



If calling, please ask for Democratic Services

Council

Thursday 26 June 2025, 9.30am

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

Quorum: *Seven Councillors*

Members

Councillors

Daran Ponter (Chair)

Adrienne Staples (Deputy Chair)

David Bassett

Ros Connelly

Quentin Duthie

Penny Gaylor

Chris Kirk-Burnnand

Ken Laban

David Lee

Thomas Nash

Hikitia Ropata

Yadana Saw

Simon Woolf

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

Council

Thursday 26 June 2025, 9.30am

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

Public Business

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

Report 25.283

Public minutes of the Council meeting on Thursday 12 June 2025

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

Members Present

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

Karakia timatanga

The Council Chair opened the meeting with a karakia timatanga.

Public Business

1 Apologies

Moved: Cr Nash / Cr Gaylor

That Council accepts the apology for lateness from Councillor Duthie.

The motion was **carried**.

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

3 Public participation

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

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

Moved: Cr Staples / Cr Gaylor

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

The motion was **carried**.

5 Wairarapa Line Service Issues – Update - Report 25.263

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

Moved: Cr Staples / Cr Nash

That Council:

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

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

The motion was **carried**.

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

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

Resolution to exclude the public

7 Resolution to Exclude the Public – Report 25.260

Moved: Cr Gaylor / Cr Bassett

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

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

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

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

LNIRIM: Funding and Management Agreement – Report PE25.253

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

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

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

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

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

<p>services procurement process (section 7(2)(i) of the Act).</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this information in public proceedings of the meeting that would override the need to withhold the information.</p>	
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This resolution is made in reliance on section 48(1)(a) of the Act and the particular interest or interests protected by section 6 or section 7 of that Act or section 6 or section 7 or section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public.

The motion was **carried**.

The public part of the meeting closed at 10.01am.

Councillor D Ponter

Chair

Date:



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

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

Report RPE25.284

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

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

Members Present

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

Restricted Public Excluded Business

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

Moved: Cr Saw / Cr Ropata

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

The motion was **carried**.

Karakia whakamutunga

The Council Chair closed the meeting with a karakia whakamutunga.

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

Councillor D Ponter

Chair

Date:

Council
26 June 2025
Report 25.307



For Decision

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

Te take mō te pūrongo

Purpose

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

He tūtohu

Recommendations

That Council:

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

Te horopaki Context

Background to the Whaitua programme and Plan Change 1

4. Plan Change 1 (PC1) was notified on 30 October 2023,¹ before announcements by the Government to replace the National Policy Statement for Freshwater Management (NPS-FM) 2020.
5. PC1 was informed by the Te Whanganui-a-Tara and Te Awarua-o-Porirua Whaitua Implementation Programmes and mana whenua statements (collectively referred to as WIPs).² Both the WIPs and PC1 processes give effect to the NPS-FM 2020 in a way that is evidence-based and shaped by community voices.
6. The intent of the Whaitua programme in the Wellington Region was to develop “community-led visions for our wai (water) and how we can get there”,³ by delivering recommendations to the Council through WIPs. The Whaitua programme was initiated with the establishment of the Ruamāhanga Whaitua Committee in 2013.⁴
7. Core to the Whaitua programme was Council’s commitment to partner with mana whenua and work with our territorial authorities, Wellington Water, and catchment communities to set freshwater objectives and identify regulatory and non-regulatory actions to achieve these objectives. This approach of working in a community-centric way has also been at the centre of the NPS-FM since its conception in 2011.
8. The content of each WIP provides the basis of how the Council should give effect to the NPS-FM in the Natural Resources Plan (NRP) in that Whaitua. In particular, the WIPs provide specific direction on how to set objectives for freshwater in the NRP, manage activities that affect the health of waterways, and setting limits on resource use to meet those objectives.
9. In the decade since the Ruamāhanga Whaitua process began, the NPS-FM has undergone several changes, most notably in 2014, 2017, and 2020. Each new iteration has changed or added to what the Council must do to implement national direction to improve freshwater quality. Over this time, the concept of Te Mana o te

¹ Proposed Plan Change 1 as notified 30 October 2023:

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

² Te Whanganui-a-Tara Whaitua Implementation Programme:

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

Te Awarua-o-Porirua Implementation Programme:

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

³ Natural Resources Plan for the Wellington Region: Chair’s foreword

⁴ Ruamāhanga Whaitua Implementation Programme:

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

Wai⁵ also has evolved. It sets out the roles of both community and mana whenua in the management of freshwater and through a hierarchy of obligations, prioritises the health and wellbeing of water bodies and freshwater ecosystems.

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

Progress on Plan Change 1 and decisions made to date

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

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

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

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

Recent changes in national direction that may impact Plan Change 1

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

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

- Better reflect social, cultural, and economic wellbeing alongside environmental outcomes.
 - Whether to include the existing requirement to maintain or improve freshwater quality as a new objective.
 - Seeking feedback on the National Objectives Framework (NOF) values and national bottom lines:
 - Whether compulsory NOF values should become optional.
 - Whether to enable Councils to choose which values to manage locally rather than meeting national standards.
 - Whether to remove, reduce, or weaken national bottom lines to only those critical nationally (not regionally).
 - Whether national bottom lines are required or whether limits should be set based on community input.
21. The national direction package also proposes amendments to the Resource Management (National Environmental Standards for Commercial Forestry) Regulations 2017 (NES-CF). The proposed changes would restrict councils' ability to impose more stringent rules than the NES-CF.
22. The proposed changes to freshwater and forestry in this consultation document are likely to have significant effects on PC1 provisions.
23. Proposed future amendments to the RMA are also relevant when considering progressing PC1:
- a. The Select Committee released a report to accompany the second RMA Amendment Bill on 11 June 2025.⁸ The purpose of this Bill is to make targeted changes to the RMA that can progress quickly and have effect in the short-to medium-term prior to full RMA reform. Clause 7 of the Bill would insert new section 25A(4) in the RMA, which refers to a situation where a local authority does not comply with a national policy statement. In that situation, the Minister could direct a local authority to prepare a plan change to address the non-compliance. The Minister could also specify the planning process that the authority would need to use to prepare the plan change.
 - b. In his speech⁹ to the Wellington Chamber of Commerce on 18 June 2025, the Minister for RMA Reform announced a new provision that will be added to the second RMA Amendment Bill (due for final reading in July). Cabinet has agreed to modify or remove provisions in local council plans if they negatively impact economic growth, development capacity, or employment. Prior to exercising this power, the Minister must carry out an investigation into the provision in

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

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

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

Nga kōwhiringa Options

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

Option 1: Continue with PC1

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

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

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

Option 2: Pause PC1

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

Implementation of the notified PC1 under Option 1 and 2

41. For both Option 1 and 2, the notified PC1 provisions are likely to remain in place for longer than originally anticipated (i.e., an extension to the 2-year timeframe for a Council decision will be required). In the meantime, these provisions must be applied in consenting and compliance processes as the PC1 provisions had immediate effect on notification. Only when the Panel issues its recommendations and Council makes a decision on these, will the notified version be replaced by the Decisions Version of PC1.
42. The Regulation business unit has encountered implementation issues with some provisions in PC1 as currently drafted. Keeping the notified provisions in effect for longer prolongs these issues. To illustrate these implementation issues, Greater Wellington currently has objections underway in relation to issued resource consents under the PC1 rules. Developers are struggling with how to apply the stormwater rules, and our Regulation team is spending significant time addressing issues in relation to some of the stormwater provisions.
43. Some of these issues can be dealt with by creating guidance documents to provide clarity on how the Council will be applying the provisions and thereby ensuring clarity and consistency for consent applicants and officers. However, there are some issues that cannot be resolved by guidance documents alone. These relate to financial contributions and the discharge of stormwater from new and redeveloped impervious surfaces.
44. The financial contributions provisions seek to maintain water quality, while still providing for greenfield development. PC1 requires consent holders creating new impervious surfaces to pay financial contributions to offset the residual adverse effects of discharging stormwater contaminants. Since notification of PC1, the Regulation team has faced difficulty implementing the financial contributions provisions as intended - particularly due to issues within the PC1 Schedule 30. Schedule 30 provides detailed information in relation to calculating the level of financial contribution required to offset adverse effects from residual contaminant loads. However, this calculation criteria does not account for all greenfield development scenarios subject to resource consent, and is therefore difficult to apply, leaving Plan users navigating significant uncertainty regarding consenting cost.
45. Under PC1, stormwater from new and redeveloped impervious surfaces less than 1000m² is a permitted activity provided certain conditions are met. The conditions that are difficult to implement are those requiring developments less than 1000m² to provide for “hydrological control” as defined in PC1. There have been a number of circumstances where providing hydrological control from small areas (less than 1000m²) of redevelopment has been unattainable and even unnecessary to mitigate potential adverse effects, meaning a consent is required and the level of effects being assessed is not significant.
46. If Option 2 is preferred, we recommend a variation to PC1 is initiated. Officers propose to insert a clause into the relevant provisions stating, “from the date the Decisions on Submissions to Proposed Plan Change 1 for the Natural Resources Plan for the Wellington Region (2023) is publicly notified” (i.e., for both the financial

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

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

Option 3: Withdraw PC1

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

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

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

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

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

Ngā hua ahumoni

Financial implications

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

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

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

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

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

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

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

Te hiranga Significance

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

Te whakatūtakitaki Engagement

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

Ngā tūāoma e whai ake nei Next steps

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

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

Ngā āpitihanga

Attachments

Number	Title
1	Table: Key considerations for Plan Change 1 options
2	Communications plan: Natural Resources Plan (NRP) Plan Change 1 announcement

Ngā kaiwaitohu

Signatories

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

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

Implications of National Direction: Options for Plan Change 1

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

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

Implications of National Direction: Options for Plan Change 1

Options for Plan Change 1

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

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

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

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

3. Option 3: Withdraw Plan Change 1

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

Implications of National Direction: Options for Plan Change 1

Key considerations for Plan Change 1 options

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

Implications of National Direction: Options for Plan Change 1

	<p>NRP in line with amended NPS-FM and other national direction when it is released. Issues dealt with in Hearings 4 and 5 may need to be revisited.</p> <ul style="list-style-type: none"> • Current Hearing costs remain as forecast with some rescheduling adjustments. 	<ul style="list-style-type: none"> • Hearing costs remain similar to forecast with some rescheduling adjustments. • Efficiencies created by incorporating the additional work required to implement the new NPS-FM through the current PC1 process rather than duplicating processes. 	<ul style="list-style-type: none"> • Sunk time and cost spent on PC1 – may be unnecessarily wasted if changes through new NPS-FM are not as significant as anticipated.
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Note: The Panel has indicated it is likely available for Option 1 and Option 2. Further timing and details will need to be worked through closer to the time.

Natural Resource Plan (NRP) Plan Change 1 announcement



What we’re doing

Background

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

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

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

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

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

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

Option 3: Withdraw Plan Change 1

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

RASCI

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

Comms risks & opportunities

Reputational risk rating: High

Risks:

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

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

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

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

Mitigations:

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

Communication objectives

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

Mana whenua considerations

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

Key stakeholders & audiences

INTERNAL

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

EXTERNAL

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

How we’ll do it

Strategic approach

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

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

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

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

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

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

Tactics we’ll use

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

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

Key messages

Phase 1: informing stakeholders a decision is coming

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

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

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

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

Timing

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

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

Budget & Resources

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

Other details

Measures of success

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

**Council
26 June 2025
Report 25.294**



For Decision

ADOPTION OF THE 2025/26 ANNUAL PLAN

Te take mō te pūrongo

Purpose

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

He tūtohu

Recommendations

That Council:

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

Te tāhū kōrero

Background

Process

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

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

Development of the 2025/26 Annual Plan

5. The 2024-34 Long Term Plan (LTP) had forecast an average regional rates increase¹ of 14.5% for year two (the 2025/26 financial year). At a workshop on 17 September 2024, Council acknowledged the cost challenges facing our communities at this time and asked officers to review the work programme to identify efficiencies and potential budget savings.
6. Significant work was undertaken across the organisation to review work programmes and budgets for 2025/26, as well as 2026/27 and 2027/28, to consider where efficiencies could be achieved. As a result, the delivery of a number of work programmes will be deferred or delayed reducing the cost burden to our communities, resulting in a reduction in the 2025/26 average rates figure, down to 9.72%.
7. Throughout the process, Councillors consistently sought assurance that officers had thoroughly tested the deliverability of proposed work programmes and budgets for 2025/26. In addition to the areas included in the public engagement material, further options for efficiencies were explored. These included the potential deferral of flood asset maintenance and a slow down or deferral of some pest management activities.
8. However, given the commitments made to our communities and mana whenua partners, alongside the impact on our ability to deliver the flood resilience programme and the increased risks (including flooding, reputational, and legal liabilities) associated with asset degradation, these options were not progressed.
9. At its meeting on 27 February 2025, Council agreed to an 'Inform and Engage' approach for the proposed 2025/26 Annual Plan as no significant or material changes have been proposed from Greater Wellington's 2024-34 LTP (Report 25.52).
10. The public engagement period ran from 03 – 28 March 2025. Council received a report summarising the feedback received at a meeting on 22 May 2025 (Report 25.217) and agreed to proceed with finalising the 2025/26 Annual Plan with a 9.72% average regional rates increase, as described in the public engagement material.

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

Related decisions at this Council meeting

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

Ngā hua ahumoni

Financial implications

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

Metlink Public Transport

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

Balanced budget requirement

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

Ngā Take e hāngai ana te iwi Māori Implications for Māori

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

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

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

Ngā tikanga whakatau Decision-making process

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

Te hiranga Significance

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

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

**Te whakatūtakitaki
Engagement**

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

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

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

**Ngā āpitihanga
Attachment**

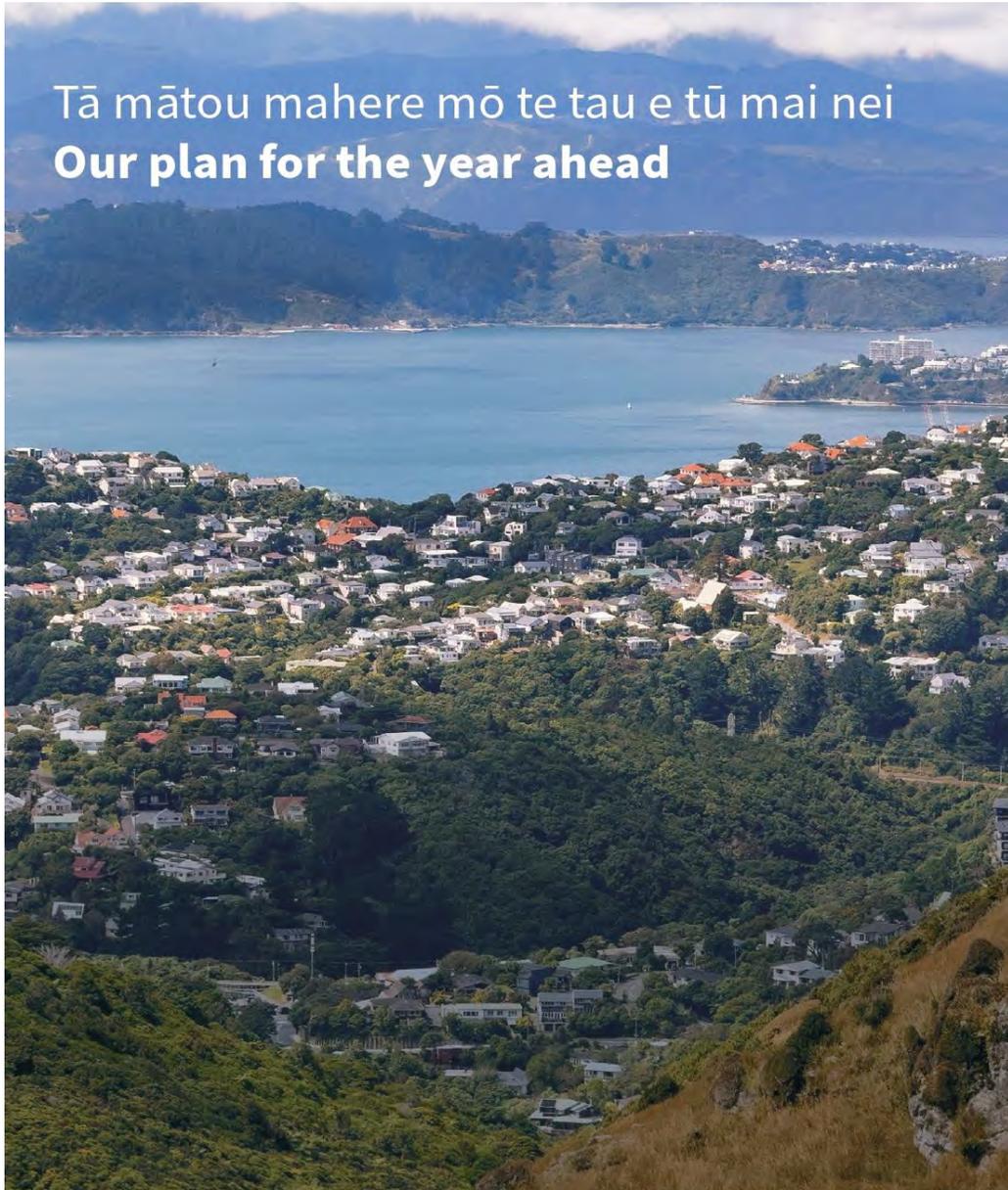
Number	Title
1	Greater Wellington Regional Council 2025/26 Annual Plan

**Ngā kaiwaitohu
Signatories**

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

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

1



TE PANE MATUA TAI AO
GREATER WELLINGTON REGIONAL COUNCIL

Pūrongo ā Tau 2025/26

Annual Plan 2025/26



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

Tēnā tātou katoa

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

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

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

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

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

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

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

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

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

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

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

Ngā mihi

Nigel Corry, Tumu Whakarea | Chief Executive

Daran Ponter, Heamana | Chair

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Nau mai, haere mai | Welcome

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

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

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

Part 1: He Whakarāpopotanga | Overview

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

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

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

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

Our upcoming rates summary.

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

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

Part 5: Ngā tau | The numbers

Financial statements and accompanying notes.

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Part 1

He Whakarāpopototanga | Overview

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

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

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

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

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

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

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

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

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

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

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

Our iwi partners:

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

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

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

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

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

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

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

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Part 2

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

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

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

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

Ngā Waka Tūmatanui – Metlink Public Transport

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

Te Taiao - Environment

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

Staffing

- Delay recruitment of vacant or new positions.

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

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

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central government legislation¹ means we must now hold a public vote on this during the 2025 local elections. The results of this referendum will determine whether the Māori Constituency is in place for the 2028 and 2031 elections.

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

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

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

¹ the Local Government (Electoral Legislation and Māori Wards and Māori Constituencies) Amendment Act 2024

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Part 3

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

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

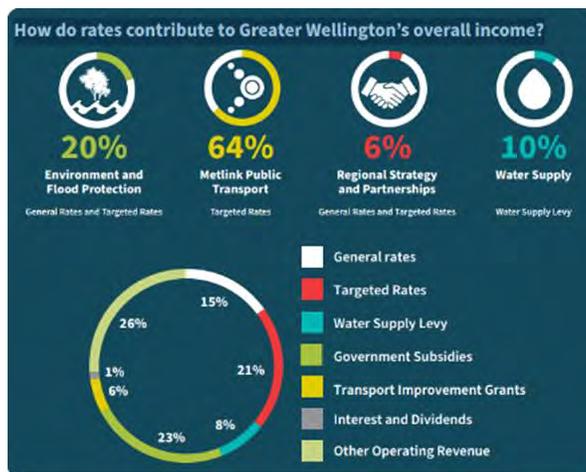
Our rates increase is a careful balance – helping us manage financial pressures while still investing in the services and projects you told us were important in the Long Term Plan.

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

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

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

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



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Part 4

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

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Te Taiao | Environment

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

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

Key projects we are delivering in 2025/26

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

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

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

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

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Environment and Flood Resilience Prospective Funding Impact Statement

For the year ending 30 June

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

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

All figures on this page exclude GST

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Environment and Flood Resilience Prospective Funding Information

For the year ending 30 June

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

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

All figures on this page exclude GST

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Ngā waka tūmatanui | Metlink Public Transport

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

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

Key projects we are delivering in 2025/26

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

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

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

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Metlink Public Transport Prospective Funding Impact Statement

For the year ending 30 June

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

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

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

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Metlink Public Transport Prospective Funding Information

For the year ending 30 June

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

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

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

All figures on this page exclude GST.

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

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

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

Key projects we are delivering in 2025/26

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

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

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

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Regional Strategy and Partnerships Prospective Funding Impact Statement

For the year ending 30 June

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

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

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

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

All figures on this page exclude GST.

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Regional Strategy and Partnerships Prospective Funding Information

For the year ending 30 June

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

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

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All figures on this page exclude GST.

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Ngā puna wai | Water Supply

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

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

Key projects we are delivering in 2025/26

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

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

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

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

Water Supply Prospective Funding Impact Statement

For the year ending 30 June

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

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

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

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

All figures on this page exclude GST.

