Council needs to be a leader in bold initiatives to reduce commuter traffic of all forms, localisation of infrastructure and driving citizen participation in moves to reduce their carbon dependency. One submitter says that a baseline to measure GHG emissions from Greater Wellington's own work needs to be included for meaningful measurement.

### **8.4.2 Officer comments**

The support for leadership in climate change and targets is noted. Greater Wellington is committed to mitigating the effects of climate change by reducing greenhouse gas emissions across all its areas of influence, helping to create the conditions for a smart, innovative, low-carbon regional economy. The long term plan proposes additional resource for climate change initiatives.

## **8.5 Other matters – Public transport**

### **8.5.1 Other matters – Public transport – rail in general**

#### **8.5.1.1 Summary of key submission themes**

*Submission numbers:* 64, 81, 84, 148, 180, 216, 216, 312

Eight submitters made general statements about public transport – rail: the train project should start sooner so that young families can move out of the city; people just want a reliable service; more work should be done on the Kāpiti line - that it needs to be more frequent and go to Ōtaki; the consultation document omits to mention the car parking that will be required to support the train network; and that it would have been good to see research in the Long Term Plan on driverless and autonomous trains leading up to 2025.

#### **8.5.1.2 Officer comments**

Planning for Public Transport needs to take a long term view. Greater Wellington key planning processes and documents - Regional Land Transport Plan (RLTP) and Regional Public Transport Plan (RPTP) - are required to consider current and future trends and expectations. Both these plans take a future perspective to outline what is required to make our Public Transport network world class. Importantly, both plans and the Public Transport Programme via the Long Term Plan are well aligned with the new draft GPS, including new GPS 2018 activity classes Rapid Transit and Transitional Rail. Our upcoming review of the RPTP will provide an opportunity to consider this further.

Acknowledge the need to consider car parking. Note that council is developing a new strategy to provide guidance on Park and Ride facilities and related infrastructure - focusing on where this is the best way to enhance access to the Public Transport network.

### **8.5.2 Other matters – Public transport – Wairarapa rail**

#### **8.5.2.1 Summary of key submission themes**

*Submission numbers: 7, 18, 80, 144, 202, 244, 335, 337*

Eight submitters who commented in this section about Wairarapa rail were all in support of the proposed project. Comments made include: that there needs to be greater certainty about the upgrade (with Greater Wellington being asked about how certain it is that it will receive Central Government funding and that the technology will work), that the Wairarapa relies on the higher incomes brought into the Wairarapa to promote growth both for businesses and home buyers. It is also suggested that there be a train service with the first stop at Silverstream.

#### **8.5.2.2 Officer comments**

Acknowledge comments on the need to invest in the Wairarapa line to improve reliability and level of service.

Note that in addition to this draft Long Term Plan proposal, Wairarapa-specific rail enhancements are being included in the current draft RLTP and align well with the 2018 draft GPS.

Greater Wellington is working closely with our partners (including Government and Kiwirail) to ensure funding processes are locked in to enable key rail infrastructure upgrade projects (including new electro-diesel units) to be implemented within budget and expected timeframes.

### **8.5.3 Other matters – Public transport – fares**

#### **8.5.3.1 Summary of key submission themes**

*Submission numbers: 208, 231, 269*

The submitters who commented on fares support reduced fares and a single travel card. It is requested that the monthly passes are maintained as these incentive regular usage, even on weekends.

### 8.5.3.2 Officer comments

Acknowledge the support for integrated ticketing and the use of a single transit card.

Note that new fare initiatives and the extension of Snapper to all buses is an interim solution, but will result in significant improvements for customer experience, including free bus transfers.

Note that as part of the interim changes, new monthly passes will come into effect, providing free bus connections to rail outside zones 1-3.

## 8.5.4 Other matters – Public transport – detailed service improvement request

### 8.5.4.1 Summary of key submission themes

*Submission numbers:* 8, 66, 136, 142, 143, 168, 196, 204, 208, 226, 231, 263, 269, 278, 279, 281, 312

Seventeen submitters make very specific service improvement requests:

- Current bus routes are retained: 43/44 instead of 24/25
- Bus stops are better designed to provide seating and shelter without interfering with pedestrian movement
- The Basin Reserve and Tunnels need to be fixed, without spending a billion dollars, before any new amenities are funded
- Priority should be given to double tracking from Trentham to Upper Hutt
- The Cross Valley Link should be in the Long Term Plan
- It should provide for greater accessibility for pedestrians, buggies and wheelchairs
- A better bus service for Ōtaki

The Long Term Plan is said to be too cautious in terms of public transport and that \$600,000, will hardly transform a bus experience. There is concern that the city will be congested and yet with limited public transport growth proposed, and no reduction in fares, that the vision is one for a sad cramped city with increasing cycle accidents and commuters choking the streets in every suburb that is within two sections of the city.

