



If calling, please ask for Democratic Services

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## Wairarapa Committee

Tuesday 23 August 2022, 10.00am

Committee Room, Greater Wellington, 34 Chapel St, Masterton

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### Members

Councillor Staples (Chair)	Greater Wellington Regional Council
Mayor Beijen	South Wairarapa District Council
Amber Craig	Rangitāne ō Wairarapa Inc
Councillor Gaylor	Greater Wellington Regional Council
Mayor Lang	Carterton District Council
Mayor Patterson	Masterton District Council
Councillor van Lier	Greater Wellington Regional Council

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

# Wairarapa Committee

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Tuesday 23 August 10.00am

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

## Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		
4.	<a href="#">Confirmation of the public minutes of the Wairarapa Committee meeting on Tuesday 28 June 2022</a>	22.297	3
5.	<a href="#">Update on progress of action items from previous Wairarapa committee meetings – August 2022</a>	22.323	6
6.	<a href="#">Public transport update – August 2022</a>	22.365	10
7.	<a href="#">Wairarapa flood protection update report</a>	22.331	25
8.	Wairarapa Water Resilience Strategy	Oral	



Please note these minutes remain unconfirmed until the Wairarapa Committee meeting on 23 August 2022.

Report 22.297

## Public minutes of the Wairarapa Committee meeting on Tuesday 28 June 2022

Committee Room, Greater Wellington Regional Council  
34 Chapel Street, Masterton, at 10.02am

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### Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Mayor Beijen	South Wairarapa District Council
Mayor Lang	Carterton District Council
Mayor Patterson	Masterton District Council
Councillor van Lier (remotely, via Teams)	Greater Wellington Regional Council

### Also Present

Amber Craig	Rangitāne ō Wairarapa Inc
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Councillor van Lier participated at the meeting remotely and counted for the purpose of quorum in accordance with clause 25B of the Schedule 7 to the Local Government Act 2002.

### Karakia timatanga

The Committee Chair opened the meeting with a karakia timatanga.

### Public Business

#### 1 Apologies

Moved: Mayor Lang / Mayor Patterson

That the Committee accepts the apology for absence from Councillor Gaylor.

The motion was **carried**.

**2 Declarations of conflicts of interest**

There were no declarations of conflicts of interest.

**3 Public participation**

There was no public participation.

**4 Confirmation of the Public minutes of the Wairarapa Committee meeting on 29 March 2022 – Report 22.139**

Moved: Mayor Beijen / Mayor Patterson

That the Committee confirms the Public minutes of the Wairarapa Committee meeting on 29 March 2022 – Report 22.139.

The motion was **carried**.

**5 Update on Progress of Action Items from Previous Wairarapa Committee Meetings – June 2022 – Report 22.181 [For Information]**

Wayne O’Donnell, General Manager, Catchment Management, spoke to the report.

**6 Wairarapa Water Resilience Plan – Report 22.265**

Al Cross, General Manager, Environment Management, introduced the report. Geoff Henley, Consultant, Henley Hutchings, spoke to the presentation in Attachment 1. Amber Craig, Rangitāne ō Wairarapa Inc, tabled a presentation.

Moved: Cr Staples / Mayor Lang

That the Committee:

- 1 Agrees in principle to the phased work schedule outlined in the accompanying A3 high level project map for Water Resilience (Attachment 1).
- 2 Agrees to the high-level project map being circulated to the Wairarapa territorial authorities for their endorsement.
- 3 Supports the preparation of an implementation action plan 2022-2025 in conjunction co-designed with mana whenua partners, noting the need to give effect to Te Mana o te Wai, which would culminate in a water resilience investment programme from 2025 onwards, as outlined in the accompanying high level project map for Water Resilience (Attachment 1).
- 4 Notes that, pending the endorsement of the Wairarapa territorial authorities, officers will report back to the Committee with detailed funding proposals as part of the implementation action plan 2022 – 2025.

The motion was **carried**.

**7 Wairarapa Flood Protection Update Report – June 2022 – Report 22.260 [For Information]**

Graeme Campbell, Manager, Flood Protection, and Sharyn Westlake, Team Leader, Floodplain Management Implementation, spoke to the report.

**8 Briefing on the Draft Regional Policy Statement Change 1 – 22.288** [For Information]

Matt Hickman, Manager, Environmental Policy, and Fleur Matthews, Team Leader, Policy Implementation, spoke to the report and the presentation in Attachment 1.

**9 Public Transport Update – June 2022 – Report 22.282** [For Information]

Samantha Gain, Acting General Manager, Metlink, spoke to the report and the presentation in Attachment 1.

**Noted:** The Committee requested that the information pamphlet regarding the airport service be circulated to members.

## **Karakia whakamutunga**

The Committee Chair closed the meeting with a karakia whakamutunga.

The public meeting closed at 12.28pm.

Councillor A Staples

**Chair**

Date:

Wairarapa Committee  
23 August 2022  
Report 22.323



For Information

## UPDATE ON PROGRESS OF ACTION ITEMS FROM PREVIOUS WAIRARAPA COMMITTEE MEETINGS - AUGUST 2022

### Te take mō te pūrongo

#### Purpose

1. To update the Wairarapa Committee (the Committee) on the progress of action items arising from previous Committee meetings.

### Te horopaki

#### Context

2. Items raised at the Committee's previous meetings, which require action by officers, are listed in [Attachment 1](#). The status and a brief comment is provided on progress to date.

### Ngā hua ahumoni

#### Financial implications

3. There are no financial implications from this report, but there may be implications arising from the actions listed.

### Ngā tūāoma e whai ake nei

#### Next steps

4. All completed items will be removed from the action items table for the next report. Items not completed will continue to be progressed. Any new items will be added to the table, following this Committee meeting, and circulated to the relevant business group for action.

### Ngā āpitihanga

#### Attachment

Number	Title
1	Action items from previous Wairarapa Committee meetings - August 2022

**Ngā kaiwaitohu**  
**Signatories**

Approvers	Wayne O'Donnell – General Manager, Catchment Management Group Samantha Gain – Kaiwhakahaere Matua Waka/General Manager, Metlink (Acting)
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<b>He whakarāpopoto i ngā huritaonga Summary of considerations</b>
<b><i>Fit with Council's roles or with Committee's terms of reference</i></b> The action items are of an administrative nature and support the functioning of the Committee.
<b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b> Action items contribute to Council's or Greater Wellington's related strategies, policies and plans to the extent identified in <b>Attachment 1</b> .
<b><i>Internal consultation</i></b> There was no additional internal consultation in preparing this report and updating the action items.
<b><i>Risks and impacts - legal / health and safety etc.</i></b> There are no known risks or impacts.



**Attachment 1 to Report 22.323**

**Action items from previous Wairarapa Committee meetings**

<b>Meeting date</b>	<b>Action</b>	<b>Status and comment</b>
28 June 2022	<p><b>Public Transport Update – Report 22.282</b></p> <p><b>Noted:</b></p> <p>The Committee requested that the information pamphlet regarding the airport service be circulated to members.</p>	<p><b>Status:</b> Completed</p> <p><b>Comment:</b></p> <p>Emailed by Democratic Services to all Committee members 18 July 2022</p>

**Wairarapa Committee  
23 August 2022  
Report 22.365**



**For Information**

## **PUBLIC TRANSPORT UPDATE - AUGUST 2022**

### **Te take mō te pūrongo**

#### **Purpose**

1. To inform the Wairarapa Committee (the Committee) of Metlink activities and performance relating to public transport in the Wairarapa.