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Water Supply Funding Prospective Funding Information

For the year ending 30 June

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

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

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

All figures on this page exclude GST

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Part 5

Ngā tau | The numbers

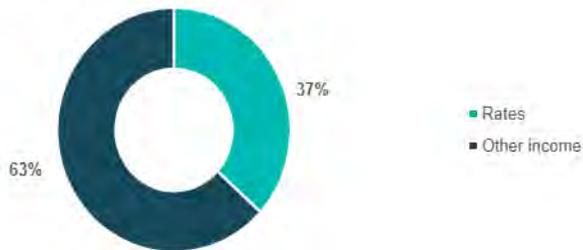
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He Pūrongo Pūtea | Finances at a glance

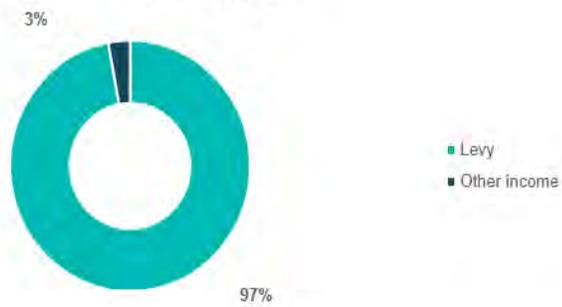
Environment



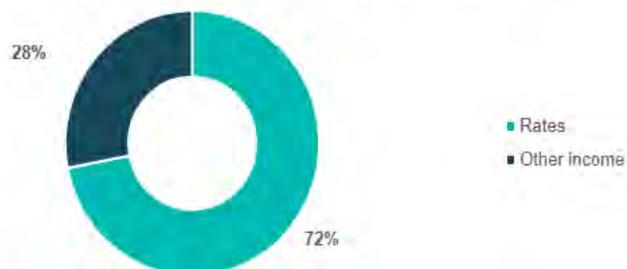
Metlink



Water Supply

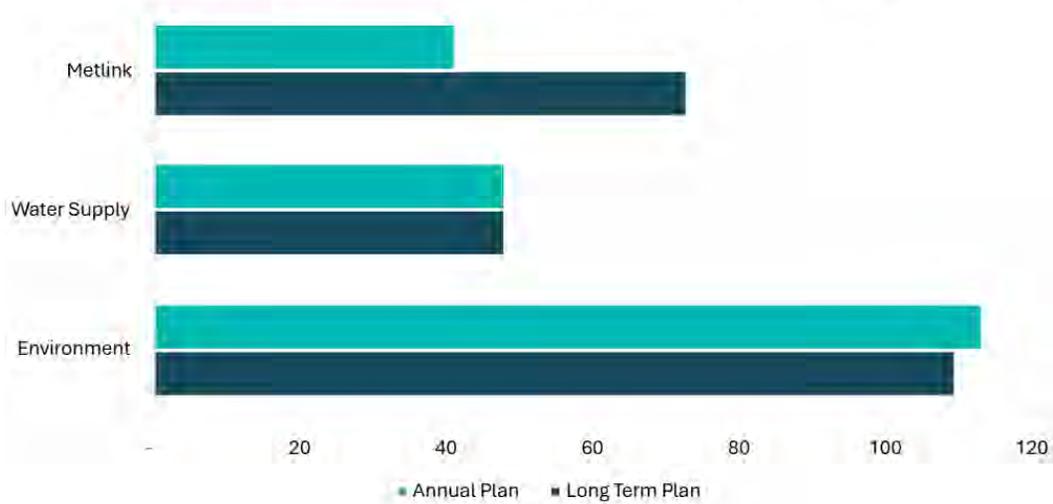


Regional Strategy and Partnerships

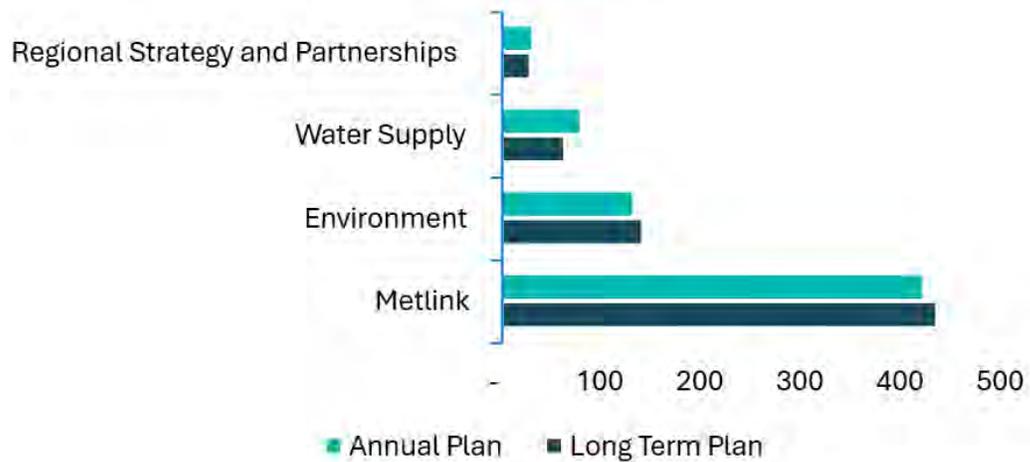


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Capital Expenditure by Activity Group in \$ millions



Operating Expenditure by Activity Group in \$ millions



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

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

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

He putunga tauākī pūtea | Total Council financial statements

Total Council financial statements

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

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

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Prospective Statement of Financial Position

As at 30 June

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

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Prospective Statement of Changes in Equity

As at 30 June

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

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Prospective Statement of Cashflows

For the year ending 30 June

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

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Whole of Council Prospective Funding Impact Statement

For the year ending 30 June

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

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Ko ngā pūtea penapena | Financial reserves

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

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

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

Other reserves are split into four categories:

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

Prospective Reserves for period ending June 2026

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

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

What is the purpose of this statement?

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

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

Ko ngā mōhiohio Reti | Rating base information

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

Projected rating base for 2025/26

Rating units	216,483
Capital value	\$214.2b
Land value	\$119.6b

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

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

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

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

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

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

For 2025/26:

Regional rates increase - **9.72%**

Water supply levy increase - **15.91 %**

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

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

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

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

Impact on each city and district

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

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Impact on each City and District

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

Impact on each City and District				
	2024/25	2025/26		
	Plan	Plan	Change	Change
Region-wide rates ¹	\$000s	\$000s	\$000s	%
Wellington City	130,151	140,644	10,493	8.1%
Hutt City	47,015	51,701	4,686	10.0%
Upper Hutt City	16,109	17,823	1,714	10.6%
Porirua City	18,141	20,279	2,138	11.8%
Kāpiti Coast District	22,508	26,214	3,706	16.5%
Masterton District	7,332	7,572	240	3.3%
Carterton District	2,935	3,318	384	13.1%
South Wairarapa District	4,832	5,624	792	16.4%
Tararua District	9	9	0	-
Total region-wide rates	249,033	273,185	24,153	9.7%
Specific area targeted rates				
South Wairarapa District – river rates	102	117	15	14.7%
Wairarapa scheme and stopbank rates	2,180	2,440	260	11.9%
Total regional rates	251,315	275,742	24,428	9.7%
Water supply levy				
Wellington City Council	34,122	38,907	4,785	14.0%
Hutt City Council	18,215	21,229	3,015	16.6%
Upper Hutt City Council	7,789	9,393	1,604	20.6%
Porirua City Council	7,606	8,977	1,371	18.0%
Water supply levy	67,731	78,506	10,775	15.9%
Total regional rates and levies²	319,046	354,249	35,203	11.0%
Warm Wellington rate ³	775	762		
Total rates and levies	319,821	355,011		

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

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

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

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

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Residential region-wide Rates

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

Residential region-wide rates

All figures on this page include GST

Average value of residential property in each City or District

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

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

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

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

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

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

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Average Rates for each area and category

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

Average rates for each area and category

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

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

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

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

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

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

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

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

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Rates calculator 2025/26 Residential region-wide rates

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

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

Rates calculator - Residential region-wide¹ rates

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

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

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

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

Assistance in paying your rates

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

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

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He Tauākī Pūtea mō ngā Hua | Funding impact statement

Rating mechanism

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

Rating mechanism

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

Rate	Group of activities funded	Funding Mechanism	Valuation System	Matters for differentiation/categories of land	Calculation Factor
General - Relationships with mana whenua - Emergency management - Democratic services - Resource management - policy and planning - Environment restoration advice - Resource management - compliance, enforcement and prevention - Land management advice - Biodiversity management – Key Native Ecosystems programme - Biodiversity management – other activities - Regional predator control programme - Education: Enforce maritime safety regulations - Flood protection - understanding flood risk - Climate change	Regional Strategy and Partnerships, Environment and Flood Protection	General	Capital Value	All rateable land	Cents per dollar of rateable capital value
Part- General - Regional transport planning and programmes (50%) - Resource Management - State of Environment monitoring (90%) - Environment restoration programme (75%) - Wellington Regional Erosion Control Initiative (30%) - Regional pest management plan (Up to 100%) - Navigational aids and communications service (40%) - Pollution clean-up (Up to 100%) - Maintaining flood protection and control works (Up to 50%) - Improving flood security (Up to 50%) - Wairarapa catchment schemes (Approx. 50%) - Parks (90%)					

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

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

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

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Differentials

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

Public transport differentials

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

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

Wellington Regional Stadium differentials

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

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

Estimate of projected valuation

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

Uniform annual general charge

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

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Lump sum contributions

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

Ko ngā momo Reti | Rates categories

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

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

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Category 1 – Rates based on capital or land value

Category 1 - Rates Based on capital or land value		
Location	Use	Description
Wellington City	Wellington CBD	All rating units classified as commercial, industrial and business properties within the downtown area boundary, currently shown on the Downtown Levy Area map (page 76) of Wellington city.
	Wellington city business	All rating units classified as commercial, industrial and business properties in the rating information database for Wellington city outside the Downtown Levy Area map boundary
	Wellington city residential	All rating units classified as base (excluding rural and farm) in the rating information database for Wellington city
	Wellington city rural	All rating units sub-classified as rural or farm within the base category in the rating information database for Wellington city
Lower Hutt City	Lower Hutt city business	All rating units not classified as residential, rural or community facilities in the rating information database for Lower Hutt city
	Lower Hutt city residential	All rating units classified as residential or community facilities in the rating information database for Lower Hutt city
	Lower Hutt city rural	All rating units classified as rural in the rating information database for Lower Hutt city
Porirua City	Porirua city business	All rating units classified as business in the rating information database for Porirua city
	Porirua city residential	All rating units classified as residential in the rating information database for Porirua city
	Porirua city rural	All rating units classified as rural in the rating information database for Porirua city
Upper Hutt City	Upper Hutt city business	All rating units classified as business or utilities in the rating information database for Upper Hutt city
	Upper Hutt city residential	All rating units not classified as rural, business or utilities in the rating information database for Upper Hutt city
	Upper Hutt city rural	All rating units classified as rural in the rating information database for Upper Hutt city
Kāpiti Coast District	Kāpiti Coast district business	All rating units used for a commercial, business, industrial purpose or utility network activity in the Kāpiti Coast district rating information database
	Kāpiti Coast district residential	All rating units located in the urban rating areas, except those properties which meet the classification of rural, commercial, business, industrial purpose or utility network activity in the Kāpiti Coast district rating information database
	Kāpiti Coast district rural	All rating units classified in the rural rating areas for the Kāpiti Coast district
Masterton District	Masterton district business	All rating units classified as non-residential urban in the Masterton district rating information database
	Masterton district residential	All rating units classified as urban residential in the Masterton district rating information database
	Masterton district rural	All rating units classified as rural in the rating information database for the Masterton district
Carterton District	Carterton district business	All rating units classified as urban commercial, urban industrial or urban smallholding – greater than one hectare in the Carterton district rating information database
	Carterton district residential	All rating units classified as urban residential in the Carterton district rating information database
	Carterton district rural	All rating units classified as rural in the rating information database for the Carterton district
South Wairarapa District	South Wairarapa district business	All rating units classified as commercial in the South Wairarapa district rating information database
	South Wairarapa district residential	All rating units classified as urban in the South Wairarapa district rating information database
	South Wairarapa district rural	All rating units classified as rural in the rating information database for the South Wairarapa district
	Greytown ward	All rating units classified in the rating area of the Greytown ward in the rating information database for the South Wairarapa district
	Greytown urban	All rating units classified in the urban area of Greytown in the rating information database for the South Wairarapa district. (Prefaced Nos 18400 and 18420)
Tararua District	Featherston urban	All rating units classified in the urban area of Featherston in the rating information database for the South Wairarapa district. (Prefaced Nos 18440 and 18450)
		All rating units within the Tararua district area are classified as being within the boundaries of the Wellington region

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Category 2 – Public transport rate

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

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

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

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

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

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

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

Category 5 – Warm Greater Wellington rate

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

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Category 6 – Regional Economic Development rate

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

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

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

All figures on this page exclude GST.

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Category 7 – Stadium Rate

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

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

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

He tauākī pūtea mō ngā Reti | Rates funding impact statements

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

www.gw.govt.nz/regional-rates-calculator

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General Rates:

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

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

All figures on this page exclude GST.

River Management Targeted Rate:

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

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

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

All figures on this page exclude GST.

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Stadium and Warm Greater Wellington Targeted Rates:

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

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

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

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Public Transport Rate:

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

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

All figures on this page exclude GST.

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River Management Scheme Rates:

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

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

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

All figures on this page exclude GST.

Annual Plan 25/26

Catchment Schemes 1 Targeted Rate:

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

All figures on this page exclude GST.

Annual Plan 25/26

Catchment Schemes 2 through 4 Targeted Rates:

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

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

Annual Plan 25/26

Pump Drainage Schemes Targeted Rate:

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

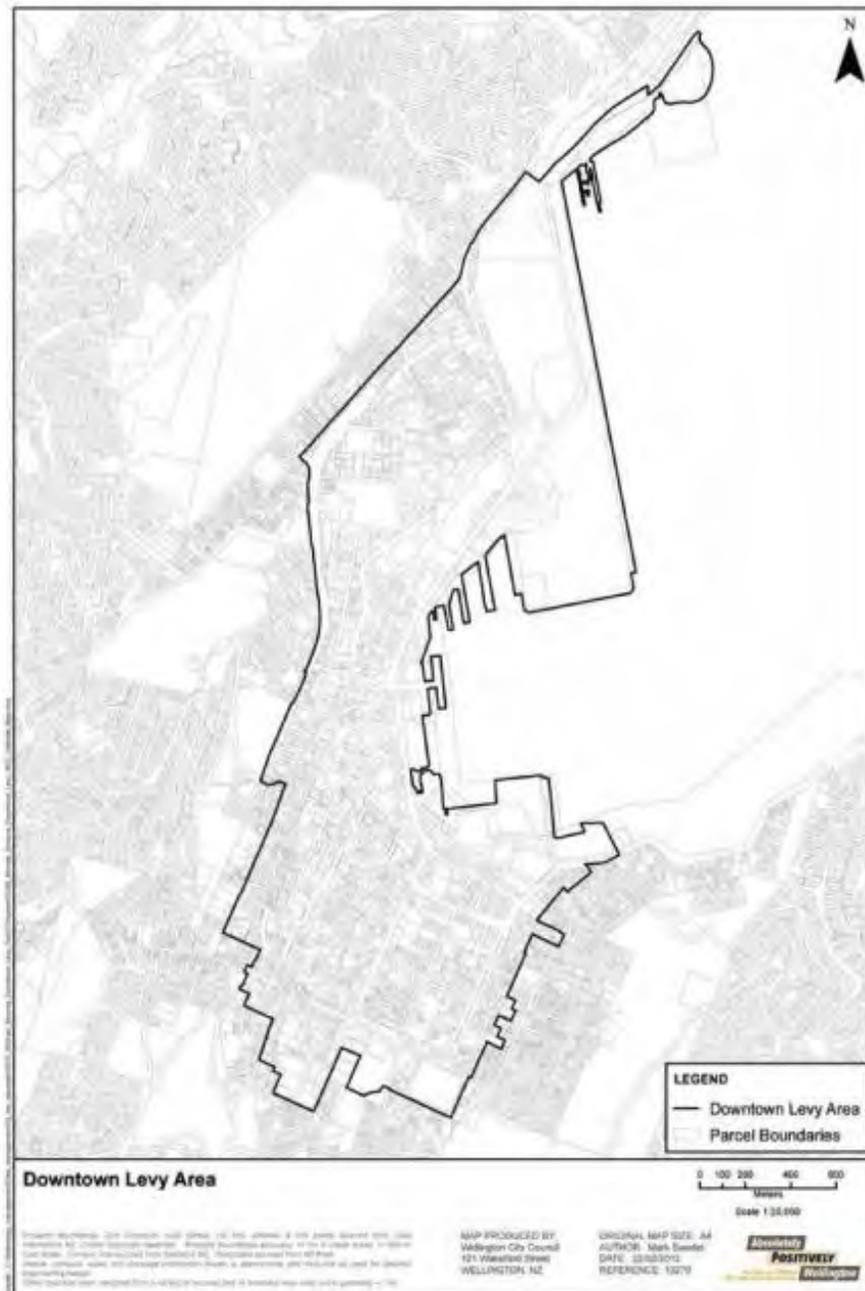
Targeted rate		2025/26	2025/26
Gravity drainage schemes		\$ per hectare	Revenue required \$
Okawa	A	16.11962	4,546
Taumata	A	20.99980	6,102
East Pukio	A	87.90518	9,978
Longbush	A	21.95790	4,790
Longbush	B	10.97890	1,379
Otahoua	A	84.19563	7,806
Te Whiti	A	31.12646	4,397
Ahikouka	A	56.33945	6,322
Battersea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

All figures on this page exclude GST.

Annual Plan 25/26

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

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



Council
26 June 2025
Report 25.254



For Decision

SETTING OF WELLINGTON REGIONAL COUNCIL RATES FOR 2025/26

Te take mō te pūrongo

Purpose

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

He tūtohu

Recommendations

That Council

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

Te tāhū kōrero

Background

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

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

Te tātāritanga Analysis

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

The General Rate

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

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

These rates are GST inclusive.

Targeted Rates*Public Transport*

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

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

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

These rates are GST inclusive.

Stadium Rate

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

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

These rates are GST inclusive.

Flood Protection

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

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

These rates are GST inclusive.

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

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

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

These rates are GST inclusive.

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

Targeted Area	Class	2025/26 \$ Per SUIP	Per Point¹
Lower Wairarapa Valley Development Scheme	A	-	0.38803
	Sa	31.84823	-
	Sb	63.74165	-

These rates are GST inclusive.

Pump Drainage Schemes

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

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

These rates are GST inclusive.

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

Gravity Drainage Schemes

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

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

These rates are GST inclusive.

Catchment Schemes

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

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

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

These rates are GST inclusive.

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

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

These rates are GST inclusive.

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

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

These rates are GST inclusive.

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

CATCHMENT SCHEMES #4	
Scheme Area	2024/25 Cents per metre of river frontage
Maungaraki	0.04386

These rates are GST inclusive.

Warm Greater Wellington

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

Wellington Regional Economic Development

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

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

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

These rates are GST inclusive.

Due Dates and Penalties

30. Officers recommend that:

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

Council	Instalment #	Due Date³	Penalty Date
Wellington City	1	1 September 2025	6 September 2025
	2	1 December 2025	6 December 2025
	3	1 March 2026	6 March 2026
	4	1 June 2026	6 June 2026
Lower Hutt City	1	1 September 2025	2 September 2025
	2	1 December 2025	2 December 2025
	3	1 March 2026	3 March 2026
	4	1 June 2026	2 June 2026
Upper Hutt City	1	<i>1 September 2025</i>	<i>2 September 2025</i>
	2	<i>1 December 2025</i>	<i>2 December 2025</i>
	3	<i>2 March 2026</i>	<i>3 March 2026</i>
	4	<i>2 June 2026</i>	<i>3 June 2026</i>
Porirua City	1	<i>1 September 2025</i>	<i>2 September 2025</i>
	2	<i>1 December 2025</i>	<i>2 December 2025</i>
	3	<i>2 March 2026</i>	<i>3 March 2026</i>
	4	<i>2 June 2026</i>	<i>3 June 2026</i>
Kāpiti Coast District	1	<i>9 September 2025</i>	<i>10 September 2025</i>
	2	<i>9 December 2025</i>	<i>10 December 2025</i>
	3	<i>9 March 2026</i>	<i>10 March 2026</i>
	4	<i>9 June 2026</i>	<i>10 June 2026</i>
Masterton District	1	<i>1 August 2025</i>	<i>20 August 2025</i>
	2	<i>1 November 2025</i>	<i>20 November 2025</i>
	3	<i>1 February 2026</i>	<i>20 February 2026</i>
	4	<i>1 May 2026</i>	<i>20 May 2026</i>
Carterton District	1	<i>20 August 2025</i>	<i>21 August 2025</i>
	2	<i>20 November 2025</i>	<i>21 November 2025</i>
	3	<i>20 February 2026</i>	<i>23 February 2026</i>
	4	<i>20 May 2026</i>	<i>21 May 2026</i>
South Wairarapa District	1	<i>20 August 2025</i>	<i>21 August 2025</i>
	2	<i>20 November 2025</i>	<i>21 November 2025</i>
	3	<i>20 February 2026</i>	<i>21 February 2026</i>
	4	<i>20 May 2026</i>	<i>21 May 2026</i>
Tararua District	1	<i>1 September 2025</i>	<i>8 September 2025</i>

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

Additional arrears penalty

31. In accordance with section 58 of the Act the Council authorises:
- a the addition of a penalty of 10 percent to the amount of any rates assessed in previous years that remain unpaid by as per the dates in the table below.
 - b an additional 10 percent penalty to be added to the amount of any rates to which a penalty has been added above and which remain unpaid as per the dates in the table below.