### 8.5.4.2 Officer comments

Acknowledge comments for the need to make improvements to particular services and areas, and note that sometimes submitters' views are in opposition to changes proposed (e.g. routes 43/44).

Note that the detail and processes for considering many of these issues are captured in other planning documents (e.g. RLTP, RPTP) or as part of specific network reviews (e.g. Wellington City network review). Of these, the draft RLTP has just undergone consultation and the RPTP is proposed to be reviewed in the next financial year.

Note that the Wellington City bus network review has been subject to significant engagement process and elements such as numbering conventions and familiarity kept where possible. A key shift with the new network is less reliance on a single bus route for a single purpose of travel - with multiple ways to get around. In some cases it may require passengers to alter their travel behaviour, but the end result will be more flexibility with regular and occasional travel. The changes are

expected to increase uptake of Public Transport for commuters, improve utilisation of the network and also reduce the strain on inner city streets.

Note that Ōtaki is getting new route 281 to provide more downtown coverage in July.

Note that Rail improvements including Trentham double tracking have been recognised as necessary by Greater Wellington and are proposed for inclusion in the RPTP.

Note that the \$600,000 referred to in the consultation document only related to a single year component for improved service enhancements for Wellington City - the amount for the region, and over the life of the Long Term Plan is significantly more.

## 8.5.5 Other matters – Public transport – active transport

### 8.5.5.1 Summary of key submission themes

*Submission numbers: 29, 66, 108, 137, 148, 164, 253, 280, 289, 291, 293, 319*

Twelve submitters state the need for slower speeds, good pedestrian infrastructure to encourage active transport. It is suggested that a speed limit of 30km/hr for outside schools and shopping areas. There is support for the Great Harbour Way with submitters making suggestions as to how to make it more user friendly. There is also support for increased funding for cycleways and paths to encourage active transport. There are requests for bike storage areas in the city (with the suggestion that Greater Wellington buy the old Smith City building for this purpose and then provide shuttle buses into the city) and it suggested that Wellington stop investing in road projects.

### 8.5.5.2 Officer comments

Each Territorial Authority (council) is responsible for determining speed limits in their areas. As a regional council Greater Wellington is not a road-controlling authority. Wellington City Council has already created 30km/hr speed zones in most of the shopping zones in its main suburban areas and is re-considering the adoption of 30km/hr speed limits in Wellington CBD.

Cycleways are built by Territorial Authorities as they are road-controlling authorities. Greater Wellington supports these cycleways by providing cycle skills training to schools and communities near new cycleways.

Let's Get Wellington Moving will soon have an implementation programme that will help encourage more active and safe travel between Ngauranga and the Airport.

## 8.6 Other matters – Resilience

### 8.6.1.1 Summary of key submission themes

*Submission numbers: 23, 63, 137, 191, 250, 262, 312, 313,*

Eight submitters comment favourably about the Lifelines Resilience project but also note that:

- There needs to be a greater emphasis on distributed solutions to allow people to better cope, that regional resilience needs to cover social as well as physical infrastructure especially for rural communities
- With the increasing climate change issues, and sea-level rise, it is time for Greater Wellington to have a better policy on applications for seawalls that protect private property as well as businesses
- Water conservation measures could be enhanced, there could be subsidies for water tanks and wind power could also be examined to supplement our supplies and key infrastructure

should be designed in a way that it can still be functional and resilient if adverse events occur.

#### **8.6.1.2 Officer comments**

The comments are noted

### **8.7 Other matters – Partnering with iwi**

#### **8.7.1.1 Summary of key submission themes**

Submission numbers: 249, 316, 326, 327, 333

The submissions from mana whenua have a common theme - that while the relationship had been groundbreaking when the Greater Wellington - mana whenua partnership arrangement commenced 23 years ago, it is time for a refresh. Mana whenua seek a review of the current partnership arrangement, for Ara Tahi to meet more often, for Ara Tahi to be better resourced and for mana whenua to have a greater role in developing policies with Greater Wellington. They are seeking a step change in terms of their relationship with Council. Specifically, they seek not only greater visible in Greater Wellington public documents but a true partnership approach with greater involvement in their development.