### **Te tātaritanga**

#### **Analysis**

#### ***Update on activities – Rail***

##### *Wairarapa carriage refurbishment*

2. The light refurbishment of the Wairarapa Carriage fleet is progressing well, with 18 of the 25 carriages now completed. The AG generator van and the SE carriage fleet is complete, along with 11 of the 18 SW carriages. This programme is expected to be completed in early 2023.

##### *Network upgrades*

3. The condition of the track on the Wairarapa Line continues to improve, as we have now been operating with inter-peak daytime train services replaced with buses for just over one year.
4. The programme has been faced with several challenges over the last year with COVID-19 impacting resources and costs.
5. WMUP 6b – Wairarapa Rail Upgrades programme is now moving from planning into delivery. This programme will implement additional passing loops and install a signalling system between Featherston and Masterton. These measures will increase the capacity of the Wairarapa Line. KiwiRail is currently undertaking a programme prioritisation and rephasing review and finalising the methodology and timing of the track renewal in Remutaka Tunnels.

##### *Bus replacement stops (BRT)*

6. Solway Station: construction of the platform, shelter, accessibility ramp, bus stop road markings, and widening of exit/entrance ways of the Park and Ride will be carried out via a Minor Civils Contract. This contract encompasses a variety of ad hoc civil improvements at bus stops across the region that tackle accessibility issues for both

customers and vehicles. We are still in the pre-tender process. Construction for the long-term Bus Rapid Transit (BRT) bus stop is forecast to commence in November 2022.

7. Masterton Station: construction of the built-up footpath, kerb line, new shelter, extended footpath, and bus stop road markings will be carried out via the Minor Civils Contract outlined above. Construction for the long-term BRT bus stop is forecast to commence December 2022.
8. Carterton Station: we are at detailed design phase for the extension of the rail platform towards the roadway; this is to create more room on the platform to place a standard size bus shelter. There will be a built-up footpath to ensure accessibility on/off the BRT service, and bus stop road markings- all carried out via the Minor Civils Contract (see above). Construction for the long-term BRT bus stop at this station is forecast to be complete in 2023. Temporary seating will be installed on the platform immediately adjacent to the BRT bus stop by Friday 19 August. This is to provide somewhere for customers to sit while waiting for the service. Once a new bus shelter (including seating) can be placed on/near the platform, the temporary seating will be removed.
9. Renall Street: Public consultation to introduce new bus stop road markings for Renall Street BRT will be carried out within the next 12 months.
10. Maymorn Station: Maymorn Station has been removed from the planned Wairarapa Rail Line bus replacement route as the options analysis has found that improvements to the BRT stop on SH2 at Te Marua would require significant civil construction investment and speed limit changes which has been deemed unfeasible. Customers have been notified and are encouraged to use Upper Hutt Station BRT bus stops to catch the bus during planned blocks of line. Unplanned disruptions necessitating BRT will still service every station on the line as normal.
11. Woodside Station: Public consultation to relocate stop 1920 (southbound BRT stop), introduce new bus stop road markings, and install a new shelter for Woodside Station BRT on Main Road, Greytown, will be carried out within the next 12 months. Northbound stop 1820 only requires minor modifications to the existing road marking.

#### *Lower North Island Rail Integrated Mobility*

12. Government's Budget 2022 announcement on 19 May 2022, excluded the expected funding commitment for Lower North Island Rail Integrated Mobility.
13. Officers are working with Waka Kotahi and the Ministry of Transport to investigate ways in which we can continue the procurement process for replacement rolling stock. Such conversations extend to potential alternative funding sources and funding profiles.

#### ***Snapper on Rail – update***

14. The Snapper on Rail programme is progressing to schedule; civil enabling works at the Wairarapa Railway Stations is nearing completion.
15. We anticipate that Snapper on Rail will be available on the Wairarapa Line from late November 2022.

16. Metlink is developing a Communications Programme in readiness for the launch.

***Rest of Region Bus Network Review – Wairarapa progress***

17. Officers continue to implement the Rest of Region Bus Network Review actions identified in Attachment 1 to Report 20.260 (Bus Network Review).
18. With regard to the Wairarapa, these actions included:
  - a Provide bus timetables that offer more travel options for the journey to work in the Wairarapa (especially Route 200).
  - b Metlink should also consider whether on-demand services might be a more cost-effective way of delivering the increased service levels being sought by the community. At the appropriate time, this type of service might be tested through a trial or trials. Evening train connections at Waikanae, Paraparaumu, Paremata and Upper Hutt could be considered for trials of on-demand services, as could all-day services for Masterton, Waikanae, Paraparaumu-Raumati, Tawa and the Western Hutt Hills. The Ōtaki to Waikanae service could also be considered for on-demand trial on the part of the route within the Ōtaki urban area.
  - c Wairarapa
    - i Consider better coverage of bus routes in the Masterton area, including to rail services.
    - ii Develop a plan for more frequent trains to and from Wellington in line with the availability of additional rolling stock, currently expected to be 2025.
19. Officers are undertaking the following work in relation to these actions:
  - a Route 200: Improvements to the weekday route 200 service commenced from Monday 25 July 2022. These improvements provide better service coverage to and from Wairarapa Hospital and improve access to local employment including to and from Martinborough which previously lacked suitably timed services. There will be three additional services from Martinborough to Masterton departing at 9.45am, 12.45pm and 5.10pm; two additional services from Wairarapa Hospital to Martinborough departing at 11.05am and 12.00pm; and one additional service from Masterton to Martinborough departing at 8.10am. Officers will review the patronage impact of these changes when the service has been operating for a month.
  - b Coverage: Work being done to improve Route 200 and the public transport on demand trial demonstrate our intention to provide better coverage of bus routes in the Masterton area
  - c Trains: See above
  - d On Demand: The Tawa PT On Demand trial continues; the trial has been running for three of its scheduled 12 months.

## **Metlink future fares direction**

20. The Future Fares Direction initiatives have been developed to help achieve the strategic objective set out in Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan 2021-2031 (RPTP) of an “efficient, accessible and low-carbon public transport network” by providing greater choice and flexibility for journey planning, fares and fare payment options.
21. The initiatives were designed to achieve four key outcomes which align with policies outlined in the RPTP:
  - a *Affordability* - with an emphasis of targeting those who may need it most
  - b *Modeshift* - encouraging greater public transport uptake, with a focus on growth outside peak travel periods
  - c *Fairness* - price an individual pays relative to distance travelled
  - d *Simplicity* - making fares easier to use and understand.
22. On 16 June 2022, the Transport Committee approved the Future Fares Direction 2022 consultation document for public consultation (Report 22.149). At this same meeting, the Committee established the Future Fares Direction Hearing Subcommittee (Report 22.193) to consider and hear submissions on the Future Fares Direction Consultation.