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

Ngā hua ahumoni**Financial implications**

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

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

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

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

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

Ngā Take e hāngai ana te iwi Māori Implications for Māori

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

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

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

Ngā tikanga whakatau Decision-making process

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

Te hiranga Significance

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

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

**Te whakatūtakitaki
Engagement**

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

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

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

**Ngā kaiwaitohu
Signatories**

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

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

Council
26 June 2025
Report 25.255



For Decision

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

Te take mō te pūrongo
Purpose

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

He tūtohu
Recommendations

That Council:

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

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

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

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

Te horopaki

Context

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

Te tātaritanga

Analysis

Proposed 2025/26 wholesale water levies

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

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

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

Proposed end of year adjustment water levies for 2024/25

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

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

The proposed end of year adjustments are as follows:

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

Ngā hua ahumoni

Financial implications

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

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

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

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

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

Ngā tikanga whakatau

Decision-making process

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

Te hiranga

Significance

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

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

**Te whakatūtakitaki
Engagement**

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

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

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

**Ngā kaiwaitohu
Signatories**

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

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

Council
26 June 2025
Report 25.250



For Decision

LOCAL WATER DONE WELL DELIVERY MODEL

Te take mō te pūrongo

Purpose

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

He tūtohu

Recommendations

That Council:

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

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

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

Or:

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

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

Te horopaki Context

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

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

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

Te tātaritanga Analysis

Outcome of public consultation

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

Importance of foundation documents

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

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

Interim Role of Advisory Oversight Group

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

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

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

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

Greater Wellington Representation on Advisory Oversight Group

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

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

Nga kōwhiringa

Options

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

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

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

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

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

Ngā hua ahumoni

Financial implications

Stranded Overheads

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

Set-up Costs

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

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

Use of Water Insurance Investment Fund

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

Debt Headroom

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

Ongoing Governance Costs

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

Ngā Take e hāngai ana te iwi Māori Implications for Māori

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

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

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

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

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

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

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

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

Ngā tikanga whakatau Decision-making process

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

**Te hiranga
Significance**

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

**Te whakatūtakitaki
Engagement**

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

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

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

**Ngā āpitihanga
Attachments**

Number	Title
1	Council consultation summary
2	Draft Updated AOG Terms of Reference

Ngā kaiwaitohu

Signatories

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

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



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

Summary as of 12 May 2025

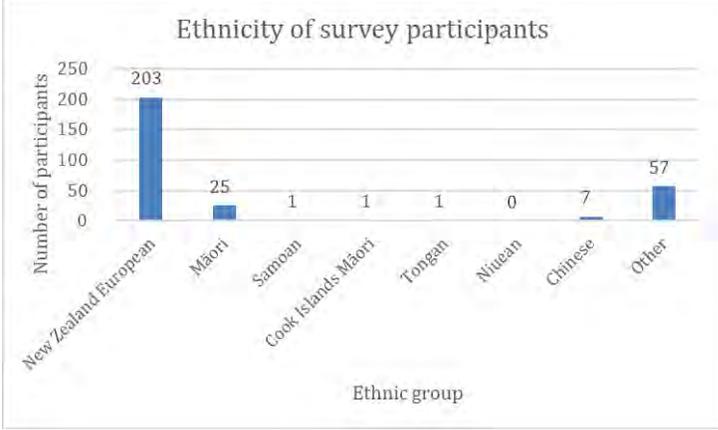
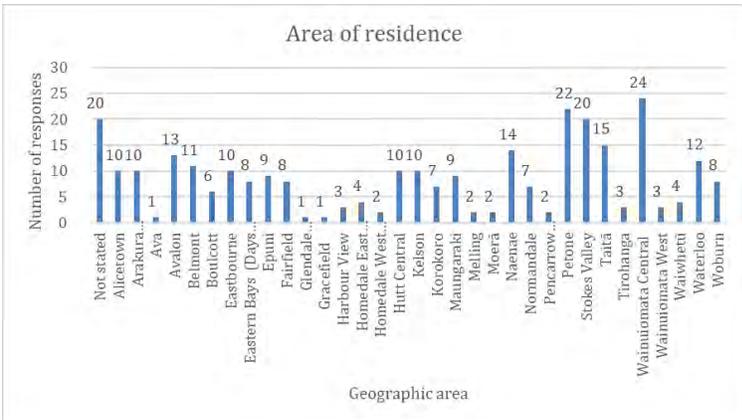
Through April 2025 Hutt, Porirua, Upper Hutt and Wellington City Councils, along with Greater Wellington Regional Council, undertook public consultation on water service delivery model options. A summary¹ from each council is presented below.

Hutt City Council

Consultation dates:	20 March 2025 to 20 April 2025																					
Submissions received:	291																					
Preferences	Option 1 – the establishment of a new multi council owned water services organisation	73.4%																				
	Option 2 – a modified version of the existing WWL arrangement	26.6%																				
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¹ Refer to each Council's deliberations report for full analysis of consultation results.

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<p>Infrastructure and Maintenance</p>	<p>Respondents highlighted significant concerns about the ageing water infrastructure in Lower Hutt, particularly the deteriorating condition of pipes and frequent leaks.</p> <p>Many stressed the need for major replacement programs to mitigate the risk of outages and service failures.</p> <p>Additionally, there were frustrations with delayed repairs and short-term maintenance solutions, with calls for a more proactive approach to asset management focusing on systematic upgrades rather than reactive patching.</p>																																																																							
<p>Service Delivery and Governance</p>	<p>There was widespread dissatisfaction with the quality and reliability of water services, with frequent disruptions and a lack of responsiveness to issues being common complaints.</p> <p>Wellington Water Ltd was a focal point of criticism, with respondents citing poor management practices, lack of cost control, and perceived inefficiency.</p> <p>Concerns about transparency and public accountability were also evident, with calls for greater openness and clearer governance structures.</p>																																																																							
<p>Financial Sustainability</p>	<p>Affordability emerged as a strong theme, with many respondents worried about rising rates and charges related to water services.</p>																																																																							

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

Porirua City Council

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

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	<ul style="list-style-type: none"> ● 16-25 ● 26-35 ● 36-45 ● 46-55 ● 56-65 ● 66-75 ● 76+ ● Prefer not to say 																
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<p>Affordability</p>	<p>People are worried about how the new water service plan will affect their finances. Many fear that costs will rise for households, especially for big families and those already struggling. Concerns include the introduction of water meters and separate charges for water.</p>																										
<p>Management and Responsibility</p>	<p>There's a strong desire for better management and accountability in the new water management setup. Many don't trust current management because of past failures and lack of expertise. People want independent oversight and clear decision-making processes.</p>																										
<p>Infrastructure and Resource Use</p>	<p>Feedback points out problems with current infrastructure, like leaks and poor planning. While there's support for centralising water services to boost efficiency, there's scepticism due to past management issues.</p>																										
<p>Fairness and Social Impact</p>	<p>Concerns are raised about fair distribution of costs and resources, especially for low-income communities and underfunded councils. There's worry that less affluent councils might bear more burden due to previous underfunding.</p>																										

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

Upper Hutt City Council

Consultation dates:	24 March – 27 April																																																									
Submissions received:	104																																																									
Preferences	Option 1 - Establish a new multi council owned CCO (preferred option)	84%																																																								
	Option 2 – Modified version of the current Wellington Water model (with a new planning, regulatory and accountability framework)	16%																																																								
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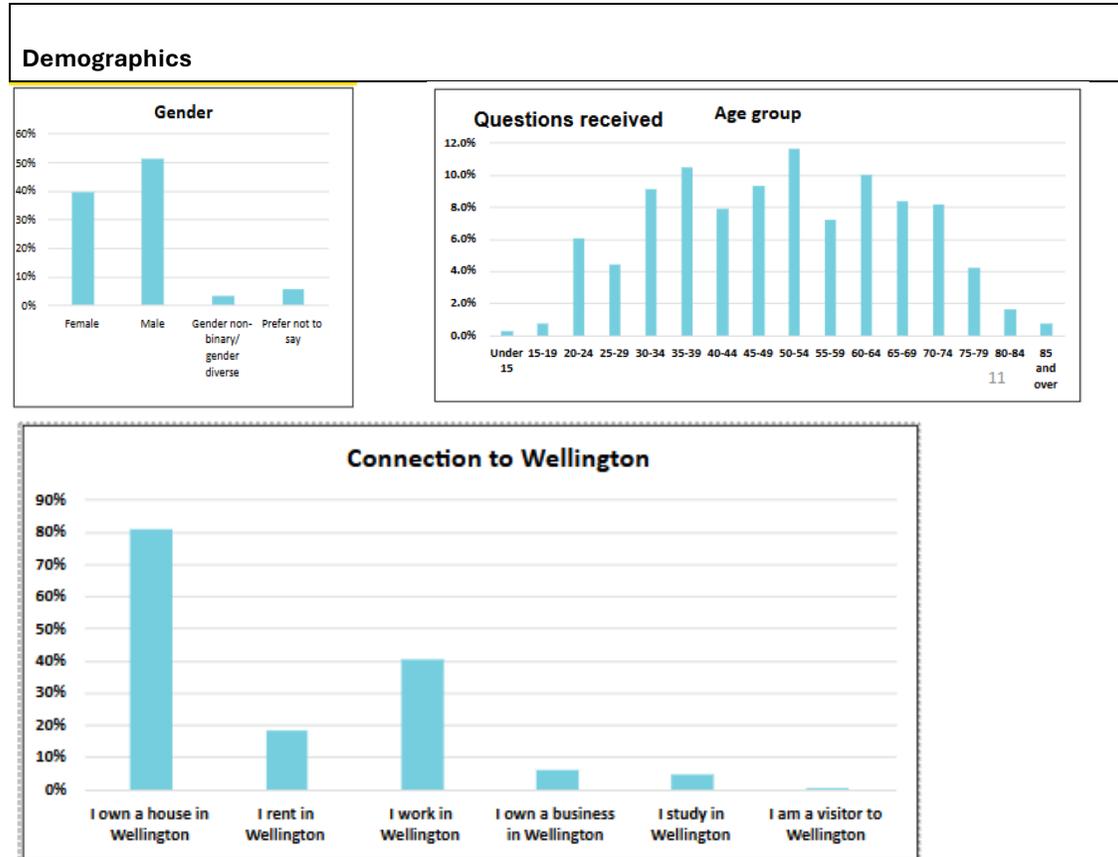
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Top themes from free text:	
General Support for change	<ul style="list-style-type: none"> • A clear majority support Option 1 (preferred option for a new multi-council owned water organisation), along with comments that change is needed to address aging infrastructure and systemic issues. • General sentiment that urgent action is needed to fix water infrastructure and governance. • Underlying frustration with a long history of mismanagement, rate increases, and poor service delivery. • A significant number of comments were on concerns, frustration and issues with the current Wellington Water model and its performance.
Cost, Rates and Affordability	<ul style="list-style-type: none"> • Extensive comments and concerns regarding high rates, financial modelling being unclear or lacking detail, and criticism of debt-driven spending. • Comments on the cost of establishing a new entity.
Better Infrastructure Investment and Management	<ul style="list-style-type: none"> • Strong asset management planning and information are essential before any new billing systems are introduced. • Infrastructure upgrades and pipe replacements and must be accelerated. Reactive leak repairs are inefficient; proactive full pipe replacement should be prioritised. • Mixed views on water meters: some strongly opposed to water meters, citing affordability concerns and fear of hidden charges. Others support water metering for conservation and fairness, especially if essential water use remains free or subsidized.
Governance, Capability and Accountability	<ul style="list-style-type: none"> • Numerous comments of distrust in the current governance, lack of water expertise, and mismanagement over decades. • Concerns a new entity might just replicate Wellington Water’s failures unless governance and leadership are entirely overhauled. • Calls for greater public accountability, including transparent audits. • Comments against potential future privatization, and in support of having protections for consumers and vulnerable users.

Wellington City Council

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

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Top themes from free text:	
Support for a New Multi-Council-Owned Entity	In support of option 1, submitters identified the opportunity for greater efficiencies, the existing inter-connectedness of the network, access to increased funding and better positioned for the future / long term planning.
Wellington Water performance	Submitters raised concerns about the performance of Wellington Water, noting concerns about contractor management and costs.
Strong leadership and accountability is important	Submitters identified the need for transparency of decision making, costs an outcomes noting the need to work in partnership (option 1) and for effective governance to be in place for any delivery model. Submitters expressed views on the need for subject expertise / infrastructure expertise to be represented on the Board and minimal /no political representation.
Water charges / affordability	A number of submissions raise concerns about the affordability of increased water charges alongside increasing council rates. Some identified a concern for non-ratepayers ill now have to pay for water usage (i.e. meters). General support for equity to be a factor when setting water charges.
Privatisation	Several submissions are concerned at the possibility (now or into the future) of water assets being privatised.

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Greater Wellington

Consultation dates:	20 March – 22 April																															
Submissions received:	113																															
Preferences	Option 1	79.6 %																														
	Option 2	20.4 %																														
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Top themes from free text:																										
<p>Distrust in Current Management</p>	<ul style="list-style-type: none"> Many comments express a lack of trust in Wellington Water's ability to manage water infrastructure effectively. There are concerns about poor management, blame culture, and inefficiency. The submitters feel that Wellington Water has failed to deliver on its promises and has wasted resources, leading to a call for a new management structure. 																									
<p>Support for a New Multi-Council-Owned Entity</p>	<ul style="list-style-type: none"> A significant number of comments supported the preferred option (out of the two presented), a new multi-council-owned water organization. This is seen to improve accountability, efficiency, and long-term planning. The new entity is expected to leverage regional assets better and provide a more unified approach to water management. 																									
<p>Need for Improved Accountability and Transparency</p>	<ul style="list-style-type: none"> There is a strong demand for greater accountability and transparency in water management. The submitters indicated that clear oversight and democratic control over the new water entity is very important. Ensuring that the new organization operates with public ownership and transparency is a priority for many respondents. 																									
<p>Environmental improvements and Te Titiri</p>	<ul style="list-style-type: none"> Many respondents emphasised the importance of environmental responsibility and long-term planning in water management. They want the new entity to prioritize climate resilience and sustainable practices. There is a call for the new organization to uphold Te Tiriti o Waitangi obligations and involve Māori groups in governance. 																									
<p>Concerns About Privatisation and GW's land holdings</p>	<ul style="list-style-type: none"> Several comments express concerns that centralising water assets could lead to future privatisation, despite current assurances to the contrary The public wants guarantees that water resources will remain publicly owned and managed for the benefit of all Submitters also want to ensure that GW-owned lands stay in GW ownership. 																									

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

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

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

Outcomes and options

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

The key deliverables from this joint process include:

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

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

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

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

Advisory Oversight Group

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

Decision making and delegations

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

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

(“Establishment Activities”)

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

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

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

Key tasks and partnerships outcomes

The AOG will work in partnership to:

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

Advisory Oversight Group membership and structure**Membership**

The Advisory Oversight Group shall consist of:

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

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

Structure for AOG

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

Attachment 2 to Report 25.250

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

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

Chief Executives' group

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

This group will be chaired by a nominated Chair.

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

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

Project team and secretariat – role, responsibilities, and membership

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

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

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

Funding

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

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

Communications and media protocols

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

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

Council
26 June 2025
Report 25.296



For Decision

REPORT ON THE REGIONAL PUBLIC TRANSPORT PLAN HEARING

Te take mō te pūrongo

Purpose

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

He tūtohu

Recommendations

That Council:

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

Te tāhū kōrero

Background

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

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

Te tātaritanga

Analysis

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

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

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

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

Ngā hua ahumoni

Financial implications

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

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

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

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

24. As a statutory instrument with a public transport planning and provision focus, the RPTP is an expression of Greater Wellington’s decarbonisation and climate change policies and actions as they relate to transport in the Wellington region.
25. Climate change mitigations are a key focus for the RPTP with its strategic priority an “efficient, accessible, affordable and low carbon public transport network”.
26. The RPTP Strategic Focus Area relating to climate change is to reduce public transport emissions by accelerating decarbonisation of the vehicle fleet.
27. The RPTP key measures related to climate change are:
- a Reduce tonnes of CO2 emitted per year by public transport emissions to 16,300 tonnes by 2030
 - b Reduce CO2 per KM travelled by half by 2035.
28. The RPTP themes related to climate change are:
- a Reduce public transport emissions by accelerating decarbonisation of the vehicle fleet
 - b Minimise gross emissions for Metlink’s public transport fleet, reducing the offsets required to reach net carbon neutrality
 - c Drive environmental and cost sustainability by pursuing smart commercial opportunities and lower carbon technologies
 - d Continue to decarbonise the Metlink bus fleet
 - e Explore ways to further decarbonise the Metlink rail and ferry fleet.

Ngā tikanga whakatau **Decision-making process**

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

**Te hiranga
Significance**

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

**Te whakatūtakitaki
Engagement**

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

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

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

**Ngā āpitihanga
Attachment**

Number	Title
1	Transport Committee resolutions and recommendations

**Ngā kaiwaitohu
Signatory**

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

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

Resolutions relating to RPTP final drafting

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

Resolutions relating to consultation focus questions

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

Resolutions relating to RPTP content

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

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

Resolutions relating to individual submissions

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

Resolutions relating to emerging themes from consultation

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

Attachment 1 to Report 25.296

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

Council
26 June 2025
Report 25.295



For Decision

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

Te take mō te pūrongo
Purpose

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

He tūtohu
Recommendations

That Council:

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

Te horopaki
Context

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

Requirement to have a regional public transport plan

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

Varying or renewing a regional public transport plan

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

Purpose of a regional public transport plan

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

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

Development of a regional public transport plan

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

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

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

Principles to apply when exercising powers under Part 5

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

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

Current RPTP

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

Te tātaritanga

Analysis

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

Revisions to the draft RPTP following consultation and deliberations

17. Following deliberations, the Hearings Committee (Transport Committee) made a series of recommendations to officers for action prior to the RPTP being brought to Council for adoption (refer Report 25.296 Report on the Regional public Transport Plan Hearing).
18. The Committee agreed that responsible officers work with the Committee Chair to make editorial changes to the draft RPTP in line with Committee deliberations prior to the final RPTP being presented to Council for adoption.
19. Following deliberations, subsequent editorial points were raised by elected members and officers and have been amended with Committee Chair guidance. These were:
 - a Amending the te reo title of the RPTP to better reflect geographic coverage of the RPTP
 - b Amending the new focus area relating to 'enhanced journey integration' to include 'bus to ferry' connections.
20. Officers note that since the draft RPTP was publicly consulted on, work on the Greater Wellington Bus Services Procurement (part of the wider Public Transport Services Procurement) has been progressed. At this stage, the Greater Wellington Bus Services Procurement is proposing that the current bus Units outlined in the draft RPTP be consolidated into the following six new Units:
 - a Unit 22 – North-South (commencing 2028): current Units 1(North-South Spine), 6 (Taranaki), 7 (Brooklyn/Ōwhiro) and 8 (Newlands)
 - b Unit 23 – Porirua-Tawa (commencing 2028): current Units 13 (Porirua) and 18 (Tawa)
 - c Unit 24 – Hutt Valley (commencing 2029): current Units 9 (Lower Hutt), 10 (Upper Hutt), 11 (Wainuiomata) and 12 (Eastbourne)
 - d Unit 25 – Wairarapa (commencing 2029): current Unit 15 (Wairarapa)
 - e Unit 26 – East-West (commencing 2030): current Units 2 (East-West Spine), 3 (University), 4 (Khandallah/Aro), 5 (Central) and 20 (Airport)
 - f Unit 27 – Kapiti (commencing 2030): current Unit 14 (Kāpiti)
21. Officers recommend we signal this planned consolidation in the final RPTP so that we are being clear about our intentions to consolidate the Units even if they won't commence until 2028 at the earliest. This may remove any need to vary the RPTP in the short term to address the upcoming Greater Wellington Bus Services Procurement.
22. A full list of editorial changes is documented in [Attachment 2](#).
23. Officers have subsequently worked with the Committee Chair to revise the draft RPTP to give effect to the resolutions, address subsequent points raised by elected members and officers, and make minor editorial and format changes. The finalised RPTP is attached as [Attachment 1](#).