#### **8.7.1.2 Officer comments**

Overall the comments support the strategic and operational direction Greater Wellington is already implementing to strengthen the existing partnership and relationships between Greater Wellington and its mana whenua partners. This includes reviewing councils mechanisms for partnering with mana whenua increased resourcing, increased meetings from 4-6 and new technical advice through the establishment of a network of Ohu to inform the way that mana whenua are partners in decision making.

Council also has on its work programme the review of the Memorandum of Partnership 2013 which will spell out how the partnership will operate in the Treaty of Waitangi post-settlement environment and with the new legislative Marine and Coastal Area and Mana Whakahono opportunities going forward.

### **8.8 Other matters – Four well beings**

#### **8.8.1.1 Summary of key submission themes**

Submission numbers: 11, 150

Two submitters refer to the four wellbeings. One requests that we include them in Greater Wellington work. The second requests that Greater Wellington support the Local Government (four well beings) Amendment Bill which amends the LGA 2002 to reinstate references to social, economic, environmental and cultural well beings that were removed by the National Government in 2012.

#### **8.8.1.2 Officer comments**

Noted

### **8.9 Other matters – the rates model**

#### **8.9.1.1 Summary of key submission themes**

Submission numbers: 8, 33, 40, 103, 145, 236, 251

Seven submitters make specific submissions on the rates model as it applies to the Long Term Plan. Comments include: Greater Wellington should be consistent in the way it uses differentials and that if it is going to do so, then they should be applied across everything, not just flood protection. One submitter states that Greater Wellington needs to provide smarter leadership and strategic thinking in working out what is fair and equitable with regards to the rates and charges and services provided. One submitter said that it should be mandatory to provide every project cost with the amount per householder/commercial business to make the cost more transparent.

#### **8.9.1.2 Officer comments**

The review of our Revenue and Financing policy included a benefit analysis to inform the final proposed policy that includes the rating mechanism and the allocation basis of rates. Please see the proposed Revenue and Financing policy and Attachment 3 for further details.

As outlined in the Financial Strategy, there are increasing demands of services that the Council has had to manage in addition to increasing costs of core services. These include earthquake response, consequences and preparedness, delivery of major works programmes (including Riverlink and Public Transport Transformation) and growing customer expectation in relation to key infrastructure resilience, response to climate change and fresh water.

To determine the optimal balance between service levels and funding requirements, a full and comprehensive activity review was undertaken by the Council in preparation for the plan.

Additionally, the Council utilises a range of funding mechanisms in considering the affordability of rates. For example, significant one-off operational costs that provide future benefits to our community are loan funding to spread costs to match the benefit and to reduce rates. The loan lives over which we fund flood protection infrastructure assets were also extended from 20 to 25 years on the basis of affordability and improving inter-generational equity.

The outcome of the new Public Transport Operating Model has resulted in both significant increases in service levels as well as significant savings.

Additionally, the Council is investing in technology to improve its efficiency and deliver better value outcomes.

### **8.10 Other matters – rates- oppose the increase**

#### **8.10.1.1 Summary of key submission themes**

*Submission numbers:* 10, 11, 13, 105, 135, 147, 266

Seven submitters state that people can't afford the increases especially the elderly. There were also comments that: increases will be opposed until Greater Wellington does something to mitigate the flooding throughout the Mangaroa corridor; the debt levels are too high; and too much money is wasted on frivolous things.

#### **8.10.1.2 Officer comments**

See comments above (8.10.1.2)

### **8.11 Other matters – Comments about process**

#### **8.11.1 Other matters – Consultation document**

##### **8.11.1.1 Summary of key submission themes**

*Submission numbers:* 15, 23, 51, 62, 120, 172, 176, 179, 213, 236, 246, 178, 312, 318



Eleven submitters comment on the consultation documentation:

- There was no copy of the document in the local library
- There was not enough space to write comments in the on line version
- The text was too corporate and overstated
- The information was not detailed enough- especially the financial details- to be able to see the evidence behind the high level comment- for greater transparency
- Māori and mana whenua are invisible in the consultation document and this raises questions whether it was a deliberate policy to minimise reference to Māori interests and Māori issues, or why iwi and mana whenua do not have a high visibility or focus in the Long Term Plan documents. The submitter notes that under the Local Government Act, local authorities are required to have consultation processes in place with Māori and mana whenua should be able to see themselves in the consultation documents.