## **Consultation**

23. The public consultation period ran from 17 June to 15 July 2022. Public engagement activities during the consultation included virtual engagement sessions.
24. In the online survey, respondents were asked for comments on the following open-ended question:
  - a Q1: Please give us your comments on Greater Wellington’s adoption of the Government’s Community Services Card half-price fares initiative.
25. Respondents were also asked to indicate their level of agreement with the following statements and to then explain in their own words why they selected that response:
  - a Q2: Metlink should increase the off-peak travel discount from 25 to 35 percent to encourage greater off-peak usage.
  - b Q3: Metlink should introduce cumulative off-peak discounts for all concession holders.
  - c Q4: Metlink should introduce a policy that allows children to travel free on weekends when accompanied by their parent or guardian.
  - d Q5: Metlink should consider including a fare capping discount of 35 percent on a daily and weekly basis.
  - e Q6: Metlink should consider introducing new targeted fares products for group, visitor, family and event travel across the region.
  - f Q7: Metlink should consider introducing a distance-based Integrated Fare Structure.

26. The questions requested respondents to either agree or disagree on a scale in relation to each statement and provide qualitative short-form statements on each question. Information on respondent geographical location and public transport usage was also requested.

*Submissions received*

27. 1148 submissions were received on the proposed Future Fares Direction; of these 29 were received from respondents in the Wairarapa.

*Deliberations*

28. The Subcommittee met on 3 and 4 August 2022 to hear submitters speaking to their written submissions and consider all submissions on the proposed Future Fares Direction.

***Matters raised in submissions and/or deliberations - Wairarapa Focus***

***Gold Card timetabling impacts for Wairarapa customers***

29. While not included in the fares review consultation, the topic of Super Gold Card holder access to Wairarapa services was raised in submissions from Carterton District Council (CDC), South Wairarapa District Council (SWDC) and a small number of Wairarapa residents.
30. The general theme of these submissions was that service access for Super Gold Card holders in the Wairarapa was constrained due to the current timetabling of services, primarily rail.
31. SWDC's comment summarises the perspective from Wairarapa; "free fares should be extended to those who travel with a SuperGold Card both peak and off-peak times. Currently this is the system in Auckland funded by Auckland Transport".

*Officer comments provided to Subcommittee*

32. Wairarapa rail services to and from Masterton (and the seven non-Metropolitan Rail stations including Maymorn) are currently notable in that, while an integral part of the Metlink public transport network, do not have similar levels of off-peak service to the Metropolitan Rail Network (e.g. Hutt Valley line, Kāpiti line and Johnsonville line).
33. Metlink currently offers four morning services from Masterton to Wellington (5.46 am, 6.20 am, 6.47 am and 10.30 am) and one weekend morning service (7.45 am). In addition, there is one afternoon weekday service (3.38 pm), a later Friday-only service departing Masterton at 8.14 pm and a weekend service departing Masterton at 4.45 pm.
34. Outbound services to Masterton depart Wellington week mornings at 8.21 am with four services in the afternoon (12.45 pm, 4.25 pm, 5.30 pm and 6.18 pm). An additional Friday only service departs Wellington at 10.25 pm. Weekend service to Masterton depart at 9.55 am and 6.55 pm.

35. The nub of the long-standing and consistent feedback from Wairarapa customers, representatives and advocates is that current weekday timetabling and restrictions on Gold Card use to off-peak only, results in only one (10.30 am) service to Wellington being accessible for free fares and only two return services to Masterton (12.45 pm and the 10.25 pm Friday only service).
36. This can be 'gamed' if a Gold Card user takes a Metropolitan Rail connection in the evening from Wellington to Petone (6.31 pm scheduled departure), Waterloo (6.37 pm departure or Upper Hutt (6.55 pm departure), but, understandably, this is perceived as an inconvenience.
37. As noted in paragraph 38, officers recommend amending the definition of 'off-peak' to include bus services prior to 7 am to align with the current Early Bird discount policy for bus.
38. Applying this to the Wairarapa Line rail services would provide instant benefits to Super Gold Card holders. It would also, however, provide an off-peak discount to the bulk of current standard commuters to Wellington from the Wairarapa incurring significant revenue loss to Greater Wellington.
39. The development of a targeted Super Gold Snapper concession card is currently planned in 2023. This will provide the opportunity for more targeted concessions to Super Gold Card holders.
40. It should be noted that, currently, a special surcharge is in place on outward bound Wairarapa services from Wellington which requires Hutt Valley travellers to pay a minimum \$10.50 fare to Petone, Waterloo and Upper Hutt.

*Subcommittee resolution*

41. The Subcommittee resolved the following:  
Requests that officers conduct further modelling and options analysis on potential changes to the Wairarapa Line for off-peak users, including Super Gold Card users for future Council decision making.

*Definition of off-peak services - Wairarapa rail customers*

*Officer comments provided to Subcommittee*

42. The RPTP currently defines off-peak as "weekdays between 9 am and 3 pm and after 6.30 pm and all-day weekends and public holidays". In effect, Council's 5 August 2021 decision to the continuation of the 25% Early Bird discount on buses (Report 21.328) has expanded the definition of off-peak for bus users to include "before 7 am weekdays". With the roll out of Snapper onto the rail network, consideration will need to be given from an equity perspective as to whether the Early Bird discount will also be applied in the future to rail.
43. Increasing the off-peak discount is an initiative that, following Council decision-making, can be implemented in the short-term and progressively increased if so desired.

*Subcommittee resolution*

44. The Subcommittee resolved the following:

Requests that officers conduct further modelling to determine whether this pre-7 am off-peak discount be applied to the rail network including the Wairarapa Line (all peak services from Masterton depart prior to 7 am).

***Adoption of the Futures Fares Direction***

45. The Subcommittee’s recommendations will be presented to Council at its meeting on 25 August 2022.

***Update on performance***

46. A PowerPoint presentation on Wairarapa public transport performance will be presented to the Committee at this meeting. A copy is attached as [Attachment 1](#).

**Ngā āpitihanga**

**Attachment**

Number	Title
1	Metlink Public Transport Performance – Presentation

**Ngā kaiwaitohu**

**Signatories**

Writers	Barry Fryer – Manager Rail Assets Alex Campbell – Principal Advisor Network Design Emmet McElhatton – Manager Policy
Approver	Samantha Gain – General Manager, Metlink



<b>He whakarāpopoto i ngā huritaonga Summary of considerations</b>
<b><i>Fit with Council's roles or Committee's terms of reference</i></b> This is an information report on public transport matters in the Wairarapa.
<b><i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i></b> This report provides an update on the delivery of public transport activities in the Wairarapa. Delivering public transport is a key activity in the Long-term Plan.
<b><i>Internal consultation</i></b> No other departments were consulted in preparing this report.
<b><i>Risks and impacts: legal / health and safety etc.</i></b> There are no risks arising from this report.