24. Submitters who spoke at the Hearings were also sent an email from Greater Wellington on the outcomes of the consultation process.

Ngā hua ahumoni
Financial implications

25. There are no financial implications from the matters for decision. Funding to implement the initiatives outlined in the Wellington RPTP 2025-35 are covered by the LTP and RLTP processes.

Ngā Take e hāngai ana te iwi Māori
Implications for Māori

26. Greater Wellington has worked through the Long-Term Plan process to engage with mana whenua to build direct enduring relationships that will allow co-development of responses to transport issues of specific interest to individual mana whenua, and these have been reflected in the Wellington RPTP 2025.
27. The ‘Mana Whenua, Mātāwaka, and our Public Transport Journey’ section of the new RPTP builds upon the work done in the current RPTP. It expands from aiming to build effective partnership with mana whenua to encompass effective Mana whenua partnerships and welcomed mana whenua co-design, collaboration, engagement, and/ or participation to encourage greater use of public transport services.
28. This section also sets out the expectation that Māori perspectives are considered in all Metlink projects.

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

29. As a statutory instrument with a public transport planning and provision focus, the RPTP is an expression of Greater Wellington’s decarbonisation and climate change policies and actions as they relate to transport in the Wellington region.
30. Climate change mitigations are a key focus for the RPTP with its strategic priority an “efficient, accessible, affordable and low carbon public transport network”.
31. The RPTP Strategic Focus Area relating to climate change is to reduce public transport emissions by accelerating decarbonisation of the vehicle fleet
32. The RPTP key measures related to climate change are:
 - a Reduce tonnes of CO2 emitted per year by public transport emissions to 16,300 tonnes by 2030
 - b Reduce CO2 per KM travelled by half by 2035.
33. The RPTP themes related to climate change are:
 - a Reduce public transport emissions by accelerating decarbonisation of the vehicle fleet

- b Minimise gross emissions for Metlink’s public transport fleet, reducing the offsets required to reach net carbon neutrality
- c Drive environmental and cost sustainability by pursuing smart commercial opportunities and lower carbon technologies
- d Continue to decarbonise the Metlink bus fleet
- e Explore ways to further decarbonise the Metlink rail and ferry fleet.

Ngā tikanga whakatau

Decision-making process

- 34. The process for deciding this matter is prescribed by sections 119, 120, 121, 122, 124 and 125 of the LTMA. Section 119(2) states that “a regional council may, by resolution at any time, vary or renew a regional public transport plan previously adopted by it”. Section 119(3) states that “the production in proceedings of a copy of a regional public transport plan purporting to have been adopted, varied, or renewed by a regional council under this section is, in the absence of evidence to the contrary, sufficient evidence of the plan and of the fact that it has been adopted, varied, or renewed in accordance with this section”. Section 122 states that “a regional public transport plan takes effect on the day that is 20 working days after the date on which the regional council adopts the plan”.
- 35. Under section 119(4) a regional council may not delegate the responsibility for adopting, varying, or renewing a regional public transport plan to a committee or other subordinate decision-making body. To this end, the decision to adopt the final RPTP following this submissions and deliberation process will be put to the full Council meeting on Thursday 26 June 2025.
- 36. Consultation for the draft RPTP has been in accordance with the consultation principles in section 82 of the Local Government Act 2002 (LGA). In this case, Council decided at its meeting on Thursday 27 February 2025 to use the special consultative procedure specified in section 83 of the LGA.
- 37. In compliance with section 125 of the LTMA, Greater Wellington has consulted with territorial authorities in the Wellington Region and our public transport operators, and with central government agencies including NZTA and the Ministry of Education.

Te hiranga

Significance

- 38. Officers considered the significance (as defined by Part 6 of the LGA) of this matter, considering Council’s Significance and Engagement Policy and Greater Wellington’s Decision-making Guidelines. The adoption of the Wellington RPTP 2025 is a decision of high significance. The LTMA sets out the process that is required to be followed when preparing and adopting an RPTP; this process has been followed.

Te whakatūtakitaki

Engagement

39. Metlink worked with Te Hunga Whiriwhiri to ensure mana whenua perspectives were built into the RPTP.
40. Public engagement was centred on seeking the public’s views on the draft RPTP through our “Have your say” webpage, through which people could access the draft RPTP and/or RPTP consultation brochure and make a submission. Promotional activities included advertisements in local and community newspapers, promotion on social media, digital advertising and distribution of flyers at community events. Four online workshops were held, as outlined above.
41. Letters have been sent to TLAs and our other key partners to advise them of the results of the Hearings process and the resolutions that are of importance to their relevant city or district of the Wellington region.

Ngā tūāoma e whai ake nei

Next steps

42. Section 121 of the LTMA requires Council to provide notification of adoption of the plan to specific stakeholders and the public and to make available copies of the Plan for public inspection. As per s.121, officers will notify NZTA, the Secretary of Transport, the Minister of Education, KiwiRail, territorial authorities, Kāinga Ora, and the Regional Transport Committee within 20 working days of Council’s adoption of the RPTP.
43. Public notification of adoption will be made through media channels specified in s.121 of the LTMA and through standard Greater Wellington communications channels.
44. Officers will advise Council if a variation to the RPTP is required over the coming 18 months, earlier than the standard triennial review cycle, to support the upcoming Greater Wellington Bus Services Procurement.

Ngā āpitihanga

Attachments

Number	Title
1	Te Mahere Waka Whenua Tūmatanui o te Rohe o te Upoko o te Ika a Maui tWellington Regional Public Transport Plan 2025-35
2	Edits to Final RPTP from Draft

**Ngā kaiwaitohu
Signatories**

Writers	Scott Walker, Senior Advisor, Metlink Emmet McElhatton, Manager Policy, Metlink
Approvers	Tim Shackleton, Senior Manager, Strategy, and Investments, Metlink Samantha Gain, Group Manager, Metlink

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> Adoption of the RPTP is a function of the Regional Council under section 119 of the LTMA.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The Wellington RPTP 2025 is a key regional policy document and is consistent with the Long-Term Plan (LTP), Annual Plan, Wellington Future Development Strategy and the Wellington Regional Land Transport Plan (RLTP).
<i>Internal consultation</i> In preparing this report, consultation was undertaken with relevant officers including across the Metlink group.
<i>Risks and impacts - legal / health and safety etc.</i> There are no known risks and impacts arising from the decision to adopt the RPTP.



**Te Mahere Waka Whenua Tūmatanui o te Rohe
Te Upoko o te Ika a Maui
Wellington Regional
Public Transport Plan
2025-2035**



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He Kupu nā te Tiamana

Chair's Message

The Wellington region continues to grow. During the next 30 years the Wellington region and neighbouring Horowhenua needs to plan for 200,000 additional residents, 99,000 more homes and a greater supply of business and industrial land. An expanded population will bring economic development and changes to where we live, learn, work and play.

Higher urban density in Wellington and Porirua Cities and the Hutt Valley and increasing residential growth in the Wairarapa and north of Waikanae, will place increasing demands on regional transport. For this growth to be sustainable, and to ensure we achieve our goals of improving safety, access and reducing emissions, Greater Wellington and its regional and central government partners will need to continue to invest in public transport infrastructure and services.

Wellington has the highest public transport use per person in New Zealand and one of the highest in Australasia. This plan will build on that strong foundation by increasing investment in the frequency and capacity of peak and off-peak services and improving connections between residential, retail, and employment hubs across the region.

Smart investment is key to improving the passenger experience, reducing reliance on private cars, and making public transport more sustainable. We prioritise cost-effective solutions that provide the greatest benefits for people across the region.

Like councils across Aotearoa New Zealand, we faced tough challenges throughout 2023 and 2024. Rising costs, increasing inflation, and higher insurance and borrowing rates placed significant pressure on our budgets. These same challenges were also felt across our communities.

As we head into the 2025/26 financial year, inflation and the cost of borrowing have begun to ease. However, Greater Wellington is now faced with new challenges, including cost-of-living pressures on our residents, reduced central government funding and new NZTA policies focused on increasing the 'private share' of our public transport operating costs, i.e. the proportion of costs covered by passenger fares and third-party revenue like advertising.

In response, we have undertaken a significant amount of work to assess our work programmes and, as a result, the delivery of several public transport projects set out in the previous RPTP and Greater Wellington's current Long Term Plan work programmes are proposed to be deferred or delayed.

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

- Reducing the number of buses we order to simply meet expected patronage demand across the region
- A general fares increase to reflect inflation levels and change in the off-peak fare discount reduction from 50% to 30%
- Deferring a project to develop bus interchange and driver facilities in Porirua.

Optimisation of our bus network design and service levels have also been considered as part of review that has delivered this RPTP.

The next stage of our public transport journey focuses on making core services more frequent, reliable, and comfortable. Over the next decade, we'll deliver major improvements in partnership with regional and central government.

The Wellington Metro Rail Network is a key strategic asset and forms a significant focus for local and central government investment over the coming decade and beyond. Continuing to build capacity on the network while maintaining and improving safety, reliability and access will require the investment of hundreds of millions of ratepayers' and taxpayers' dollars.

An example of significant investments underway include the purchase of 18 new trains and associated infrastructure for the Lower North Island. By improving commuter connections to Wellington, Palmerston North and Masterton, the new trains will support and sustain growth in Wairarapa, Kāpiti, Horowhenua and Manawatū.

Greater Wellington, our Council partners, and iwi are focused on progressing a regional deal with Government. Continuing our delivery of an efficient, accessible and low carbon public transport network will be a key enabler of a regional deal and this Regional Public Transport Plan will support our discussions and planning with the Crown.

This is an exciting time for public transport in our region. With the support of all our central and local government partners, our operators and our communities, we can continue to make informed decisions on public transport over the life of this plan and keep our extraordinary region thriving, connected, and resilient.



A handwritten signature in blue ink that reads "Daran Ponter". The signature is written in a cursive, flowing style.

Daran Ponter
Greater Wellington Regional Council Chair

He Kupu nā te Tiamana o te Komiti Waka

Transport Committee Chair's Message

Public response to the Transport Committee's March 2025 consultation on the draft version of this RPTP has demonstrated the critical role public transport plays in the daily life of people in the Wellington region.

We received 996 individual submissions on the draft RPTP from local residents, businesses, community and advocacy groups, our local government partners in the region, and public transport operators. Submissions were wide-ranging in their coverage, focusing on every aspect of public transport provision in our region from individual bus stops to high-level programmes and policies.

While submissions expressed a range of opinions and perspectives – supportive and critical – on our draft RPTP, overall the submissions reflected Wellingtonians' desire for a public transport network with wide geographic coverage, frequent services and high capacity as an alternative to private-vehicle use.

Following public hearings, the Transport Committee deliberations recommended a range of amendments to the draft RPTP which have since been adopted by Council. Notable of these included in this final Plan include:

- Adoption of a new strategic focus area "Promote more efficient land use and urban development that maximises access to public transport services and minimises the cost of delivering them".
- Inclusion of new focus on improving bus-to-bus, bus-to-ferry and bus-to-rail connections, and on the provision of improved shelter while waiting for those connections.

- Improvements to service provision for specific bus routes in Wainuiomata, Ōtaki, Porirua, Tawa and Ōwhiro Bay.
- Improvements to accessibility across the network.
- New work associated with planning future rail infrastructure, including potential new rail stations.

In addition, our consultation focused on five public transport topics: the creation of high-frequency bus corridors; introducing demand management for Metlink Park and Ride; the redevelopment of Waterloo Station; allowing passengers to travel with large pets on public transport; and phasing out cash on board buses. We have evaluated these initiatives based on the considerable and varied public response and our final position on each initiative is highlighted in this final version of the plan.

This RPTP sets out a busy work programme over the coming decade to achieve our goals. Our work on delivering the new Lower North Island Rail Integrated Mobility (LNIRIM) trains for the Wairarapa and Manawatū rail lines is progressing at pace and long-distance travel in the lower North Island will be transformed, with considerable economic benefit, by the end of this decade.

Our current bus partnering contracts started in 2018 and most expire in either 2027 or 2030. We will need to consider how we approach procurement of new contracts and how we may enhance these to deliver the best possible outcomes for our region's public transport users. Standing by our commitment to work with operators to build a sustainable workforce is a central part of our approach to the new bus

contracts. This RPTP prepares Greater Wellington for this important procurement.

We are working with Wellington City Council, and our other partners to make it easier for travel to and from destinations in the region which will deliver social and economic benefits for our residents and visitors through the Wellington Rapid Transit Bus Corridors Programme. We are also continuing to work on bus priority in Wellington (including the second spine) and around the region. Supporting the major improvements to public transport links between Wellington and Lower Hutt central city through the new Melling station and city link public transport access bridge will be an important contribution to improving daily travel in the region. We highlight these projects in this plan.

Through our recent Long-Term Plan, we consulted on building new bus depots and advancing our strategic asset control plans. These are highlighted in this plan.

We continue to show national leadership in meeting our climate change commitments through investment in electrification technology for all modes of public transport travel. Through this plan, we will continue to deliver improved bus services across the region including additional EV buses over the next ten years as part of our bus growth strategy, and introducing articulated buses on our busiest route, the number 2, to double its capacity.

Metlink is committed to making it easier for disabled people to access public transport across the Wellington region. The Transport Committee adopted an Accessibility Charter in 2021 and continuing to improve accessibility is one of the key areas of focus of this plan.

Land use and transport planning is an emerging focus for this plan. Our region's sustainable growth will depend on land use and transport planning that is integrated and value for money, with a focus on densification where the cost of infrastructure is amply off-set through lower per-dwelling costs. Our Council's contribution to urban development will continue through the redevelopment of Waterloo Station into a high-amenity, integrated transport hub.

While we have an ambitious but necessary public transport work programme, we are also faced with a constrained funding and policy environment. Our Council will need to focus on optimisation and making tough choices in the years ahead.

While patronage on bus is at record levels, we still have much to do in the coming decade to achieve our decarbonisation, travel choice and passenger experience goals.

Ngā mihi



Thomas Nash
Chair, Transport Committee

1. He Kupu Whakarāpopoto

Introduction

The Wellington Regional Public Transport Plan (RPTP) guides the design and delivery of public transport services, information and infrastructure in the Wellington region. The RPTP has a ten-year strategic focus with particular attention to the coming three-yearly operational cycle. This RPTP focuses on the period from 2025 to 2035.

Metlink is the Greater Wellington Regional Council (Greater Wellington) public transport authority which plans and delivers public transport within the wider Wellington region. Metlink connects people within the Wellington region through a public transport network that stretches from Wellington north to Ōtaki and east to Masterton. We have five rail lines, 90 public bus routes, more than 80 school bus services and a harbour ferry service.

The network is managed by Greater Wellington and is currently serviced by six transport operators:

- **Bus** - Kinetic, Tranzit Group (Tranzurban), Mana Coach Services, Uzabus
- **Rail** - Transdev
- **Ferry** - East by West

Subsidised taxi services across ten operators provide travel support where regular public transport services cannot meet the needs of people through the Te Hunga Whaikaha Total Mobility Scheme.

Metlink’s goal is to deliver an efficient, accessible, affordable and low-carbon public transport network. Greater Wellington works in partnership with the NZ Transport Agency Waka Kotahi (NZTA), KiwiRail and territorial authorities to plan and fund the region’s public transport network. Greater Wellington also works with other regional councils like Horizons Regional Council on inter-regional transport initiatives. Metlink is focused on providing a great service to our communities across the region and on the welfare and wellbeing of our passengers and staff.



Our policy framework

Greater Wellington's public transport policies are distributed throughout the sections of this document. The policy table number, objective of each policy, and page where the policy table can be found is listed below:

Policy table number	Objective	Page
P1.	Integrate public transport services into the design of urban environments	22
P2.	Enhanced Metlink capacity and capability through regional and national collaboration	22
P3.	Balance patronage and coverage-oriented services	27
P4.	Encourage and enable multi-modal journeys, improving access to public transport	35
P5.	Provide targeted public transport to help people get to and from strategic events safely and in a climate friendly manner	39
P6.	Provide public transport services that provide students with an efficient, safe and affordable method of travel to and from school	40
P7.	Standing on Buses policy targets	41
P8.	Providing greater choice and flexibility for journey planning, fares and fare payment options including integrated fares	46
P9.	Balance user contribution with public funding	47
P10.	Providing greater choice and flexibility for journey planning, fares and fare payment options including integrated fares	52
P11.	Māori perspectives are considered at a level that mana whenua and mātāwaka consider appropriate	54
P12.	Continue to decarbonise the Metlink fleet	57
P13.	Deliver a public transport service that is responsive to passenger needs	60-61
P14.	Improve the access of public transport for all	68
P15.	Provide, maintain and continue to improve a high quality, high capacity, high frequency core public transport network	118
P16.	Promote fairness and equity in the provision of public transport services	122
P17.	Improve the accessibility of public transport for all	125
P18.	Develop asset and infrastructure management strategies	133
P19.	An approach to procurement and monitoring of services that supports the efficient delivery of services and provides value for money	138-139
P20.	The creation and design of units supports the efficient delivery of services and provides value for money	142
P21.	Prioritise safety through continuous improvements to both infrastructure and operations	146
P22.	Provide commercial offerings and opportunities linked to our public transport services and infrastructure	147

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

- a. Go where people want to go, at the times they want to travel
- b. Provide competitive journey times against other modes of transport
- c. Provide value for money
- d. Are easy to understand and use
- e. Are safe, comfortable, and reliable
- f. Provide flexibility, allowing people to change their plans
- g. Are accessible by providing information, and facilities that are available to everyone.

Under the Land Transport Management Act 2003 (LTMA), Greater Wellington must review the RPTP after changes are made to the public transport components of the Regional Land Transport Plan (RLTP). A midterm review of the RLTP occurred in late 2024 in which the public transport components were changed. This review reflects those changes.

Throughout this RPTP, the terms 'Metlink' and 'Greater Wellington' are used interchangeably given Metlink operates as part of Greater Wellington.

2. He Aha tā Mātou e Whai Ana

Vision and What we Want to Achieve

To plan effectively, Greater Wellington has identified problems that we need to try and solve, and opportunities to address these. Through this identification, we have developed four strategic focus areas which are outlined as follows:

1. Decarbonisation of the public transport fleet

- Diesel buses and trains are emitting Carbon dioxide (CO₂) and harmful emissions into the air and are responsible for 52% of Greater Wellington's carbon footprint
- This RPTP sets out a target of reducing the tonnes of CO₂ emitted per year by public transport emissions to 16,300 tonnes by 2030. Greater Wellington will continue reducing emissions from our bus fleet, through the staged replacement of diesel buses. This will support the reduction of CO₂ and other harmful emissions and increase access and social inclusion.

2. Travel choice options to increase the attractiveness of public transport compared to private vehicle travel

- Improving access to the public transport network outside of Wellington city will be beneficial for the projected growth and will result in people using private vehicles less. This will have added benefits as peak congestion will reduce on the main roads into and out of Wellington city and also therefore reduce carbon emissions and increase access and social inclusion
- Currently, 18% of commuters into central Wellington use rail, and 16% use bus during peak travel periods. Investing in public transport will help to increase the share of commuters using public transport.

3. Improving passenger experience

- Improvements to the passenger experience will attract and retain more public transport users. Many projects are under way which will enhance passenger experience including accessibility improvements, RTI system 2.0 rollout, new fare payment options including integrated fares, and demand management mechanisms for parking
- This RPTP sets Metlink a target for passenger satisfaction that is greater than 92% for the overall trip on our network.

4. Improve access to public transport for those with specific needs

- A 2023 analysis of access to public transport identified some areas of the region that Metlink should consider improvements to access for public transport, particularly for those who are transport disadvantaged. How these are better served requires consideration in this plan.

5. Promoting more efficient land use and urban development that maximises access to public transport services and minimises the cost of delivering them

- Exploring a development levy and alternative funding sources for the growth of public transport infrastructure to support services and incentivise urban development that is cost effective.