Submitters also commented that in some cases, the options were not real choices and that it is not clear what the key programmes are.

#### **8.11.1.2 Officer comments**

The comments are noted. Greater Wellington always reviews its long term planning processes, so that any improvements can be made next time.

We acknowledge that the separation of mana whenua interests out of the Consultation document and into the Supporting Information document provided access challenges to submitters. Although this action may have inadvertently appeared to down play the importance of mana whenua issues, this was not the intent.

Greater Wellington has worked closely with its mana whenua partners for more than 20 years and look forward to this relationship continuing as we move forward to new opportunities of mutual benefit.

### **8.11.2 Other matters – Engagement**

#### **8.11.2.1 Summary of key submission themes**

*Submission numbers:* 38, 131, 193, 220, 266, 276, 283, 284, 295, 322, 329, 246

Eleven submitters comment on the way Greater Wellington consulted with them. Specifically they said:

- Greater Wellington failed to engage with local communities on important issues like the Waiohine Floodplain management plan and that this needs to improve
- Greater Wellington needs to use all communications modes as social media is not universal
- Input should not just be on line
- There needs to be a more nuanced way of providing feedback on line so people don't have to make a written submission
- The on line form does not work well for groups
- The information provided was not clear
- Greater Wellington needs to communicate early with community associations so they can relay messages to the broader community
- Greater Wellington needs to work more closely with mana whenua

#### **8.11.2.2 Officer comments**

Greater Wellington used an array of different channels to engage on this year's Ten-Year Plan and proposed Revenue and Financing Policy.

This year Greater Wellington used social media and video content more than ever before, to reflect the changes to how media is consumed, which continues to evolve. Social media has advantages as the channels are very easy to measure, as a result over half of all people that visited the Greater Wellington Have Your Say page were referred through a social media channel. Social media also allowed Greater Wellington to test the population on key issues through quick polls, which increases the awareness of what we do and why we do it.

However social media is simply one channel to use, Greater Wellington complemented online advertising with print advertising across eight different community papers across the wider region, and outdoor advertising at over 50 bus stop sites in Wellington, Porirua and the Hutt Valley. Greater Wellington also had over 300+ posters up on the regions rail network pushing the various issues up for consultation throughout the five-week period. Greater Wellington also had stands at fruit and vegetable markets, and provided material to train commuters at Wellington Railway Station one morning.

Greater Wellington ran a range of public meetings and hui across the wider region, these events tended to have more attendees in rural areas where there is more impact from the proposed Revenue and Financing Policy, such as Wairarapa.

Greater Wellington acknowledges that that pre-engagement activity could have been stronger, especially on the proposed Revenue and Financing Policy, with affected stakeholder groups and other councils across the region. This will be taken into account for future planning processes and activities.

Greater Wellington's approach is to work closely with communities, business and mana whenua.

## 9 Water Levy

### 9.1 Summary of key submission themes

*Submission numbers:* 287

One submitter comments on the water levy. Wellington City Council expresses concern that ratepayers are required to pay for an asset with a life expectancy of 50-100 years within 25-30 years.

### 9.2 Officer comments

Greater Wellington funds its assets through debt funding. Ongoing funding for the assets is calculated based on the repayment of the principle and interest costs over the life of the loans. Loan lives are determined by balancing the Financial Strategy principles of intergenerational equity and prudence. For capital expenditure the loan lives are generally set over a slightly shorter period than the actual asset lives, allowing for more operating funding in the remaining years of an asset's useful life for the likely higher maintenance operating costs associated with older assets. This strategy also allows for asset revaluations over the lives of the assets which would generally increase the funding requirement if funding was based on depreciation, as is the case with other Councils. The revaluation of water assets in 2017/18 resulted in an approximate 40 percent increase in the value of our water assets. The approach also results in reduced interest costs over the life of the

loan, reducing total cost of ownership. This, in turn contributes to maintaining a healthy balance sheet.

Loan lives are reviewed at regular periods and for this Long Term Plan we have extended the repayment on our loans which fund our flood protection asset from 20 to 25 years to both limit the rates impact and more fairly spread the cost of these assets across generations.