# METLINK PUBLIC TRANSPORT PERFORMANCE

## FOCUS ON WAIRARAPA

### WAIRARAPA COMMITTEE

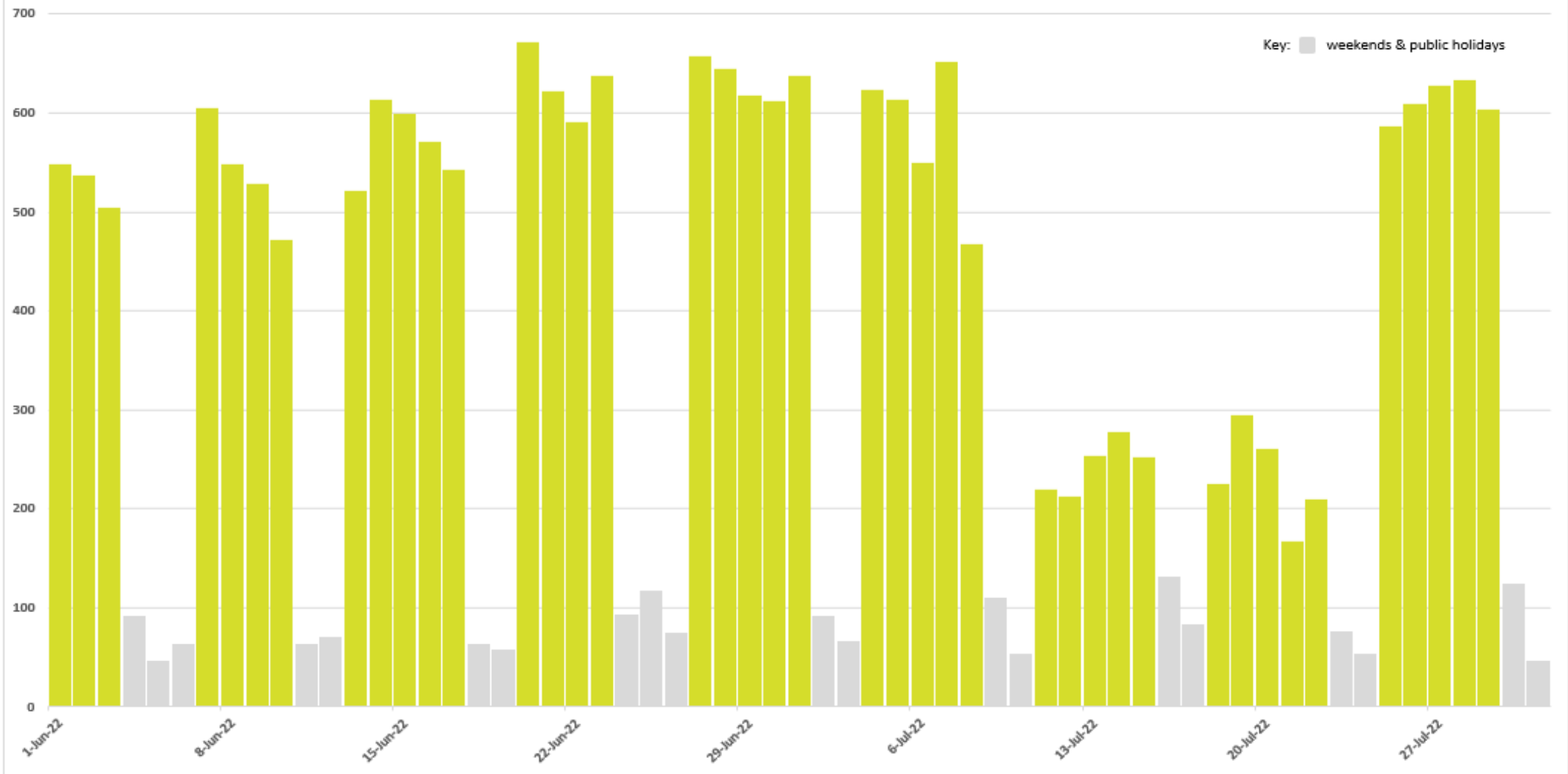
23 August 2022

Samantha Gain, General Manager Metlink, GWRC



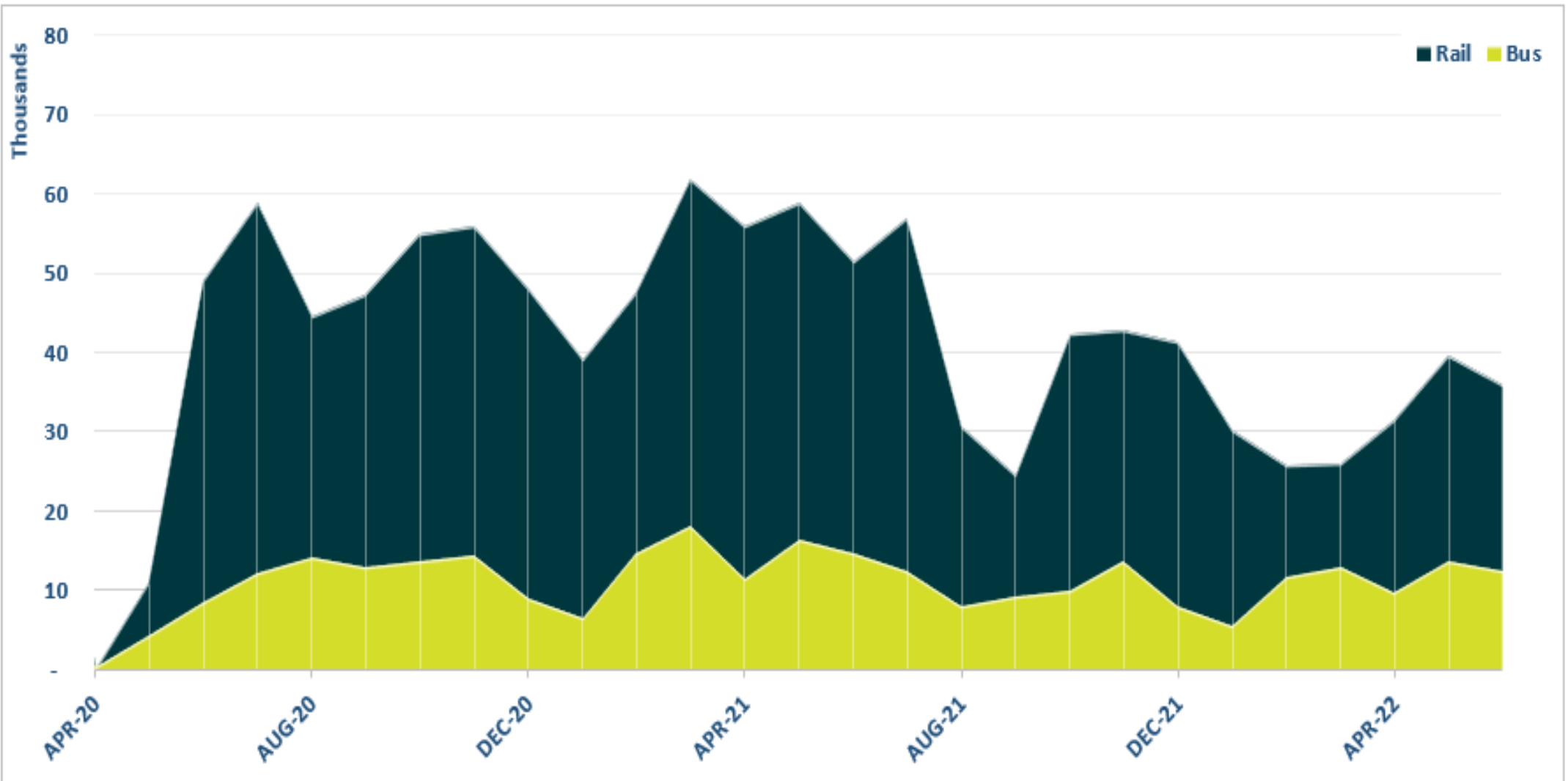
# WAIRARAPA BUS PATRONAGE – BOARDINGS (DAY)