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

Strategic Focus Areas	Key Measures	Themes
Decarbonisation of the public transport fleet	<ul style="list-style-type: none"> - Reduce tonnes of CO₂ emitted per year by public transport emissions to 16,300 tonnes - Reduce CO₂ per Km travelled by half by 2035 	<ul style="list-style-type: none"> Reduce public transport emissions by accelerating decarbonisation of the vehicle fleet Minimise gross emissions for Metlink's public transport fleet, reducing the offsets required to reach net carbon neutrality Drive environmental and cost sustainability by pursuing smart commercial opportunities and lower carbon technologies Continue to decarbonise the Metlink bus fleet Explore ways to further decarbonise the Metlink rail and ferry fleet
Travel choice options to increase the attractiveness of public transport compared to private vehicle travel	<ul style="list-style-type: none"> - Increase annual public transport boardings to 75.4 per capita by 2030 (from 67.7 in 2022/23) 	<ul style="list-style-type: none"> Promote and encourage people to move from private vehicles to public transport Provide, maintain, and continue to improve a high quality, high capacity, high frequency core public transport network Improve access to public transport Promote behaviour change Integrate public transport services into the design of urban environments Encourage and enable multi-modal journeys Develop asset and infrastructure management strategies Advocate for and work with central and local government on strategies to encourage increased public transport use
Improve passenger experience	<ul style="list-style-type: none"> - Maintain a passenger satisfaction rating of greater than 92% for Metlink public transport overall - 40% reduction in serious injuries on the public transport network by 2030 	<ul style="list-style-type: none"> Provide a consistent and high-quality passenger experience across the public transport network Provide fit-for-purpose vehicles, infrastructure and services to continually deliver a high-quality core network that meets ongoing demand Improve the quality and accessibility of public transport Prioritise the safety and maintenance of the public transport network to encourage safe behaviours Provide greater choice and flexibility for journey planning, fares and fare payment options including integrated fares Prioritise safety through continuous improvements to both infrastructure and operations
Improve access to public transport for those with specific needs	<ul style="list-style-type: none"> - Increase from 74.4% the percentage of people within a 5-10 minute walk of an all-day, 7 day a week public transport service with minimum 60-minute daytime frequency - Increase boardings by people that use the Accessible Concession (as a percent of total boardings) by equal to or greater than 4% (from 0.9% in 2022/23) 	<ul style="list-style-type: none"> Improve the accessibility of public transport for all Promote fairness and equity in the provision of public transport services Maintain and improve access to public transport for all Increase access of public transport by people with an activity limitation Increase availability of public transport for people with low incomes

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

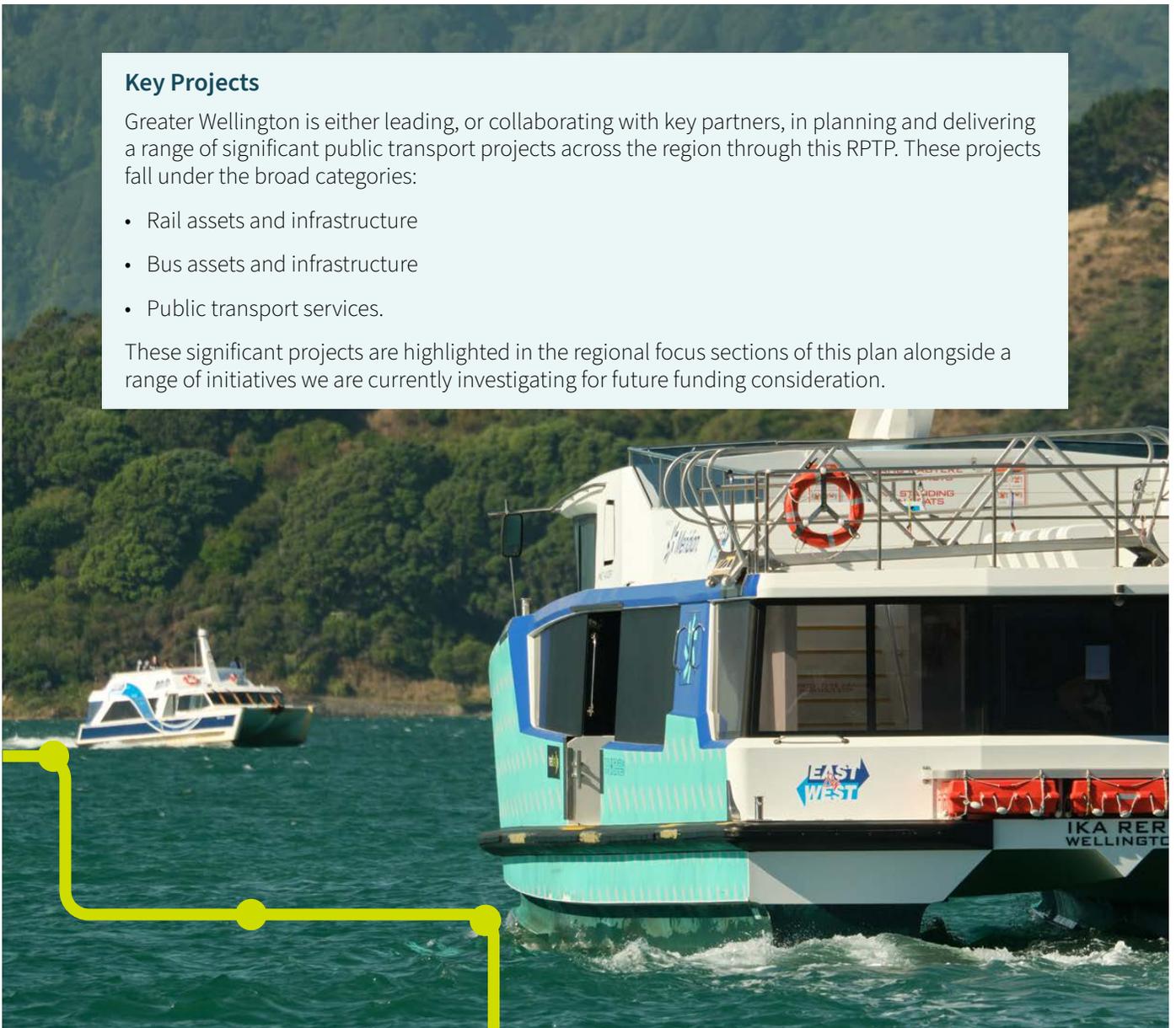
Strategic Focus Areas	Key Measures	Themes
Promoting more efficient land use and urban development that maximises access to public transport services and minimises the cost of delivering them	<ul style="list-style-type: none"> - 50% increase in Rapid Transit Bus Corridors by 2035 across Wellington, Porirua, and Hutt City - Region's first Transit-Oriented-Development delivered by 2030 	<ul style="list-style-type: none"> Integrate public transport services into the design of urban environments Encourage and enable multi-modal journeys Develop asset and infrastructure management strategies

Key Projects

Greater Wellington is either leading, or collaborating with key partners, in planning and delivering a range of significant public transport projects across the region through this RPTP. These projects fall under the broad categories:

- Rail assets and infrastructure
- Bus assets and infrastructure
- Public transport services.

These significant projects are highlighted in the regional focus sections of this plan alongside a range of initiatives we are currently investigating for future funding consideration.





3. Ko te Tikanga o te Waka Tūmatanui

Role of Public Transport

Greater Wellington's Long-Term Plan describes the community outcomes that we aim to achieve in the long term to improve the quality of life of residents in the region.

We see the role of public transport as facilitating:

- **A strong economy** – a thriving and diverse economy supported by high quality infrastructure that retains and grows businesses and employment.
- **A connected community** – people are able to move around the region efficiently and communications networks are effective and accessible.
- **A healthy environment** – an environment with clean air, fresh water, healthy soil and diverse ecosystems that supports community needs.

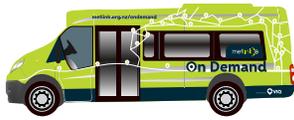
The provision of public transport in Wellington region also contributes to the central government's objectives as set out in the Government Policy Statement on Land Transport.

Overall, the public transport network:

- Decreases traffic congestion, particularly in the morning and afternoon peak periods, which in turn improves journey times, and journey time reliability for other transport users
- Provides transport choices including during off-peak periods especially for those without access to private transport
- Contributes to reducing carbon and other pollutants from transport
- Enables efficient land use and a compact, well designed and sustainable urban form
- Connects people to their communities, and contributes to social, and well-being outcomes for people by getting them where they want to go, when they want to go
- Improves health and safety on our roads and improves public health through additional physical activity.

Value proposition for public transport

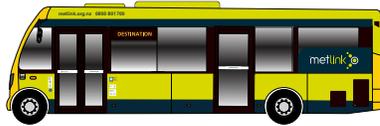
- NZTA research shows public transport increases productivity between 3% and 23% over other modes such as private cars
- Public transport also triggers direct economic activity – Australian research shows every \$1 million spent on public transport creates more than 30 jobs
- Research shows that public transport provides further economic benefits by saving around \$3.5 billion every year by reducing the number of people being excluded from New Zealand society
- Public transport contributes to reducing transport related emissions and delivers a range of co-benefits: health and wellbeing, improved air quality, less congestion, improved safety and provision of more affordable transport options
- Public transport supports economic prosperity through the efficient movement of people (and, indirectly, goods and services).



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

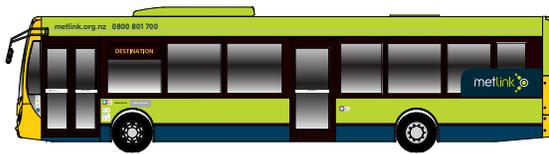
Max
Capacity
20

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



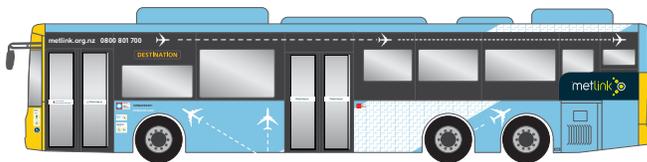
Small Bus
 Operates in Kāpiti
 Number in fleet: 15
 Length: 10.4m
 Height: 2.8m

Max
Capacity
51



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

Max
Capacity
55



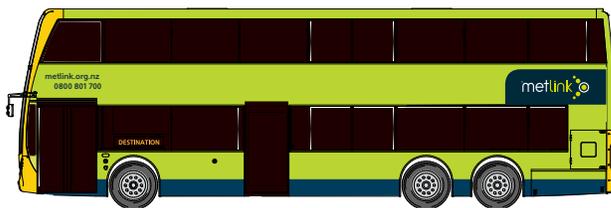
Airport Bus
 Operates Airport Express
 AXELV number in fleet: 10
 Length: 12.8m
 Height: 2.9m

Max
Capacity
70



Large Bus
 Operates region-wide
 LV number in fleet: 199
 Length: 13.6m
 Height: 3.4m

Max
Capacity
75



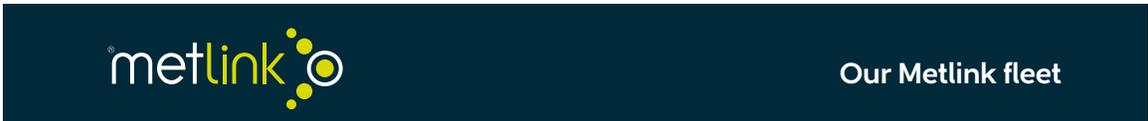
Double Decker Bus
 Operates region-wide
 DD number in fleet: 51
 ELVDD: 41
 Length: 13.4m
 Height: 4.2m

Max
Capacity
101



Articulated Bus
 Coming to Wellington City Mid 2025
 Length: 18m
 Height: 3.6m

Max
Capacity
112

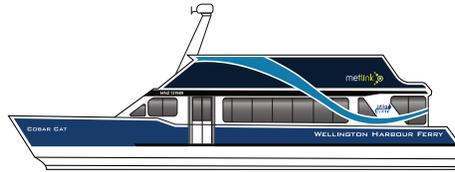


Not to scale.



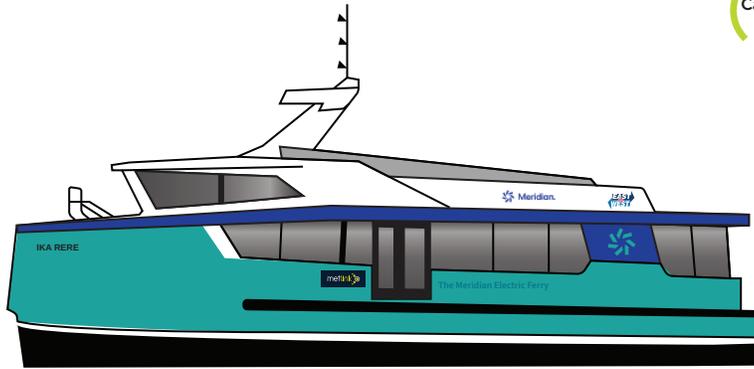
Matangi Train
Matangi operate across the region to as far as Waikanae and Upper Hutt

Max Capacity
Powered carriage: **185**
Trailer carriage: **192**
Number in fleet: 83
Length of unit: 43m (includes couplers)



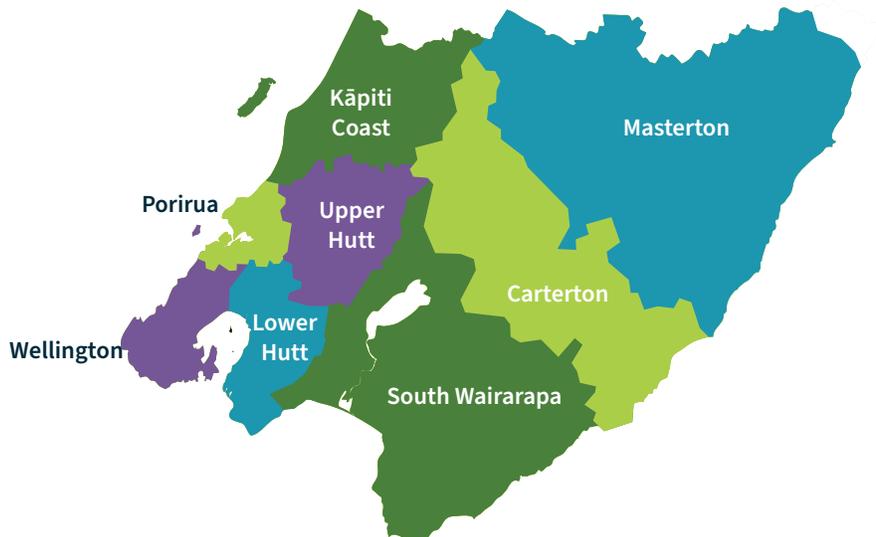
East West Ferry (City Cat and Cobar Cat)
Operates in Wellington Harbour
Number in fleet: 2

Max Capacity
City Cat: **91**
Cobar Cat: **99**



Electric Ferry (Ika Rere)
Operates in Wellington Harbour
Number in fleet: 1

Max Capacity
132





Our Metlink fleet

4. Me Pehea te Putea Moni

How We are Funded

Public transport is funded through fares, Greater Wellington rates, and funding assistance from NZTA. We set the level of expenditure and the rates contribution as part of the Long-Term Plan and Annual Plan processes, and review public transport fares every year. The share of funding provided by NZTA is set by the Financial Assistance Rate.

The following graph outlines the expected funding of public transport operational costs for financial year 2025.

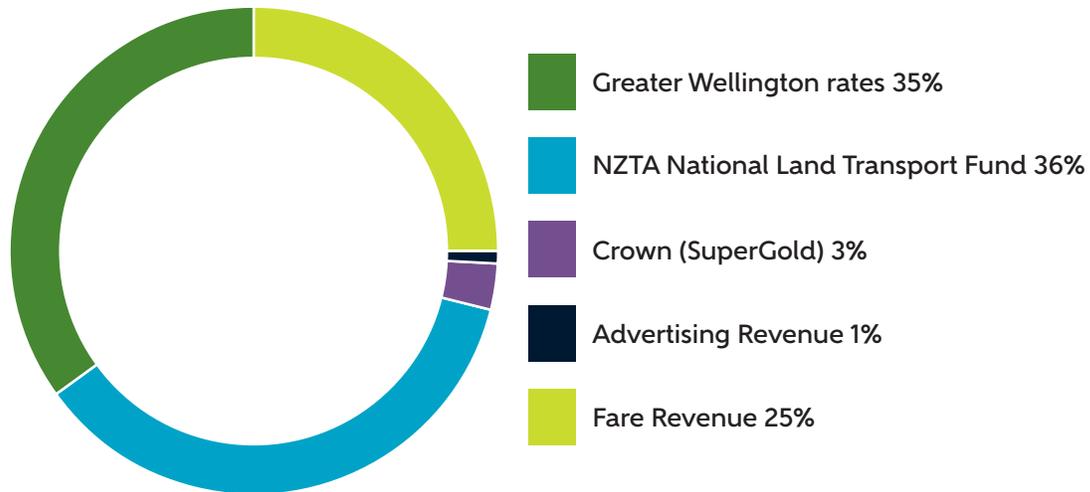
Maintaining levels of service, meeting priorities and addressing challenges require spending on renewals and new capital. The majority of our

capital expenditure is infrastructure related and is explained in detail in our Long-Term Plan.

In developing proposals to be included in the RPTP, Greater Wellington takes account of the public transport funding that is likely to be available, considering the forecast fare revenue (including increased revenue from patronage growth), government funding policy indicating the level of funding likely to be allocated to public transport services and infrastructure, and the level of rates funding likely to be available based on the Greater Wellington Long-Term Plan.

If the level of funding available from any of these sources changes, proposals in the RPTP will need to be reviewed to ensure they are still affordable.

**Funding for Metlink Public Transport
Financial Year 2025**



5. Tahua me te Pūtea Āwhina

Funding and Subsidy

This section sets out the difference between subsidised integral services and financial assistance provided to fund exempt services as required by the Land Transport Management Act 2003. These definitions are important as they set the legislative requirements on how Greater Wellington identifies and classifies our public transport services to ensure they can be funded by the relevant parties.

Subsidy definition and implications

Integral services must be delivered by or under contract to Greater Wellington irrespective of whether the service requires subsidy to operate. If a subsidy is required, it can only be provided to a public transport service that is identified in this RPTP as being integral to our public transport network.

The integral services must operate in a Unit or part of a Unit by or under contract to Greater Wellington.

Funding Assistance definition and implications

Exempt services operate without subsidy. For an exempt service to receive subsidy from Greater Wellington or from the National Land Transport Fund it would need to be reclassified as an integral non-exempt service and be regulated accordingly.



6. Whakamahere me te Tutukitanga

Whakauruuru

Integrated Planning and Delivery

Under the Land Transport Management Act 2003 (LTMA), Greater Wellington has the overall responsibility for the planning and delivery of public transport services to the Greater Wellington region. However, we are not able to do this alone.

We work closely with and collaborate with our partners to help create and maintain an integrated, efficient and effective public transport service.

Roles and Responsibilities in the Region

This section sets out at a high level the roles and responsibilities of each partner that plays a critical role in the planning, funding and delivery of public transport infrastructure and services in the Greater Wellington region.

Greater Wellington

Under the LTMA, we are recognised as the Public Transport Authority (PTA) for the Greater Wellington region. Therefore, we are responsible for:

- The planning, procurement and design of public transport services
- Co-funding public transport infrastructure and services through rates, fare revenue and other revenue generated from our public transport offering (e.g. advertising on buses and at stations)
- Seeking funding from NZTA through the Regional Land Transport Plan for public transport infrastructure and services
- Setting the policies that apply to our services
- Implementing government policy decisions in regard to public transport

New Zealand Transport Agency Waka Kotahi (NZTA)

NZTA set high level national policy that PTAs must adhere to for the public transport services they procure and provide. They are also a co-funder of public transport services and thus have a strong interest in how PTAs operate public transport services across the whole of New Zealand.

Local councils

Local councils (or Territorial Local Authorities) play a critical role in ensuring our public transport services are able to operate efficiently and effectively. Under the LTMA, local councils are also recognised as Road Controlling Authorities (RCAs). RCAs are responsible for the management of local roads and if we require a new bus stop, bus lane or other roading change for public transport, we need to seek the relevant RCAs approval. We actively work with eight local councils in the Greater Wellington region:

- Wellington City Council
- Porirua City Council
- Kāpiti Coast District Council
- Hutt City Council
- Upper Hutt City Council
- South Wairarapa District Council
- Carterton District Council
- Masterton District Council

Regional Sector

Regional councils, unitary authorities and Auckland Transport as public transport authorities work together through forums including the Transport Special Interest Group to proactively collaborate on policy and strategy development, knowledge sharing, operational initiatives and joint advocacy on matters of mutual interest.

KiwiRail

KiwiRail Holdings Limited is the state-owned enterprise responsible for rail operations in New Zealand and also operates the Interislander ferries. We work closely with KiwiRail as our rail services operate on the KiwiRail network. Access to a fit for purpose rail network is critical to the successful operation of our rail services so we work constructively with KiwiRail to ensure the rail network and the associated infrastructure is improved and maintained to deliver our passengers the best service possible.

Ministry of Education

The Ministry of Education is responsible for the funding, procurement and provision of school bus services in New Zealand to students eligible for transport assistance. In the Wellington region this means the provision of school bus services to rural rated areas where no suitable public transport services are available. Within urban areas school bus services are only provided by Metlink where required to complement the regular Metlink public transport network.

Public Transport Operators

Our operators are contracted to Greater Wellington to deliver the public transport services our passengers use daily. They are:

- Bus - Kinetic, Tranzit Group (Tranzurban), Mana Coach Services, Uzabus
- Rail - Transdev
- Ferry - East by West.

The operators are also responsible for hiring front-line staff and ensuring public transport services operate on the timetables set by Greater Wellington.