Our long term water assets are funded over loan lives of 30 years, which is the longest loan lives used to fund any of our assets. Officers have completed analysis on the impacts if the repayment period were to be increased to 35 years:

- Levy increase in 18/19 would decrease from 7.1 percent to 5.6 percent
- Levy would decrease over the course of the 10 year long term plan from an average of 4.6 percent to 4.4 percent
- Interest costs over the course of the 10 year long term plan would increase from \$93.2 million to \$95.5 million
- Interest costs over the course of 30 years would increase by \$43 million

Based on a 40 year loan life:

- Levy increase in 18/19 would decrease from 7.1 percent to 4.6 percent
- Levy would decrease over the course of the 10 year long term plan from an average of 4.6 percent to 4.2 percent
- Interest costs over the course of the 10 year long term plan would increase from \$93.2 million to \$97.1 million
- Interest costs over the course of 30 years would increase by \$75 million

## 10 Rates remission

### 10.1 Summary of key submission themes

Submission numbers: 173, 251, 307

Kāpiti Coast District Council (KCDC) proposes Greater Wellington contribute approximately \$28,000 towards remissions for Kāpiti residents to represent Greater Wellington's share of the rate burden on households.

One individual supports KCDC's proposal.

Federated Farmers seeks clarification about the application of the policy for areas protected for conservation and heritage values, including land subject to a QE11 covenant.

### 10.2 Officer comments

Currently, Greater Wellington's rates are able to be remitted on a case-by-case basis in accordance with our own rates remissions and postponement policies. No council has the authority to remit rates on behalf of another council.

GWRC's current 'Remission of rates in special circumstances policy' excludes remissions sought for rating units with conservation and/or heritage values, including land subject to a QEII covenant.

The remission and postponement of Māori freehold land comes under a different policy- "Remission and postponement of rates on Māori freehold land".

**Hearings Schedule for considering submissions and feedback on the adoption of the Long Term Plan 2018-28 and the Revenue and Financing Policy – as at 12pm 17/5/18**

**Day 1 – 22 May 2018 : Carterton Events Centre, Carterton**

**Session 1 – 10:00 – 11:15am**

Submitter	Presenter	Submission Number	Page Number	LTP / R & FP
Ian Gunn		198	550	LTP
Sustainable Wairarapa	Ian Gunn	321	203	LTP
Leo Vollebregt		114	589	LTP
Minty Hunter		87	357	R & FP
Gary Dewhurst		188	204	R & FP
Ron Sharpe		315	432	R & FP
John Maxim Boon		135	270	R & FP
Waiohine Action Group		283	282	LTP
Greytown MeNZ Shed		284	70	LTP
Connecting Communities		262	29	LTP
Colin Wright		177	147	R & FP

**BREAK 11:15 – 11:40am**

**Session 2 – 11:40-12:45pm**

Submitter	Presenter	Submission Number	Page Number	LTP / R & FP
Wilfred Van Beek (VBI Ltd)		43	724	LTP
JR's Orchards Ltd		54	7	R & FP
Richard Kershaw Trading as Moiki Farm Ltd		132	30	R & FP
Carterton District Council		128	21	LTP
Anders Crofoot, Castlepoint Station Ltd.		210 R & FP 243 LTP	3 396	R & FP LTP
Wairarapa Water Ltd		188	338	LTP
Nga Kaitiaki O Wairarapa/Mana Whenua		249	135	LTP

**LUNCH – 12:45-1:30pm**

**Session 3 – 1:30pm-2:40pm**

<b>Submitter</b>	<b>Presenter</b>	<b>Submission Number</b>	<b>Page Number</b>	<b>LTP / R &amp; FP</b>
Wayne Regnault		27	483	R & FP
Mike Slater		122	356	R & FP
South Wairarapa District Council		413 R & FP 285 LTP	37 193	R & FP LTP
Susana David		53	704	LTP
Andrew Wright		317	83	R & FP
Wairarapa Voice		322 LTP 412 R & FP	309 43	LTP R & FP
Green Party Wairarapa Branch		292	67	LTP
Evelyn D Boon		136	195	R & FP
A J Barton		181	61	R & FP
Gary Bebam		349	203	R & FP
N B Everton		392	363	R & FP

**BREAK 2.40pm-3:00pm****Session 4 – 3:00pm-4:00pm**

<b>Submitter</b>	<b>Presenter</b>	<b>Submission Number</b>	<b>Page Number</b>	<b>LTP / R &amp; FP</b>
Julian Downs		99	281	R & FP
Steve Meyrick		184	450	R & FP
Sarah Meyrick		185	439	R & FP
Robert Chambers		243	423	R & FP
Jim Hedley		158	558	LTP
Ann Raiwford		356	86	R & FP
Bruce Slater		420	98	R & FP
Rob Tomkies		388	421	R & FP
Anthony Waters		379	96	R & FP
John Hayes		168	266	R & FP
Federated Farmers		307	43	LTP