Attachment 1 to Report 22.365



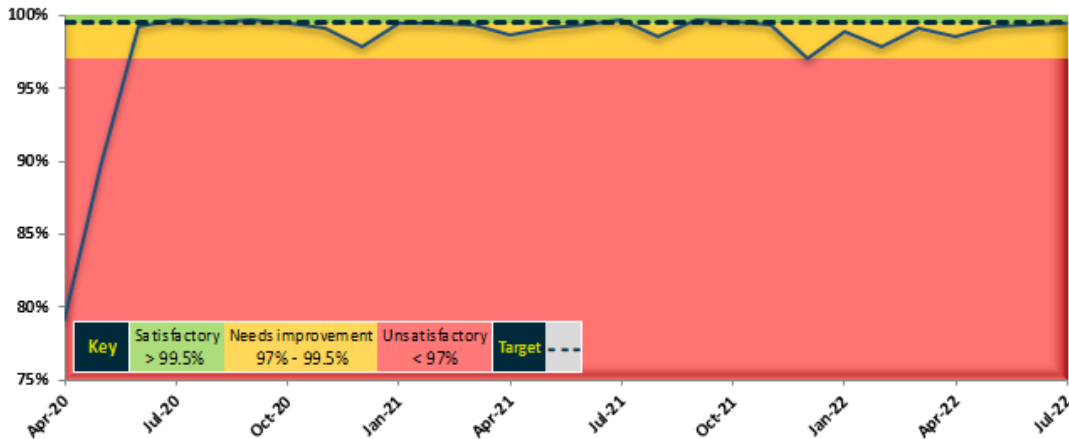
# WAIRARAPA RAIL/BUS PATRONAGE – BOARDINGS (MTH)

Attachment 1 to Report 22.365



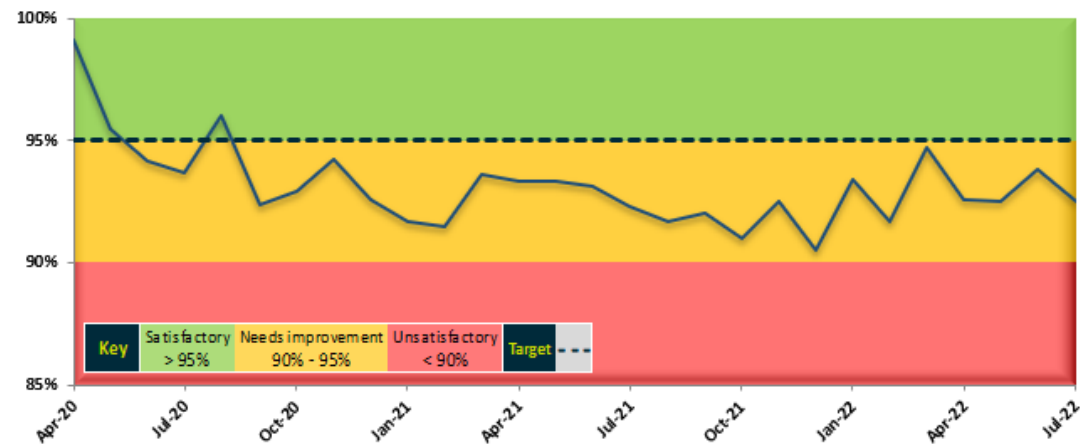
# WAIRARAPA BUS RELIABILITY & PUNCTUALITY

Attachment 1 to Report 22.365



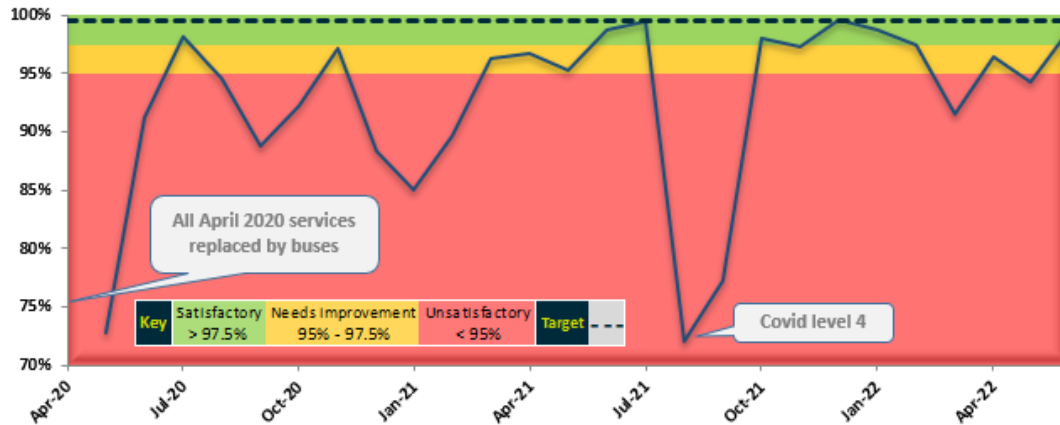
The bus reliability measure shows the percentage of scheduled services that actually ran, as tracked by RTI and Snapper systems.

Bus punctuality is measured as the percentage of scheduled services that depart from origin, leaving between one minute early and five minutes late.



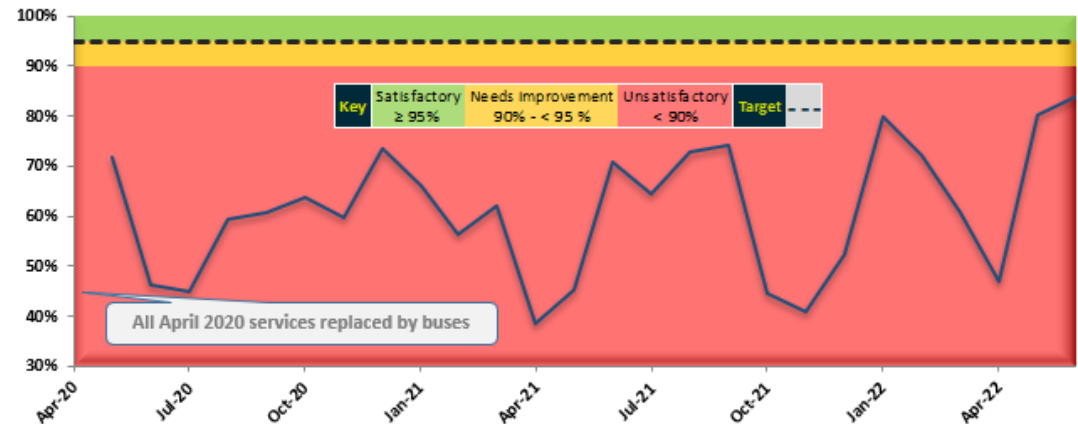
# WAIRARAPA RAIL RELIABILITY & PUNCTUALITY