Objectives and policies

P1. Objective: Integrate public transport services into the design of urban environments

Policies	Actions
a. Work with our partners to help create and maintain an integrated, efficient and effective public transport service.	i. Encourage our partners to consider the integrated, efficient and effective provision of public transport service when making changes to their district plans ii. Maintain constructive relationships with our key partners. iii. Legislative and regulatory opportunities to advance new funding solutions providing for urban growth are followed

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

Policies	Actions
a. Actively work with regional sector partners and industry, through forums and organisations including the Transport Special Interest Group, to collaborate and advocate on regional transport matters including public transport.	i. Participate in regional and national policy and operational initiatives that enhance Metlink capability and capacity and benefit passengers and ratepayers.

Urban Development and Public Transport

Wellington’s public transport network, particularly its bus and train services, play a key role in driving urban intensification and shaping the city’s development. By providing efficient and reliable connections between suburbs and the central city, public transport supports higher-density living around transport hubs. This encourages compact urban growth, reduces car dependency, and makes better use of land and infrastructure.

Public transport also influences where and how new developments occur. Areas with good access

to services like buses and rail are more attractive for residential and commercial investment. As a result, public transport is both a catalyst for and a response to growing urban populations.

Greater Wellington plays a central role in planning and delivering these services to align with regional growth and development goals. We continue to do this through exploring and delivering development opportunities including Transit-Oriented Development.

Relationship approach

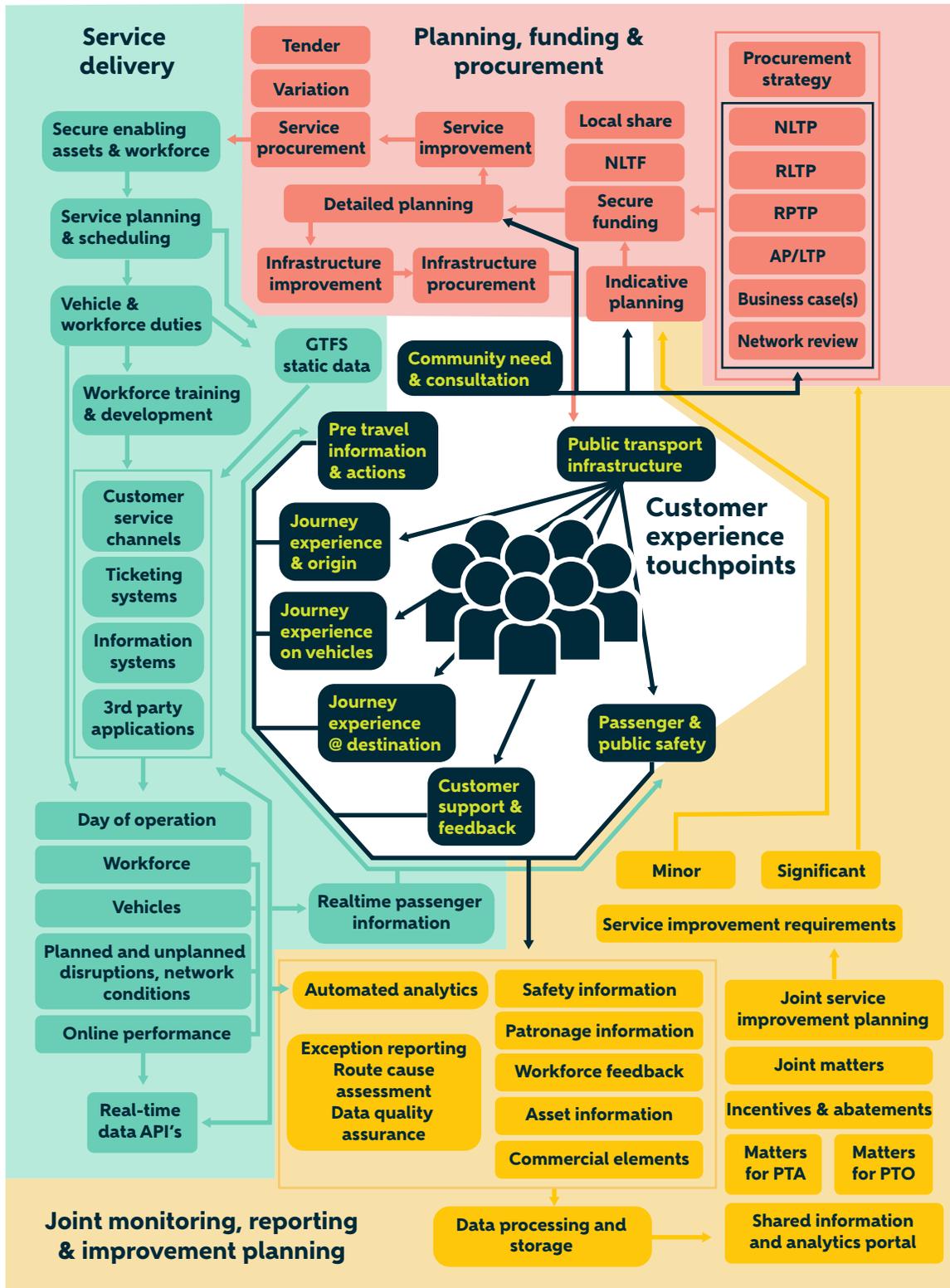
Greater Wellington has strong relationships with our key partners and places an emphasis on making sure the relationships are constructive, well maintained and that information is provided to our partners in a timely manner. This is critical to ensuring that our public transport services are delivered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

- Meet the needs of our passengers
- Encourage more people to use our public transport services
- Support people in the Wellington region to have a choice between public transport services and private vehicle journeys
- Provide equitable access to social, cultural, recreational and economic opportunities
- Reduce the environmental and health impacts of land transport
- Enable public transport investment to be efficient and give value for money.

Key elements in delivering public transport infrastructure and services

The figure that follows from NZTA provides a generalised outline of key elements relevant to the delivery of public transport services and infrastructure in New Zealand.

Our partners all play a role in helping deliver public transport services and infrastructure in the Greater Wellington region and contribute to the experience our passengers have on the public transport services they choose to use.





7. Ngā Kaupapa Hoahoa Whatunga

Network Design Principles

The design of the public transport network is based on an integrated approach, which aims to provide a simple, cohesive and consistent route structure, where routes meet at logical transfer points, and where arrival and departure times are coordinated. With this approach, services are designed so customers will experience a simple, connected, consistent network that:

- Has a clear structure that is easy to understand
- Enables a wide range of journeys to be made, including using connections to make journeys for which there is low demand. Where connections need to be made, we aim for these to occur at a logical place in the network with high quality infrastructure to enable easy transfers
- Provides a consistent customer experience across the network that recognises demand and wider community outcomes
- Improves journey times and makes the most efficient use of resources to achieve the best outcome and value for money.

Being clear about the role of public transport in different contexts and the benefits sought are also key factors for identifying the function of integral services. For Greater Wellington:

- Patronage (capacity) oriented service design will be required where mode shift, alleviating congestion, emission reduction and enabling productive urban form are key outcomes being sought
- Coverage-oriented service design will be required where inclusive access and meeting the needs of transport disadvantaged are identified as key outcomes being sought.

Patronage (capacity) and coverage-oriented services are neither better nor worse than each other. Rather they result in different outcomes that are in the public interest. Often communities seek both patronage (capacity) and coverage-oriented outcomes. The LTMA supports both service types. For example:

- The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest (LTMA s3)
- The LTMA s115 principles reference the role of public transport in supporting:
 - Mode shift and reducing the environmental and health impacts of land transport (outcomes requiring patronage-oriented service design)
 - Equitable access to places, facilities, services, and social and economic opportunities, (outcomes requiring coverage-oriented service design)
 - Encouraging more people to use public transport services
 - Efficiency and value for money.
- LTMA s120 (1) (vii) requires that PTAs, in a regional public transport plan must describe how the network of public transport services will assist the transport-disadvantaged. Under the LTMA, “Transport-disadvantaged means people who the regional council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example, work, education, health care, welfare, and shopping)” (LTMA s5).

Each approach utilises limited resources and funding in different ways and to some extent one approach must be prioritised over the other.

P3. Objective: Balance patronage and coverage-oriented services

a. Appropriate density and land use characteristics	<ul style="list-style-type: none"> • Minimum 15 dwellings per hectare; and • Minimum 2,700 usual resident population within the catchment area. A catchment area refers to a 5-10 minute walking distance around stops on the proposed route. If there is employment in the area, this can be added to the population to meet the threshold • Location of urban hubs, employment and education centres, and other destinations of significance • Location on strategic transport corridors and other planning measures as determined by the National Policy Statement on Urban Development and other national planning policies and instruments. 	30%
b. Sufficient demand	<ul style="list-style-type: none"> • Minimum regular use of 4 or more passengers per trip and aims for at least 20% cost recovery • Whether there is demand for any specific trip that exceeds the total vehicle capacity • Specific cultural, sporting, and social events • There are places in the region where the demand may not be high enough to justify an all-day public bus service, but there is sufficient demand for a targeted bus service. 	30%
c. Increased transport network efficiency and improved environmental outcomes	<ul style="list-style-type: none"> • Upcoming developments and population growth • Efforts to connect different regions and sub-regions • Improving efficiency of key transport spines, particularly during peak • Consideration of route location, speed and directness. 	20%
d. Inherent social utility – improved network access and demographic considerations	<ul style="list-style-type: none"> • Proportion of people living in disadvantaged areas, with limited access to private vehicles, or with other transport access issues • Services providing for travel to school in urban areas where the school is not on the regular network or where additional capacity is required to meet demand • Bringing public transport to within a 5-10 minute walk of bus stops • Public transport needs to balance mass movement of people with coverage of the areas served • Indirect coverage routes are good for providing a base level of access to those who are transport disadvantaged, but will be less appealing to people who have access to a car. 	10%
e. Other considerations	<ul style="list-style-type: none"> • Upcoming housing and business developments and population growth and demographic change • Technology changes and innovations • Efforts to connect different parts of our regions and/or different regions • Creating a network that allows people to choose to live car-free. 	10%

8. Whakaahua Ratonga, Tūtohu Hou, me te Manawanui

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

The [One Network Framework \(ONF\)](#) brings transport and land use together to help guide investment decisions. The framework consists of three pillars: movement and place classification, levels of service and future network planning.

Service description and new terms

To align with NZTA's One Network Framework (ONF), Metlink will be developing new maps which indicate each of the different classes of public transport that we run.

As signalled in the ONF:

Class	Public Transport Service Level descriptor	Strategic Significance (Role in Public Transport Network)	Indicative vehicle volume (Bi-directional)	Indicative People Movement (Bi-directional)	Description
PT1	Rapid	Strategically significant corridors where rapid transit services are operated providing a quick, frequent, reliable and high-capacity service that operates on a permanent route (road, rail, or sea) that is dedicated to public transport or largely separated from other traffic	Greater than or equal to 4 services per hour	Greater than or equal to 1000 per day	Dedicated or largely separated public transport corridors provide for the fast and efficient movement of people by rapid transit. They only service public transport (except rail lines that can also provide a goods movement function under the freight mode).
PT2	Spine	Strategically significant corridors where many frequent services operate and many different public transport services merge together to create very high frequencies and overall passengers' movement. Any deficiencies on these corridors affect multiple services and large parts of an urban area.	Greater than or equal to 20 services per hour	1000 to 10,000+ per day	Spine corridors are where many public transport services operate on the same corridor, usually within city centres or near major transport interchanges as public transport services converge. Much of the street space can be dedicated to public transport infrastructure, including significant space that could be utilised for bus stops.

Class	Public Transport Service Level descriptor	Strategic Significance (Role in Public Transport Network)	Indicative vehicle volume (Bi-directional)	Indicative People Movement (Bi-directional)	Description
PT3	Frequent	Strategic corridors where frequent public transport services operate, providing regular services across most of the day, seven days a week	Greater than or equal to 4 services per hour	Greater than or equal to 500 per day	Primary public transport corridors occur on the parts of the network where frequent service can be expected. This could be for a part of a route where the collection of services operating results in a better than 15-minute headway frequency of that part of the route. These corridors are more likely to be on major arterial routes.
PT4	Connector	Corridors where PT services operate at most times of the day, but less frequently. The main focus of PT services using these corridors is to provide basic access and coverage.	Less than 4 services per hour	100 to 1000 per day	Secondary public transport corridors occur in the parts of the network providing local access and coverage, but at reduced schedules. Routes typically traverse local streets and minor arterial roads.
PT5	Targeted	Corridors where services only operate at certain times of the day (e.g., peak only) or for specific trip purposes (e.g., school buses only).	N/a	Variable	These services provide a basic level of access to public transport, but on a much-reduced schedule, typically only once per day return, such as school bus services, and long-distance commuter services, or at peak times only

To simplify this:

Urban network terminology

Rapid: these services provide rapid transit that is separated from other travel modes and unaffected by congestion. For Wellington this applies only to our core Rail network and potentially the future rapid transit bus corridors.

Frequent (previously defined as ‘core’): these services operate on core routes that provide fast, frequent and reliable services along key urban corridors. This includes our bus services from the Golden Mile and city to:

- Johnsonville
- Karori
- Miramar
- Newtown

Connector (previously defined as ‘local’): these services provide coverage and enable access to essential services including education, employment and social. These are less frequent services provided across wider and less densely populated areas.

Targeted (unchanged in terminology): these services target specific community needs and are provided in both urban and more rural areas.

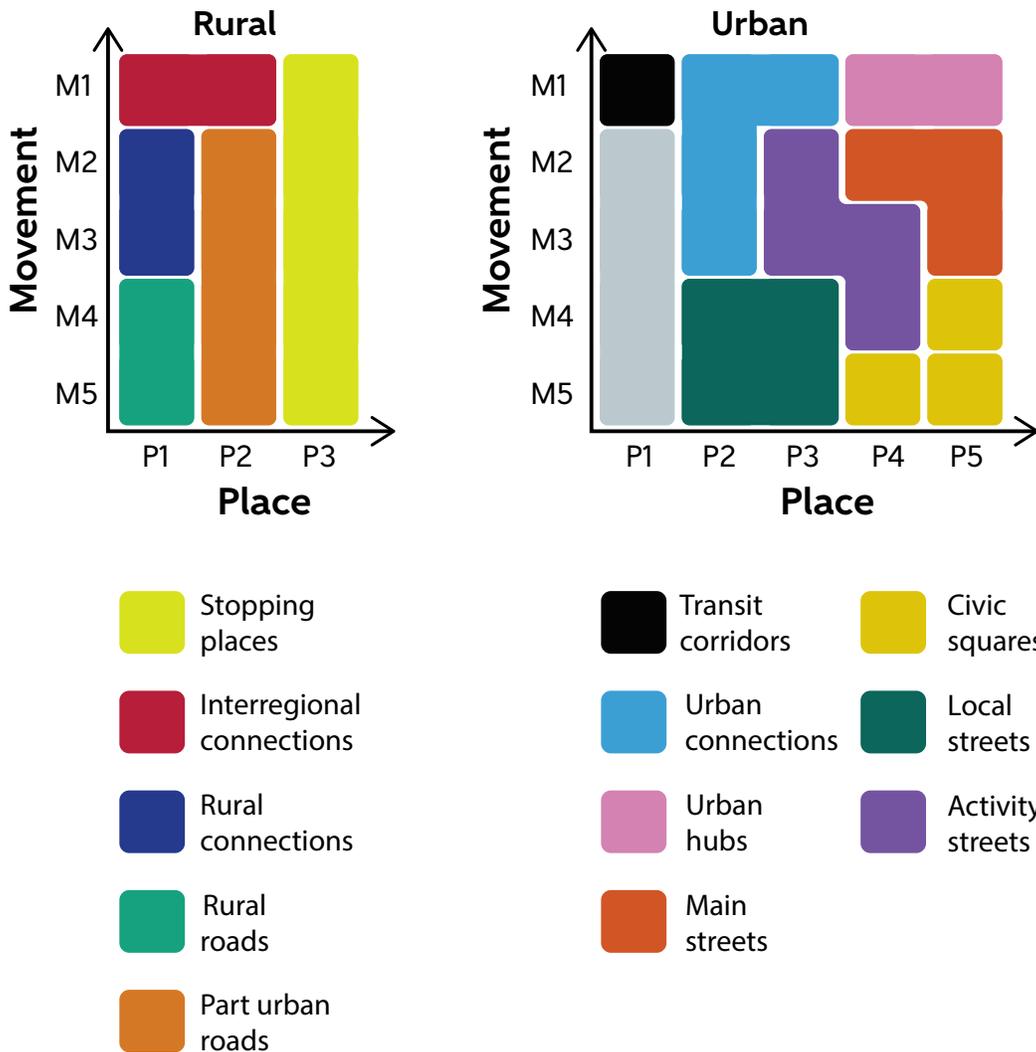
Regional network terminology

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

Regional Connector: these services provide basic coverage to enable regular access to essential services and education, employment, and social opportunities within or between nearby regions.

Targeted Connector: these services target specific community needs and are provided in both urban and more rural areas but on a less than daily basis.

The terms used here; replace the previous terms we used as service descriptors to bring Wellington in line with the ONF.



Criteria for integral determination

Integral services are identified by PTAs as being integral to the functioning of a regional public transport network. Integral services are regulated under the Land Transport Management Act 2003 (the Act) and can only be delivered by or under contract to a PTA unless exempt.

Section 116A of the Act states:

“(1) A public transport service identified in a regional public transport plan as integral to the public transport network—

(a) must be operated in a unit or part of a unit; and

(b) may only be operated by—

(i) the regional council; or

(ii) a territorial authority whose district is within the region, under a contract with the regional council; or

(iii) any other person, under a contract with the regional council.

(2) However, subsection (1) does not apply if the public transport service is an exempt service.”

This section covers the majority of Metlink’s public transport network.

However, it is worth noting that this may vary depending on context and can change over time as population, technology, and the environment changes.

Service hours and frequency

Service type	Rapid	Frequent	Connector	Targeted
Key features and hours	All day rapid direct services Weekdays 5.00am – Midnight Saturday 6am – 1am Sunday 7am – Midnight	All day frequent direct services Weekday 6am – 11pm Saturday 7am – 11pm Sunday 7am – 9pm	All day local coverage and access Weekday 7am – 9pm Saturday 8am – 7pm Sunday 9am – 6pm	Night buses – Midnight – 5am Other services according to demand including school buses and commuter buses
Frequency	Daytime at least every 15 minutes (more frequent in peaks depending on demand at key stations)	Daytime every 10 – 15 minutes (more frequent in peaks depending on demand)	Daytime 20 – 60 minutes (more frequent in peaks depending on demand)	Subject to demand and term times for school buses
Destinations	Connecting key town and activity centres along the regional rail network	Connecting key town and activity centres along higher demand urban corridors	Provide local access and coverage to town and activity centres along lower-demand corridors	As required to meet targeted demand including schools, town centres, and medical facilities

How we design the network

Metlink has an objective to balance patronage (capacity) with coverage-oriented services.

Patronage (capacity) refers to the ability to transport the greatest volume of passengers along direct, frequent services that connect important destinations. In the Greater Wellington Region this is categorised by the primary routes that facilitate transport in and out of urban hubs, such as the rail lines, and priority bus services. The benefit of a patronage (capacity) service is that it reduces strain on the wider transport network, and that its frequent direct services reduce wait times. A downside is that there may be a greater distance between the stops on these services and the destination of

passengers, as the routes prioritise connector hubs or vital services over reaching remote areas.

To offset a focus on patronage (capacity) focused public transport services, we also provide coverage-oriented services. The goal of these services is to provide services to customers in less populated or more isolated geographic areas. These services tend to have lower frequency and greater wait-times but can provide essential public transport services to people and communities away from primary transport lines.

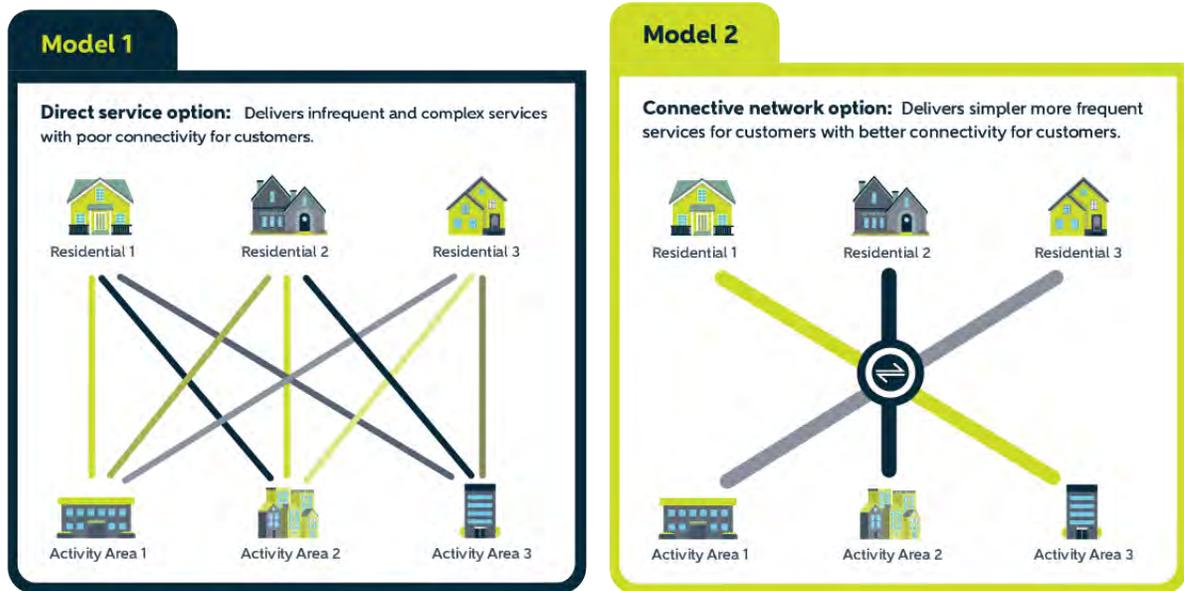
By utilising both patronage (capacity) and coverage-oriented services efficiently we can make public transport more effective and thereby encourage travel choice and influence mode-shift away from private vehicles towards public transport.