**Day 2 – 23 May 2018 : GWRC Council Chambers, Walter Street, Wellington****Session 1 – 9:30 – 10:45am**

Submitter	Presenter	Submission Number	Page Number	LTP / R & FP
Eva Duncan		57	485	LTP
Jon Mitchell		32	568	LTP
Max Shierlaw		222	616	LTP
Alexandra Granville		254	391	LTP
Stephen Garlick		317	695	LTP
Regional Public Health		329	178	LTP
Taranaki Whanui Ki Te Upkoko O Te Ika		333	229	LTP

**BREAK – 10:45 -11:20am****Session 2 – 11:20 – 12:30pm**

Submitter	Presenter	Submission Number	Page Number	LTP / R & FP
Liz Springford		216 R & FP 258 LTP	309 594	R & FP LTP
Ora Taiao		291	143	LTP
Berhampore Community Association		295	17	LTP
Jacqueline Elliott		251	545	LTP
Save our Hills (Upper Hutt) Incorporated		417	31	R & FP
Horowhneua Grey Power Association		169	80	LTP
Porirua city council		323	162	LTP
Porirua Harbour and catchment community trust		318	166	LTP

**LUNCH – 12:30-1:15pm**

**Session 3 – 1:15pm – 2:40pm**

<b>Submitter</b>	<b>Presenter</b>	<b>Submission Number</b>	<b>Page Number</b>	<b>LTP / R &amp; FP</b>
Meridian Energy Limited		418	14	R & FP
Mt Victoria Residents Association		303 LTP 415 R & FP	126 19	LTP R & FP
Graham Vaughan-Jones		257	496	LTP
Robin Gunston		208	679	LTP

**BREAK – 2:40 – 3:00pm**

**Session 4 – 3:00 – 4:30pm**

<b>Submitter</b>	<b>Presenter</b>	<b>Submission Number</b>	<b>Page Number</b>	<b>LTP / R &amp; FP</b>
Andi Cockroft		252	397	LTP
Friends of the Hutt River		293	58	LTP
Wellington Chamber of Commerce		423 R & FP 313 LTP	54 344	R & FP LTP
Royal Forest and bird protection society NZ		107	185	LTP



**Day 3 – 24 May 2018 : GWRC Council Chambers, Walter Street, Wellington****Session 1 – 9:30 – 10:45am**

<b>Submitter</b>	<b>Presenter</b>	<b>Submission Number</b>	<b>Page Number</b>	<b>LTP / R &amp; FP</b>
Upper Hutt City Council, Wayne Guppy		305	265	LTP
Paula Warren		120 R & FP 137 LTP	388 649	R & FP LTP
Debbie Ward		189	165	R & FP
Peter Katz		23	396	R & FP
Friends of Baring Head		330	51	LTP
Te Araroa Wellington Trust		106	239	LTP
Waikanae Beach Residents Society		315	275	LTP

**BREAK – 10:45 -11:20am****Session 2 – 11:20 – 12:30pm**

<b>Submitter</b>	<b>Presenter</b>	<b>Submission Number</b>	<b>Page Number</b>	<b>LTP / R &amp; FP</b>
Masterton District Council		296	123	LTP
Eastern community panel of Hutt City		309	30	LTP
Jeff Berkett		10	551	LTP
KCDC		173	88	LTP
Steve Glassey		4	701	LTP
Otaki Community Board		136	149	LTP
Enviroschools		288	35	LTP

**LUNCH – 12:30-1:15pm**

**Session 3 – 1:15pm – 2:40pm**

<b>Submitter</b>	<b>Presenter</b>	<b>Submission Number</b>	<b>Page Number</b>	<b>LTP / R &amp; FP</b>
Ulrich Kohler		164	718	LTP
Wellington City Council (Justin Lester)		287	361	LTP
Wellington Fish and Game		298	369	LTP
Tony Randle		218 R & FP 290 LTP	464 R & FP 710 LTP	R & FP LTP
Greg Rzesniowiecki		11	500	LTP
Generation Zero		308	62	LTP

**BREAK – 2:40 – 3:00pm**

**DELIBERATIONS**

DRAFT