Attachment 1 to Report 22.365



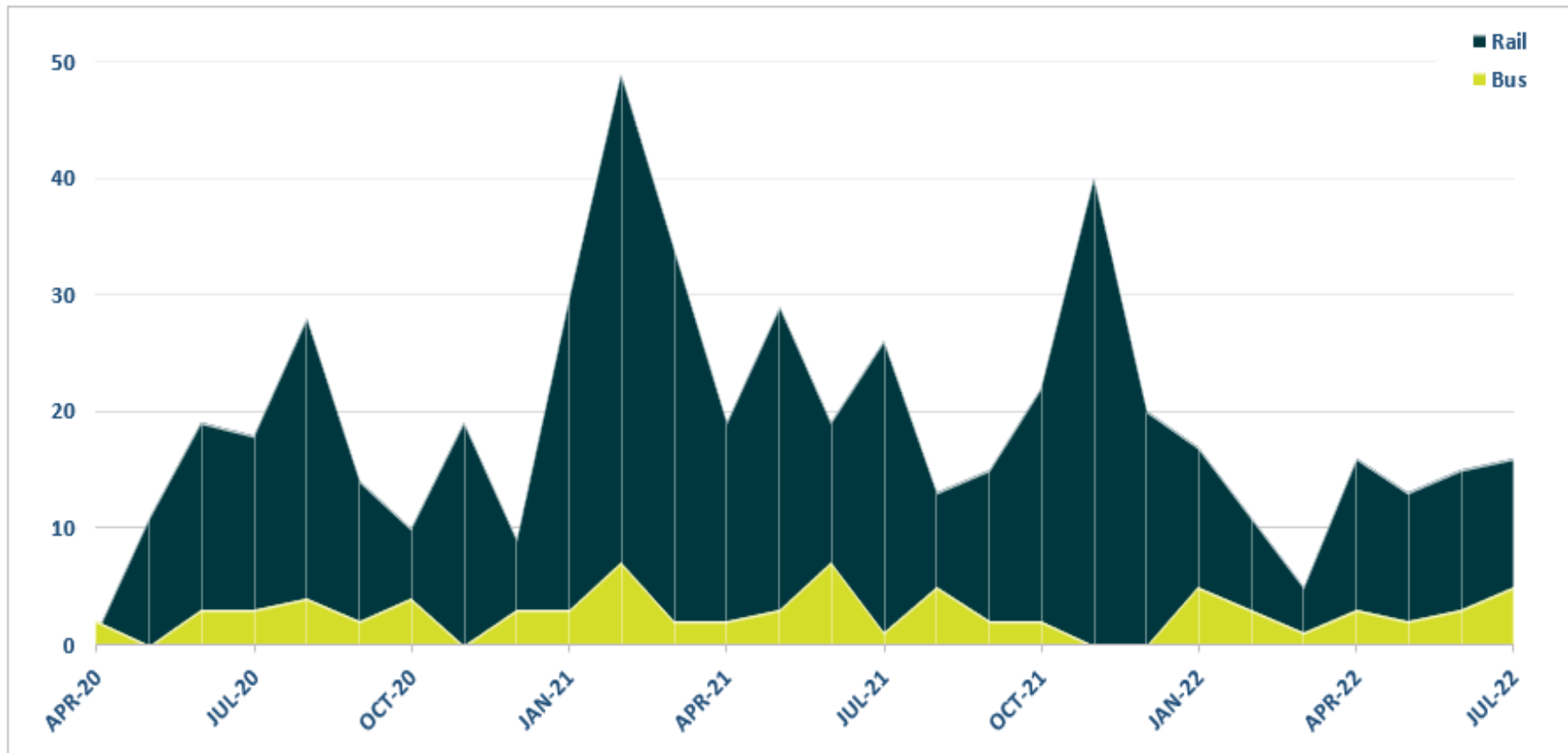
The rail reliability measure shows the percentage of scheduled services that depart from the origin and key stations no earlier than 30 seconds before the scheduled time, meet the consist size for the scheduled service, and stop at all stations timetabled for the service. It does not factor bus replacement services.

The rail punctuality measure records the percentage of services arriving at key interchange stations and final destination within five minutes of the scheduled time. It does not factor bus replacement services.



# WAIRARAPA COMPLAINTS

Attachment 1 to Report 22.365



Attachment 1 to Report 22.365





**Wairarapa Committee**  
**23 August 2022**  
**Report 22.331**



**For Information**

## **WAIRARAPA FLOOD PROTECTION UPDATE REPORT**

### **Te take mō te pūrongo**

#### **Purpose**

1. To update the Wairarapa Committee (the Committee) on:
  - a Wairarapa aggregate demand.
  - b Implementation progress for the Te Kāuru Upper Ruamāhanga Floodplain Management Plan (TKURFMP); including progress of both the Ministry for Environment (MfE) and Crown Infrastructure Partners (Kānoa - Regional Economic Development & Investment Unit (Kānoa) Government funded projects.
  - c the ongoing operational maintenance of the Wairarapa River Schemes.
  - d the progress of investigations projects; Waipoua Urban Catchment Plan, Waiōhine River Plan, and Mangatāre River Plan, flood hazard mapping for the Wairarapa Combined District Plan changes and regional initiatives.

#### **Background**

2. Please refer to the Wairarapa Flood Protection Update Report from 28 June, Report number 22.260, for previous work progress.

### **Te tātaritanga**

#### **Analysis**

3. This section provides an update on the Flood Protection works in the Wairarapa since the last Wairarapa Committee meeting.

#### ***Wairarapa Aggregate Demand***

4. Greater Wellington continues to lead the work with the aggregates industry, principally focussing on long term solutions to address increased demand for materials (sand, gravels, rocks etc) together with the lack of supply that Wairarapa's rivers can sustainably provide. A meeting was held on 4 July 2022 with industry and the Wairarapa district councils to provide an update and gather information.
5. In parallel, given the relationship between many quarrying operations and neighbours, we've also been researching potential zoning and consent issues as adopted by other councils around the country, including liaising with the team that's reviewing the Wairarapa Combined District Plan.

6. Contact is also being made with GNS's geologists regarding the nature and location of alluvial and 'blue rock' resources in the Wairarapa. Depending on existing information sources, we may pursue a high-level resource inventory i.e., desk top study – this depends on costs and the nature of the investigations that would need to be undertaken.
7. A study of this sort would be consistent with Method 52 in the Regional Policy Statement which states:  
*"Identify the region's significant mineral resources. This is to be implemented by Wellington Regional Council and city and district councils, with GWRC being the lead authority."*
8. Our discussions with GNS will likely determine the approach to follow from this point as understanding what's potentially available and where, are key for the next steps.

#### **Te Kāuru Upper Ruamāhanga Floodplain Management Plan - Implementation**

9. The Upper Ruamāhanga River Management Advisory Committee (URRMAC) held a meeting in person and Teams on 23 June 2022 where the Committee was updated on the following:
  - a The Northern Wairarapa River Scheme meeting outcomes.
  - b The next steps for the Te Kāuru rate change.
  - c The upcoming eastern consent process.
10. One of the main discussion pieces at the scheme meetings was the review of the design lines. The proposed changes in some areas have caused concern amongst some riverside landowners. URRMAC have requested a workshop to go through the proposed design lines so that they can get a better understanding of the potential impacts on riverside landowners.
11. Now that the targeted riverside landowner rate has been successfully changed to the Te Kāuru Catchment targeted rate, as outlined in the Te Kāuru FMP, the governance structure needs to be realigned to enable anyone within the catchment to become involved in the river management groups.
12. Work toward changing the governance structure is currently underway. Legal advice has been sought to ensure the process of disestablishing the current river scheme advisory committees and establishing the river management groups is undertaken correctly.
13. Changing of the governance structure, as outlined in the Te Kāuru FMP, will occur over the next few months.
14. The River Road, Masterton project initially part-funded by Kānoa in the Climate Resilience Programme of work will have stages two and three funded through Te Kāuru. Co-design with both of the Wairarapa iwi is due to commence shortly. Both Rangitāne o Wairarapa and Ngāti Kahungunu ki Wairarapa have been invited to commence meetings to discuss stage two of the design.