In designing an optimal public transport network to achieve both capacity and coverage, it is not always possible to provide services that take people to their desired destination in a single trip. Our policy is to provide feeder and connector services to primary public transport hubs and the rail network where the provision of a direct 'point-to-point' service is not feasible. Our policy is not to duplicate services through the provision of additional bus routes where high-capacity, frequent rail services are already available.

An additional factor in service allocation is the size of vehicle we assign to each route based on demand. Metlink monitors demand on each route on the bus network. As patronage increases, Metlink needs to increase capacity to keep up with demand. The most economical way to achieve an increase in capacity is to introduce higher capacity buses (such as double deck or articulated buses).

Deploying high capacity buses enables us to increase capacity while minimising the need for additional bus drivers and buses overall. Parts of the network also suffer from bus-related congestion so minimising the numbers of buses on key transport corridors is another benefit from the use of higher capacity buses.

Vehicle weight, and its proportionate impact on roading degradation, is a consideration for Metlink and our Road Controlling Authority partners (i.e. City and District Councils). High capacity buses are typically heavier than the standard buses currently used on the network; electric vehicles are heavier again. Our decarbonisation policies are leading to the phasing out of diesel buses across our network and their replacement with EVs. Our priority for decarbonisation is on high demand routes.



Graph recreated from Jarrett Walker's 'Human Transit'

Bus Corridors

Greater Wellington is currently working with key transport partners including Wellington City Council and NZTA on planning work to develop new high frequency bus corridors to support growing bus demand. The Wellington City bus network currently depends on a single corridor through the central city - the Golden Mile. At peak times bus numbers on the Golden Mile now exceed what is optimal, causing ‘bunching’ of buses at peak time, delays and travel time variability.

To support growing bus demand Metlink are adding more buses, and it is expected that bus numbers will reach the practical limits of the current Golden Mile in 2025 for acceptable levels of service for our passengers.

With expected demand from growing regional population and employment there is an urgent need for a second spine through the city to enable public transport to meet regional objectives for public transport.

New bus corridors, particularly in Wellington central city, will provide the critical network capacity needed for faster and more frequent bus services across the city. Bus corridors are a feature of the Government Policy Statement on Land Transport, as they stimulate urban and economic development, reduce commuter travel times and enable more frequent services.

Greater Wellington consulted on this in May 2025. The following outlines what we heard through consultation:

Statement: The creation of a network of high-frequency bus corridors across the region, at the loss of a modest level of parking and road space, will result in improved social, economic and environmental outcomes for all.

Level of agreement

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
27%	25%	14%	16%	18%	2%

52% Agree

34% Disagree

50.9% of submitters either agreed or strongly agreed that the creation of a network of high-frequency bus corridors across the region, at the loss of a modest level of parking and roading space, would result in improved social, economic and environmental outcomes for all. 33.3% of submitters either disagreed or strongly disagreed with that statement while 15.8% of submitters either were neutral or didn't know.

Feedback on creating a network of high-frequency corridors was mixed. Those who supported the high-frequency networks noted that this was important to get more people in the region using public transport services into the Wellington Central Business District (CBD).

However, a lot of submitters were not in support of removing more parking spaces from the Wellington CBD to accommodate the high-frequency corridors. This was driven by concerns on what economic impact this may have on the local business in the Wellington CBD.

A few submitters also had concerns about potentially losing road space to both buses and cycle lanes and the impact that may have on congestion in the Wellington CBD.

The feedback showed that while there is an appetite for the high-frequency corridors, how they are implemented and the impact on parking would have to be managed carefully to maintain public support for them. The feedback showed that while there is an appetite for the high-frequency corridors, how they are implemented and the impact on parking would have to be managed carefully to maintain public support for them.

Enhanced Journey Integration

Rail is the backbone of the Wellington public transport network, and good connections between rail and bus services are a key part of our passenger journey experience.

Passengers look for seamless journeys with limited wait times and whether it involves getting on one mode and taking one trip or travelling on multiple modes and making multiple trips. Passengers can use a combination of modes or trips to make up a journey and need better connections between each. This could include connecting from:

- Bus to Bus
- Bus to Rail
- Rail to Bus
- Bus to Ferry
- Ferry to Bus.

In addition, passengers expect a better experience with infrastructure such as shelters when waiting for these connections.

Passengers frequently tell us that they want the bus to wait for the train to arrive before it leaves for its trip. Passengers do not want to have to wait for the next service to arrive or wait for a lengthy period of time on a service until its scheduled departure time.

Some of the operational challenges Metlink face in addressing this issue relate to technology, contractual and commercial arrangements, and timetabling.

Technology

In order for bus drivers to know whether to wait for the next train service to arrive before departing, technology is needed to be installed on buses or at the bus stops so that they can be aware of how far a train service is and when it will arrive. This will help the driver decide their departure time. We are aiming to address the technology challenge through the rollout of the Real Time Information project (RTI 2.0). More about the RTI 2.0 project on page 63.

Contract / commercial arrangements

Currently, our Partnering Agreements (contracts) set out the key measures which our operators must adhere to in order to receive the agreed payments. The two key performance measures set out in the contracts are Reliability and Punctuality. If they do not meet these measures, abatements are made to the amount we pay that operator.

Reliability and Punctuality are defined differently for each mode. This is set out on our Metlink website here: <https://www.metlink.org.nz/about-us/performance-of-our-network>

As our contracts with bus operators come up for renewal, we are considering how we can include mechanisms to ensure that bus operators are not abated when the bus driver has decided to wait for a rail service to arrive before departing on their scheduled trip.

Timetabling

Although the timetable for rail is quite rigid and more difficult to make changes on, we do have the ability to make changes more easily for buses. We are therefore investigating ways we can better align the bus timetable to the rail timetable and align bus timetables to provide more seamless connections.

Objectives and policies

P.4 Objective: Encourage and enable multi-modal journeys, improving access to public transport

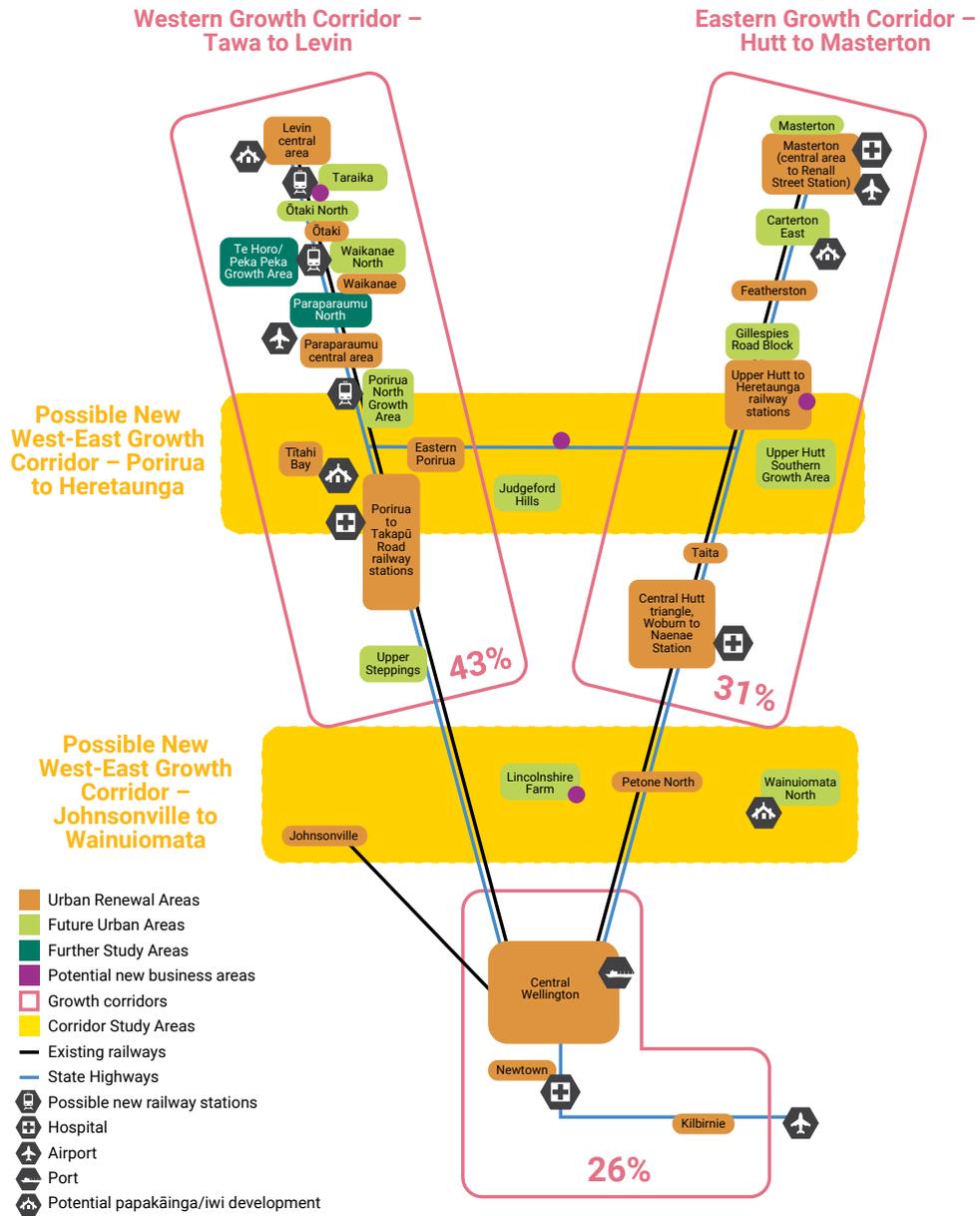
Policies	Actions
a. Provide a network of services that balances the need to move the largest number of people with the need to provide local coverage	<ul style="list-style-type: none"> i. Enable travel choice, access to economic opportunity, increase patronage and provide congestion relief through the provision of direct and frequent services serving high demand corridors and linking regional centres ii. Increase coverage through the provision of less frequent and less direct services providing extensive coverage of residential areas to ensure local and regional access to employment, education, recreation and services iii. Prioritise the provision of feeder and connector services to primary public transport hubs and the rail network where the provision of a direct service is not feasible iv. Minimise duplication of service provision in areas where there is already access to the rail corridors.
b. Utilise higher capacity buses on high demand routes to manage demand	<ul style="list-style-type: none"> i. Collaborate with local Road Controlling Authorities (City and District Councils) to plan for, and permit higher capacity buses on high demand routes across the region.
c. Integrate network for multi-modal journeys and create better connections experience	<ul style="list-style-type: none"> i. Enable access and visibility of RTI signs for operator staff to plan their journey ii. Incentivise timely connections between modes through contractual means including the use of abatements iii. Align the bus and rail timetables iv. Integrate payments through integrated ticketing v. Improve shelter where connections are made vi. Align bus timetables where bus to bus transfers is common vii. Align bus timetables to ferry timetable where appropriate.

9. Hoahoa mō te Āhua o Anamata

Future State Schematics

Below is a presentation of what possible future public transport corridors may look like in the Horowhenua – Wellington region based on growth projections from the Future Development Strategy.

A growth corridor view of the Future Urban Development Areas

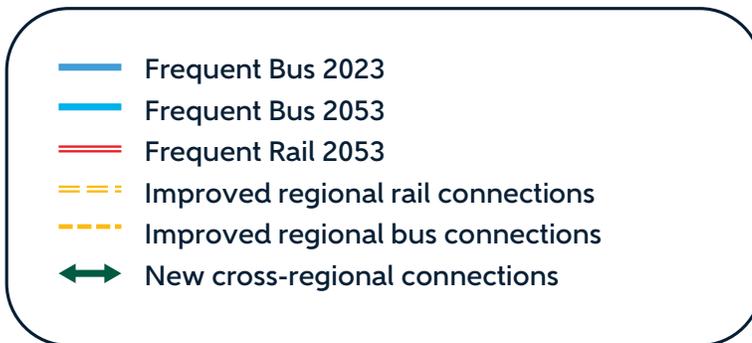


30 Year Vision and Future Network State – Extending Reach and Coverage





- 90% within 5 minutes' walk of a local stop or station (85% now)
- 75% within 10 minutes' walk of a high frequency service (74.4% now)



10. Kaupapa Here Tautoko Kaupapa

Strategic Event Support Policy

The Wellington region regularly hosts a range of sporting, entertainment, and cultural events at key venues across the region. Metlink is proud to be able to provide strategic support for many of the region’s major events. It also provides an opportunity for Metlink to generate third-party revenue while supporting events across the region.

- The event has regional economic development impacts. For example, it is a major sporting, cultural or festive event that brings people into the Wellington region or is held at a regionally significant venue.

Where the demand for access to the public transport network exceeds the timetabled capacity, Metlink requires the ability to deploy additional resources to support the management of the event, specifically, to support the movement of attendees.

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

- If there are 10,000 or more people in attendance and/or
- The event will significantly impact on the functioning of the timetabled services and create congestion in the Wellington region and/or
- Association with the event will have a positive impact on the Metlink brand and/or
- The event is socially significant in that it has regional and/or national and/or visitor/tourist participation or attendance, and/or public health benefits and/or

This will contribute to:

- Lower congestion levels by moving more people through public transport and less use of private vehicles
- Positive economic and social development within the Wellington region
- Reducing the climate impact of the event by moving people through more efficient and climate friendly means
- Contributing to travel choice by providing targeted alternative transport options other than private vehicles to attendees.

Objectives and policies

P.5 Objective: Provide targeted public transport to help people get to and from strategic events safely and in a climate friendly manner

Policies	Actions
a. Implement a strategic events policy.	i. Work with WellingtonNZ, event venues and promoters of major events to ensure strategic events across the region are factored into Metlink public transport planning ii. Work with event venues and promoters of major events to help develop and market combined event and public transport packages and ticketing iii. Work with event venues and promoters of major events to fund the provision of additional services where demand cannot be accommodated on regularly scheduled services.

11.Kaupapa Here Pahi Kura

School Bus Policy

In urban areas where the Ministry of Education does not provide services, travel to school is primarily done through active modes such as walking, cycling, walking school buses, and by using existing public transport services. Greater Wellington's policy is to provide targeted school bus services only when these are required to supplement school student travel on the public transport network.

Metlink provides targeted school bus services in urban rated areas only where there is sufficient demand, and there is not enough capacity or coverage provided by nearby public services. It must also be more cost effective to provide such a service than a regular public transport service.

Services are provided to schools within the zone or nearest to the suburbs served. Secondary school students are generally more capable of independent travel and wayfinding than younger school students, and these needs are taken into account when planning school services.

Metlink will endeavour to accommodate reasonable requests by schools for school bus timetable changes. Sufficient notice, usually one year ahead, needs to be provided to enable changes to be made within contracted mandatory minimum planning, costing, and negotiation timelines. When services are shared between schools, all potentially affected schools must agree to the requested change.

We are developing school service guidelines which set out the Metlink school bus policy and the procedures to be followed by schools when requesting service changes, for example requests for bus route changes, earlier or later bus times, or different bus times on one day of the week, and include our expectations for student behavior on school services. Expectations for student behavior on public transport services are outlined in Metlink's Conditions of Carriage.

Objectives and policies

P6. Objective: Provide public transport services that provide students with an efficient, safe and affordable method of travel to and from school

Policies	Actions
a. Provide targeted school bus services to supplement the public transport network	<ul style="list-style-type: none"> i. A majority of school students using public transport will travel on public Metlink services ii. Where there is enough demand, supplementary school bus services are provided in urban areas: <ul style="list-style-type: none"> - To nearest public or zoned schools not served by the public transport network - Where capacity on the public transport network cannot meet school demand, and it is more cost-effective to provide a targeted school bus service than a regular public service. iii. For travel to nearest public and zoned schools, Metlink will work to minimise the need to transfer between services. For travel to other schools with lower demand, it may continue to be necessary to connect between services iv. Metlink give regard to the risk classification of roads used by school buses. On rural roads with a higher risk classification Metlink aim to minimise standing on school buses. On Urban roads standing capacity is utilised consistent with other urban bus services in line with national rules and guidance v. Undertake regular assessment and review of the provision of services vi. Work with schools, and the Ministry of Education where appropriate, to find effective solutions to school travel issues.

12. Ka Tu i Runga i ngā Kaupapa Here Pahi

Standing on Buses Policy

In order to encourage a safe and comfortable journey for everyone, we advise in our Conditions of Carriage that while on a service that you should take seat if one is available or move to the back of vehicle if you are standing on a bus service.

While Metlink endeavours to minimise the need for passengers to stand on our services as with any successful public transport system at busy times some passengers may need to stand as we work within available resources and balance the need to keep the public transport services affordable to users and rate payers. Metlink aims to apply the following level of service standards as far as feasible within available resources.

P7. Standing on Buses policy targets

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

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

13. Kaupapa Here Utu Fares and Pricing Policy

How fares are set and reviewed

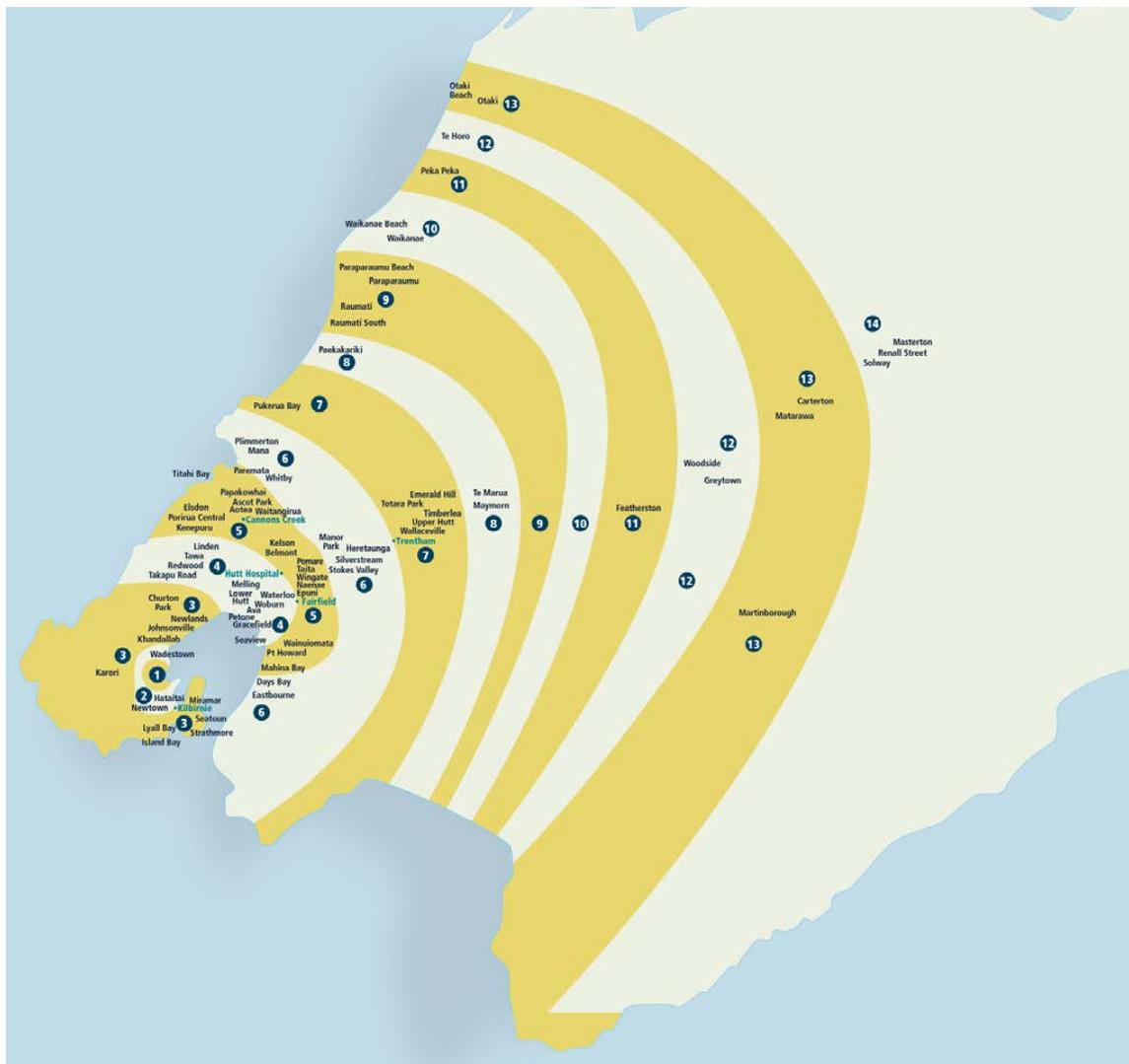
In the Wellington region, bus and rail fares are set based on a fare zone system and differentiated by time of day. The zone system divides the region into geographical zones (currently 14) radiating out from Wellington city. The fare zone system provides a broad relationship between the fare charged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