### **Waiohine River Plan - Implementation**

17. The new rate for the two new stopbanks proposed in the river plan was successfully approved by Council on 16 June 2022, through the Revenue and Financing Policy review.
18. A meeting was held with the project team on 28 July to clarify tasks within the River Plan.
19. Securing the necessary resourcing needed to undertake the work on the implementation of the Waiohine River Plan is underway. The first priority for implementation of the structural outcomes will be the planning design and construction of the new stopbanks protecting Greytown.

### ***Ministry for the Environment Project Update***

20. The 2022 winter planting is continuing. It is currently running behind schedule due to weather events and access issues due to wet weather across the catchment.
21. Fencing activities have started or are almost finished at several sites. Again, these are running behind schedule due to weather events and access issues caused by wet weather across the catchment
22. A plant order with Norfolk Road Nursery has been placed for winter planting in 2023.
23. Pest animal control at several sites has been successful, with a noticeable decline in rabbit population and ferrets at various locations.
24. Pest plant and site preparation for winter 2023 planting is to start in early spring.
25. Site maintenance activities are scheduled to start in early spring.

### ***Current status of the River Road, Masterton Kānoa Climate Resilience Project***

26. The River Road project is gaining momentum with the site design complete, the resource consent application lodged, and the construction contract being drafted. Both rock delivery and site works for stage one are expected to begin September 2022 and finish December 2022.
27. Stage one works will be five rock groynes at the old Masterton District Council landfill site. Stage one is scheduled to be completed by the end of December 2022.
28. An estimated 3,000 plants are being procured for a planting program at this project site, which will be carried out in the 2023 planting season. Rangitāne o Wairarapa will be involved in assisting with the planting activities.
29. There are two further stages that include 11 groynes along the cemetery river frontage and a 150m rock revetment at the confluence of the Waipoua and Ruamāhanga Rivers that will protect the River Road properties. These works will be undertaken through the implementation of the Te Kāuru Floodplain Management Plan.
30. Regular hui are taking place between Greater Wellington and iwi partners, Ngāti Kahungunu ki Wairarapa and Rangitāne o Wairarapa. Partners are involved in co-design of planting and signage, amongst other works.
31. Through this programme, Greater Wellington is working with iwi partners to strengthen the relationship between Ngāti Kahungunu ki Wairarapa and Ara Poutama Aotearoa

(the Department of Corrections). Ngāti Kahungunu ki Wairarapa are leading the approach and desired outcome, with Greater Wellington helping to facilitate the strategy and to connect the appropriate personnel. This engagement has the potential to create meaningful pathways for inmates to reconnect to their whenua, whānau, and overall whakapapa.

32. Programme progress is being regularly communicated to partners and stakeholders (including Fish and Game, Department of Conservation, and Masterton District Council (MDC)) via email newsletter.
33. To ensure environmental responsibility, wetland restoration work in the Wairarapa, close to the Ruamāhanga awa has been funded through this Kānoa Climate Resilience Project programme of works.
34. A sustainable procurement programme is in place for this programme, with specific deliverables on worker diversity, career development, and worker wellbeing.

### ***Te Kāuru Upper Ruamāhanga Floodplain Management Plan - Investigations***

#### *Waipoua Urban Catchment Plan*

35. The flood hazard model is currently being peer reviewed ahead of the production of the 1% Annual Exceedance Probability (AEP) plus sensitivity and climate change extents. This will provide the flood hazard maps for the district plan and an indication of the amount of further investigation required on the Masterton urban stop banks.
36. The Community facilitator has had to step away from the project due to personal reasons and we are assessing options for the future facilitation of the group.

#### *Upper Ruamāhanga Rural Modelling*

37. The flood hazard modelling is currently being peer reviewed before the next round of community engagement ahead of the Wairarapa Combined District Plan draft release in the next financial year. No updated plans are proposed to be in the initial draft consultation document, but new maps will be ready to be included in the proposed District Plan when released for consultation next year. Greater Wellington does have updated draft flood hazard maps that will be used to give advice when requested.

### ***Te Kāuru Upper Ruamāhanga Floodplain Management Plan – Operations***

38. The rainfall on the 19 July event has caused several erosion problems that are currently in the process of being addressed. The catchments are saturated, and any further rainfall is having more of an impact than would normally be expected.
39. On the Waipoua River there are three sections of stopbank over a 700m reach that are causing concern and are at risk of failure in another river high flow event. The section with most significant consequence of failure would impact properties along Matahiwi Road. An emergency action plan has been put in place and repairs are being planned for when the river levels are lower.
40. Major erosion through the urban reach of the Waipoua River requires extensive work. Funding in the urban reach is split equally between Masterton District Council (MDC) and Greater Wellington and discussions with MDC on the scale and cost of repair work are underway. Some willow tree cabling work and willow layering have been undertaken to provide a temporary repair to the site until a permanent repair has been

agreed. The temporary repair appears to have been successful through the last high river flow events and will be assessed when river levels permit.

41. There are ongoing erosion issues in the Ruamahanga River by the Rathkeale College old oxidation ponds and in the last event the river moved outside of the outer design line, downstream of the ponds. Repair works are planned for when the river levels reduce.
42. The Ruamahanga also has ongoing erosion issues alongside the Gladstone Sport Complex. Some recontouring works have been completed and further works are planned for when the river levels drop.
43. A successful round of scheme meetings was held during the week commencing 20 June, with each of the scheme committees confirming that they were satisfied the schemes had been maintained to the required standard. The rate change, as outlined in Te Kāuru Floodplain Management Plan, was presented, and was largely well received. The design line review, which is also part of the Te Kāuru Floodplain Management Plan was also discussed, with several members expressing their concerns. Further consultation with riverside landowners, where the design lines have significantly changed, will be undertaken over the coming months. Separate meetings were held for the Eastern Rivers, Upper Ruamahanga, Waipoua and Waingawa River Groups.

#### ***Waiohine River Plan - Operations***

44. In the Mangatarere River further erosion has occurred alongside the Carterton District Council (CDC) Wastewater ponds. Short term management measures have been identified, and longer-term repairs are being scoped with CDC.
45. Gravel extraction from targeted river beaches has continued.
46. Rubbish dumping in public areas continues to increase and requires more staff time to remove.
47. Stockpiling at River Road along the Waiohine River has been questioned by CDC as requiring a consent. Discussion with CDC are ongoing to enable a better understanding of what is required.

#### ***Waiohine River Plan - Investigations***

48. The Waiohine River Plan was adopted by Council in April 2022 and is now being transitioned into implementation.
49. Discussions have been taking place with the project team over living plan team development, planting areas, and the implementation of structural solutions.

#### ***Mangatāre River Plan - Investigations***

50. The Mangatāre River Plan team is continuing to focus on developing the flood hazard model. This has now been peer reviewed and sensitivity scenarios are now being run to generate the flood hazard extents for the District Plan.

#### ***Lower Wairarapa Valley Development Scheme (LWVDS) - Operations***

51. Generally, the LWVDS has been less affected than the Upper Valley during the recent high river flows, but minor erosion has occurred at a number of sites.
52. Flood recovery works have been completed at the following sites:

- a Manganui channel realignment, repair to overtopped bank and gravel groyne installation.
  - b Abbotts Creek channel realignment and vegetation control.
  - c Abbotts Creek gravel extraction to increase channel capacity by Longwood Road.
  - d Wairongomai gravel extraction, channel realignment, repair to overtopped stopbank and installation of rock protection.
  - e Channel alignment and erosion repair in the Turanganui.
  - f On the Ruamahanga River:
    - i Channel widening opposite Awaroa Sill.
    - ii Gravel extraction and boulder bank protection around Waihenga Bridge.
53. The Lake Onoke sea outlet has blocked and been reopened a number of times in the last 3 months.
54. Preparation of willow planting sites has begun.
55. Gravel extraction continues from problem beaches.
56. The Pukio East Stopbank realignment is in its final stage, with the main activities remaining being removal of material from the old stopbank, planting and general site tidying. The works are planned to commence this summer once the material and access have dried out sufficiently.
57. Whakawhiriwhiri Stream improvements, including the Hikunui Road Culvert upgrade, have not progressed due to ongoing land access agreement issues. The Barton property has now changed owners and an initial site meeting with the new owners has been positive, however they do have concerns about the work progressing as proposed, as they do not want the water level on the lagoon on their property lowered.
58. The Lower Ruamāhanga Valley Flood Management Advisory Committee meeting was held on Wednesday 22 June, with the committee confirming that they were satisfied the scheme had been maintained to the required standard.

#### ***Lower Wairarapa Valley Development - Investigations***

59. The Investigations team are conducting a technical investigation assessing the stop bank condition and capacity on the Tauherenikau River. The modelling study has been completed and the reporting is currently under internal review.
60. The Investigations team is scoping and planning the Lower Valley Floodplain Management Plan project to align with the barrage gates consent and Whaitua requirements. The project has contracted two technical scoping studies for hydraulic modelling and geomorphology.

#### ***Regional Investigations Initiatives***

##### *Emergency Management*

61. Flood Protection is working with our ICT department and specialist flood forecasters in the Netherlands to procure and develop a flood forecasting platform and flood forecast models for operational use in the Wellington Region.

62. The contract is currently being negotiated with the supplier and work is programmed in the ICT programme for delivery. This is part of our ongoing improvements programme to our response and warning capabilities.
63. Options are being explored for the procurement of an automated flood warning service to replace the Wairarapa ‘phone tree’ system currently in use. This will reduce the time required by our Duty Officers to individually ring landowners to update them with a flood status.

*Digital Roadmap*

64. Flood Protection has been collaborating closely with our ICT colleagues to develop a digital roadmap for flood risk management. This roadmap has taken a strategic view of flood risk management and the digital capabilities that underpin our ability to deliver both now and into the future.
65. Flood Protection is approaching consultants to help facilitate the development of a data strategy which will provide longer term resilient storage systems for modelling data.

*Flood Exposure Assessment*

66. Flood Protection has updated the regional flood model and has reviewed and developed insights into the future flood exposure across the Wellington Region. This regional model is now ready to inform strategic decision making for flood risk management across the region.
67. Some of the key insights being generated by this project are:
  - Flooding is our most frequent and devastating natural hazard. Greater Wellington plays a critical role in managing flood risk.
  - 200,000 people living in approximately 31% of our region are at risk of flooding now.
  - 230,000 people living in approximately 36% of our region will be at risk of flooding in 2110.
  - Further growth could increase this to 260,000 people at risk of flooding.

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

***Kānoa Climate Resilience and MfE Projects***

68. These projects are being funded with budgets being brought forward in the Long Term Plan (LTP).
69. Ruamāhanga River Scheme River Road (Kānoa Climate Resilience Programme) costs are detailed below:

LTP or Annual Plan description:	Te Kāuru Capex Implementation
Capex allocated:	\$1.72 million (LTP 2018-28)
Third Party Funding	\$1.28 million

## Project 4: Ruamāhanga River Major Rivers Riparian Management Project (MfE)

LTP or Annual Plan description:	Wairarapa River Scheme Maintenance
Loan allocated:	\$0.8 million (debt)
Internal Funding:	\$1.7 million (LTP 2018-28)
Third Party Funding	\$2.5 million

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

70. The Department is continuing to explore opportunities for Māori through the consenting space as well as through the Climate Resilience projects.
71. Cultural liaison or co-design contracts have been signed by Rangitāne ō Wairarapa Incorporated and Ngati Kahungunu ki Wairarapa Charitable Trust for enhanced involvement and collaboration on programme work for the Climate Resilience Projects.

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

72. Each project within the catchment considers and responds to the predicted impacts of climate change when considering the appropriate response to the issue the project seeks to address.
73. This programme aligns with the 2015 Climate Change strategy, which states 'we will help the region adapt to climate change'. The projects increase climate change adaptation and resilience to natural disasters in the region.
74. The greenhouse gas (GHG) emissions from rock supply vary depending on the quarry source of the rock and transport to the work sites. Quarry sources for projects vary. The emissions from rock supply production and transport are not presently part of the organisation's GHG inventory.
75. The project will also use heavy machinery to carry out the work proposed in these projects. The emissions from these have not been estimated. However, in the year of 2018-19 use of heavy machinery mainly for flood protection works at Greater Wellington represented 2% of the total organisational carbon footprint (835 tCO<sub>2</sub>e).
76. Quarry selection will be the single largest determinant of project emissions. While it seems likely that quarry operations could be improved to reduce emissions to some extent, the avoidance of long-distance transport of the rock is the most obvious means to minimise emissions. This was looked into as part of procurement for projects, however scarcity of rock supply and lack of suitable material made any emissions avoidance extremely difficult.
77. Targeted planting is being carried out to mitigate CO<sub>2</sub> emissions for the Kānoa projects.
78. Greater Wellington currently assesses options to address flood risk based on the predicted impacts of climate change over the next 100 years. Unless specified



differently for specific projects, these values are an increase in rainfall intensity of twenty percent, and a sea level rise of 0.8 metres.

**Ngā kaiwaitohu  
Signatory/Signatories**

Writer/s	Madeliene Playford – Project Manager, Implementation, Flood Protection Tim Lewis – Acting Section Leader, Operations Delivery (Wairarapa), Flood Protection Sharyn Westlake – Team Leader, FMP Implementation, Flood Protection Andy Brown – Team Leader, Investigations, Flood Protection
Approver/s	Graeme Campbell – Manager, Flood Protection Wayne O’Donnell – General Manager, Catchment Management Group

<b>He whakarāpopoto i ngā huritaonga Summary of considerations</b>
<b><i>Fit with Council's roles or with Committee's terms of reference</i></b> The URRMAC, LRVFAC and Waiohine Steering Group operate under their own separate Terms of Reference which were adopted by Council on 12 December 2019. The Waipoua and Mangatāreere Steering Groups are currently informal and have been approved by Democratic Services to remain this way during the development stage.
<b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b> All river matters discussed here are included in the 2018—28 Long Term Plan.
<b><i>Risks and impacts - legal / health and safety etc.</i></b> Greater Wellington has adopted procedures and processes to minimise risks. Working with community committees enables a wider understanding of the risks before adoption of work programmes.