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

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

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

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

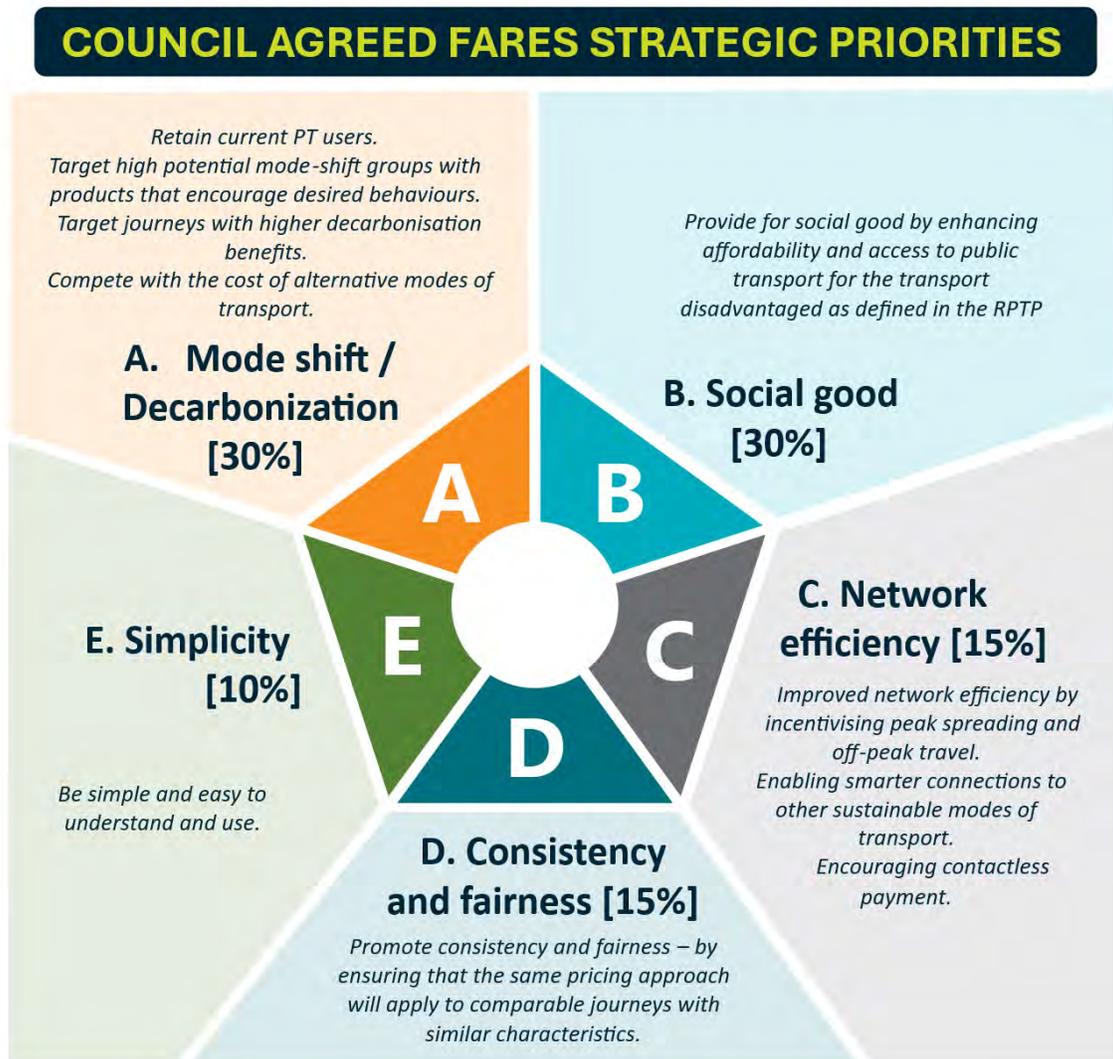


Fares Strategic Priorities

Greater Wellington have agreed a set of Fares Strategic Priorities which are as follows:

- a. Mode shift / de-carbonisation
- b. Social good
- c. Network efficiency
- d. Consistency and fairness
- e. Simplicity

Each of these is explained in the following graph with the weightings applied to each priority.



Cash On Board Bus Services

We aim to reduce cash payments on our services for a number of reasons:

- Cash handling is expensive and administratively burdensome
- It presents a higher health and safety risk for staff to handle both due to the opportunity for someone to attempt to steal the cash box, and due to cash being less sanitary
- It takes longer to issue a ticket and process payment including the provision of correct change which in turn can affect the punctuality of a service if too many cash fares are received on a service.

Our data tells us that approximately 5% of fares are paid using cash. There are some users who rely solely on cash and prefer not to use digital means of payment. Other people who typically pay cash are visitors to the region.

A majority of current cash payers are likely to adopt debit or credit card contactless payment once it is introduced. We are investigating other ways we can make our fares system work for those who will continue to choose cash as their payment method. This includes providing fare incentives, community outreach and education to lower socio-economic communities where cash use is more prevalent.

This approach has already been undertaken with some Express bus services where less than 3% of passengers paid with cash.

During the transition away from onboard cash payment we will ensure reasonable time is allowed for behaviour change and there are facilities for off-board cash payment available, such as cash vending machines at railway stations.

Greater Wellington consulted on this in May 2025. The following outlines what we heard through consultation:

Statement: I am supportive of Metlink phasing out cash on board buses.

Level of agreement

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
16%	27%	16%	21%	19%	0%

43% Agree

40% Disagree

43.3% of submitters either agreed or strongly agreed that Metlink should phase out cash on board buses. 40.0% of submitters either disagreed or strongly disagreed with that statement while 16.7% of submitters either were neutral or didn't know.

Submitters generally favoured phasing out of cash on board buses. The rationale raised by submitters was centred on safety concerns for bus drivers (from carrying the cash boxes) and that cash payments slowed down the bus trip.

Other submitters supported the phase out but noted this should only be done after a move to integrated ticketing (Motu Move) is implemented so people can pay with their credit or debit card instead of being forced to use Snapper (or the Motu Move card once it becomes available).

Those who did not support the phasing out of cash did so for a variety of reasons including:

- a. Concerns about senior citizens and other groups who may still rely on cash
- b. Concerns about impacts on people in areas which are transport disadvantaged
- c. Concerns about tourists who are often carrying cash
- d. Noted that cash is a legal currency in New Zealand and should be accepted as payment everywhere including on public transport services.

There were also concerns about what would happen if the electronic payment systems were not working (e.g., would everyone travel for free if bus drivers could not accept cash payments).

Greater Wellington officers will continue to investigate opportunities to accelerate the phase out of cash payments prior to the introduction of integrated ticketing through promotions to make Snapper usage more affordable and accessible.



Objectives and policies

P8. Objective: Providing greater choice and flexibility for journey planning, fares and fare payment options including integrated fares

Policies	Actions
a. Integrate fares so that the cost of a journey is independent of the modes involved	<ul style="list-style-type: none"> i. Develop and implement a transition plan to facilitate the changeover to integrated fares and ticketing ii. Simplify fare products in the lead up to integrated ticketing
b. Apply a consistent fare structure and pricing approach that recognises the wider benefits and costs of public transport	<ul style="list-style-type: none"> i. Monitor passenger experience of the fare structure and their perception of fares relative to the benefits they receive from using services ii. Review fare structure and use passenger insights to develop and transition to a fare structure and pricing approach that provides for a consistent fare charging for comparable journeys by strengthening the relationship between fare levels and distance travelled iii. Ensure the future fare structure balances the cost for fare payers, ratepayers and taxpayers, and funding partners.
c. Provide concession fares to targeted groups to increase access to affordable services for those who are most dependent on public transport	<ul style="list-style-type: none"> i. Provide free travel for children under five years old ii. Offer concessions for school children, full-time tertiary students, and people with disabilities iii. Support the central government scheme providing free off-peak travel for SuperGold card holders and discounted travel for Community Services Card holders iv. Collaborate with central government and other regions on national and cross-regional concession schemes.
d. Provide incentives to encourage more frequent use of public transport, more off-peak travel, and greater use of contactless payment	<ul style="list-style-type: none"> i. Offer a consistent off-peak discount to spread peak demand, where required ii. Provide discounted fare schemes to reward greater use of public transport and encourage off-peak travel through fare capping or other incentive schemes iii. Price fares to encourage greater use of cashless payment and ensure reload options are available iv. Encourage behaviour change away from cash payment on board services by promoting increased use of contactless fare payment v. Explore innovative pricing and incentive options to promote public transport use and connections with other sustainable modes of transport vi. Develop targeted products for corporate passengers to encourage greater use of public transport vii. Explore 'Mobility as a Service' options to facilitate access to public transport viii. Support the development and introduction of new targeted fares products for group, visitor, family and event travel across the region ix. Support the work programme with WellingtonNZ with regard to event travel across the region.

P9. Objective: Balance user contribution with public funding

Policies	Actions
a. Ensure public transport users make a sustainable and equitable contribution towards funding of the network	<ul style="list-style-type: none"> i. Review fares annually through the Annual or Long-Term planning process to determine adjustments required to balance user contributions with public funding, and to align with Private Share policy requirements ii. Amend fare levels annually with inflation, subject to reviews and Council decisions iii. Consider the impacts of fare adjustments on patronage, affordability, travel choice, and the overall integrity of the fare structure within a broader policy and operational context iv. Review and adjust fares to be competitive with the cost of using a private vehicle for the same journey to encourage greater public transport use v. Investigate new funding and financing mechanisms, including advertising revenue, to ease pressure on fare payers, ratepayers, and funding partners.
b. Ensure that all users pay the correct fares	<ul style="list-style-type: none"> i. Implement measures in the integrated ticketing solution to simplify and automate the collection of the correct fare ii. Ensure fare compliance through effective fare revenue protection measures, including through ticket checks and enforcement action, where necessary iii. Encourage passengers to pay the correct fare and make it more convenient to do so iv. Ensure operators collect fares and follow Metlink fare policies v. Improve operational policies, guidelines, and procedures, including the refund policy vi. Improve reporting and data analysis to better address fare evasion vii. Implement measures to introduce a nationally-supported method of validating concession eligibility.
c. Improve operating efficiencies to increase cost-effectiveness of the public transport network and balance operating costs with funding sources	<ul style="list-style-type: none"> i. Conduct annual network efficiency reviews to assess service effectiveness, utilisation, and value for money ii. Undertake service reviews to identify poorly performing services with high costs and/or low patronage iii. Explore alternative ways of providing services.

Concessions and concession validation

In RPTP 2021, Metlink committed to working towards “a fare and ticketing system that attracts and retains passengers” and underwent a fares review. In addition, NZTA has set out a national concession structure of Government, National and Regionally defined concessions for PTAs to benchmark against. Our current concession structure is:

Category	Concession Group	Eligibility Criteria	Concession Discount
Government (as defined by NZTA)	SuperGold concession	Have a SuperGold or Veteran SuperGold card	Free off-peak travel
	Community Services concession	Have a Community Services card	50% discount
National (as defined by NZTA)	Infant (Child Under 5)	Children under 5 years old	Free (at all times)
	Youth	Age 5 to 18 years	Metlink do not currently offer
	Under 25	Age 19 to 24 years	Metlink do not currently offer
Regional (as defined and set by Greater Wellington)	Off-peak travel	Be travelling by Snapper card during off-peak times	30%, including concessions
	Child concession	School children (including 5-6 years old not in school and up to 18 years with valid school I.D).	50% discount
	Tertiary concession	Full time and equivalent full-time tertiary students	25% discount
	Accessible concession	Have a Te Hunga Whaikaha Total Mobility or Blind Low Vision NZ membership card	50% discount

All concession levels are correct at time of publication. Concession discounts can change due to national and local policy decisions. Please refer to Metlink’s website for definitive and up to date concession information.

Greater Wellington is working with all partners on policies and procedures relating to the validation of concessions, and this will be included in a future version of the RPTP.

Private Share

Public transport services are funded from both public and private revenue sources. Public sources include local government rates, taxation, funding from the NLTF (collected mainly from fuel excise and road user charges), and central government derived concession schemes like Super Gold. Private sources are predominantly passenger fares but also include revenue from advertising and commercial initiatives.

'Private share', a concept introduced in GPS 2024, is a measure of operational cost recovery and represents the proportion of public transport operating expenditure funded from private revenue sources. Government aims to increase private share to support increased levels of public transport expenditure and reduce pressure on ratepayers and taxpayers.

Public transport authorities agreed individual private share targets for the financial years 24/25 to 26/27 with NZTA in May 2025. Greater Wellington's agreed private share targets with NZTA are:

	Actual 18/19	Actual 23/24	24/25	25/26	26/27
National private share result	33.2%	21.9%	25.0%	26.3%	27.1%
Wellington private share target	36.9%	20.5%	23.9%	25.1%	25.7%

This means that, for financial year 26/27 for example, Greater Wellington will be working to ensure that at least 25.7% of public transport operating costs are covered by passenger fares, advertising revenue and other commercial initiatives.



14. He Whakakotahinga Utu me Tīkiti

Integrated Fares and Ticketing

Metlink fares and ticketing have changed significantly in recent years. We have reviewed our fares and developed our Future Fares Direction. Work towards the roll out of the Motu Move programme (previously the National Ticketing Solution) has also been progressing. Motu Move is a collaborative initiative of regional public transport authorities and the NZTA to deliver a nation-wide integrated ticketing and payments system.

In preparing for Motu Move, we have replaced the century old rail paper-based ticketing with Snapper which now provides a consistent and flexible payment option across our bus and rail network. With 90% of Metlink passengers now using Snapper for their journeys across the bus and rail network, cash use has significantly reduced to less than 5% of all trips.

Our focus over the years of this plan will be on delivering an integrated fares and ticketing system across the network. The introduction of integrated fares and ticketing will mean a more convenient and seamless journey experience for passengers allowing more contactless payment options, and simplified, new fare products and innovations:

- **Fare capping** Limits the total amount a passenger pays over a period (e.g. daily or weekly), so once the cap is reached, further travel is free.
- **Distance-based fares** Passengers are charged based on how far they travel, rather than by zones or flat rates.
- **Account-based payments** Fares are linked to a passenger's account (not a specific card), allowing flexibility in using different payment methods (e.g. phone, credit card, transport card).
- **Commercial employer schemes** Employers partner with Metlink to offer staff discounted or subsidised fares as part of workplace benefits.

The new system features are expected to:

- Provide a flexible, modern ticketing system which will make it easier for people to pay for public transport
- Encourage more people to use public transport, more often
- Increase public transport usage which will ultimately contribute to improving safety and reduce congestion on our roads
- Provide a deeper understanding of passenger journeys, which will mean optimised services and better targeted investment.

Our future integrated fares and ticketing system is guided by the following key principles:

- Simplicity – be simple and easy to understand and use
- Consistency and fairness – perception of equitable value for journey type and length
- Social good – enhancing affordability of fares for the transport disadvantaged
- Economic and environment outcomes – including travel choice and decarbonisation
- Network efficiency – encouraging contactless payment and off-peak travel
- Cost recovery – our ability to meet our funding and budget requirements.

Metlink is currently undertaking a major change programme in order to transition to Motu Move. Rather than being simply a technology switch, the transition includes:

- Passenger behaviour change and communication
- Supplier and service transition
- Systems and equipment replacement
- Installation of infrastructure including validators on buses and at rail stations
- Metlink operating model changes.

Objectives and policies

P10. Objective: Providing greater choice and flexibility for journey planning, fares and fare payment options including integrated fares

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

RLTP projects

Name: National Ticketing Solution
Lead: Greater Wellington
Desc: Wellington region’s implementation of the National Ticketing Solution and payments system which will operate on multiple modes of transport across Aotearoa.
Cost: \$36.86 million
Status: Funded

15. Ko te Mana Whenua, Mātāwaka, me tō Mātou Haerenga Waka Whenua Tūmatanui

Mana Whenua, Mātāwaka, and our Public Transport Journey

Greater Wellington is committed to working with Māori to build strong, connected and successful whānau, hapū and iwi, and to protect our natural resources. To do that, we need to consider the articles of Te Tiriti o Waitangi and how we can apply them to our work to ensure great outcomes for Māori and non-Māori in our region. We must also consider how we partner with mana whenua and engage with urban Maori (mātāwaka) which are those who do not affiliate with mana whenua within this region. Greater Wellington has developed Te Whariki Māori Outcomes framework which formalises our commitment to Te Tiriti o Waitangi. Te Whariki, and Te Iti Kahurangi (Greater Wellington's Māori Capability framework) provide clear goals and progress indicators to track how we are doing as an organisation. We will continue to be open to new ways of doing things, and to help mana whenua and mātāwaka to participate fully in whole of community issues.

Greater Wellington wishes to uphold the 'spirit' of Sections 18(g) and 18(h) of the Land Transport Management Act 2003 in our own arrangements with mana whenua and mātāwaka. We understand that in order to provide an effective public transport network to the region, we must take into account and partner with those who have a special connection to the region.

Greater Wellington's partnership with mana whenua is described in detail in the Memorandum of Partnership. This partnership can be seen in action through mana whenua representation in Greater Wellington groups, committees, projects and land management arrangements. Greater Wellington is proud to have a specific Committee dedicated to encouraging the alignment of Te Tiriti o Waitangi articles to our mahi. We continue to take the opportunity to present to this committee on considerations we believe have impacts for Māori. Greater Wellington is also proud to have adopted a new Social Procurement Strategy in May 2025. This strategy sets targets for our procurement spend on diverse businesses

including Māori businesses. This effectively helps to support these diverse businesses to tender for our contracts. Our Social Procurement Strategy helps up to promote better social, environmental and economic outcomes.

Metlink is reviewing and developing policies and actions on partnering with mana whenua and mātāwaka in this RPTP 2025-35.

Greater Wellington has engaged with mana whenua on public transport prioritisation through the Long-Term Plan and Regional Land Transport Plan development processes and through the development of this RPTP.

Partnering with Mana Whenua and Māori

For over a quarter of a century mana whenua and Greater Wellington have worked together. Te Pane Matua Taiao (Greater Wellington Regional Council) and our six mana whenua partners work together in a unique way.

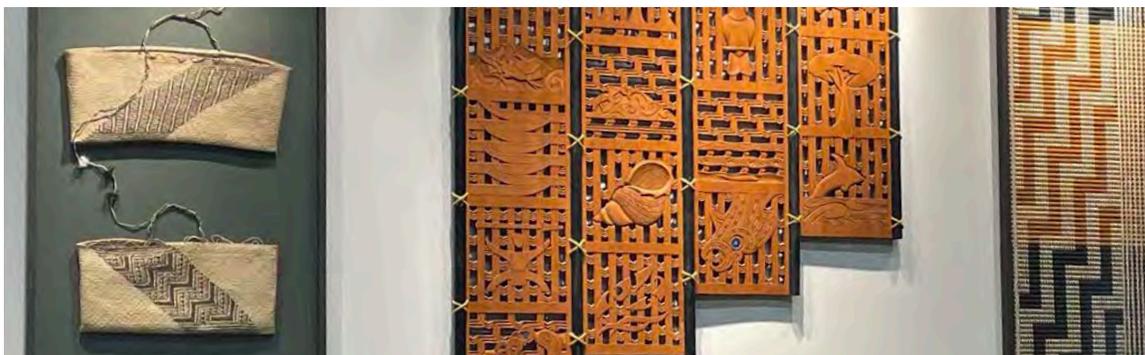
These partnerships are important to us, as our partners can be recognised and supported in maintaining their role as kaitiaki (guardians) of their ancestral lands.

We would like to ensure that their perspectives are taken into account in our mahi, but also ensure that we account for perspectives of Māori who do not affiliate with our mana whenua partners but live, work and play in this region, and call it home.

Objectives and policies

P11. Objective: Māori perspectives are considered at a level that mana whenua and mātāwaka consider appropriate

Policies	Actions
a. Māori perspectives are considered in all Metlink projects	<ul style="list-style-type: none"> i. Explore Māori values and Te Tiriti o Waitangi articles and sustainability interface within a responsiveness to Māori framework ii. Ensure that Māori values and Te Tiriti o Waitangi articles are considered in the built environment through our design principles iii. Ensure a historical and cultural understanding, and where possible and appropriate, an acknowledgement of any particular natural resource or area that we are undertaking work on iv. Extend the use of Te Reo Māori in passenger information channels and fare payment methods where appropriate and practical to do so v. Consider initiatives and alternative methods of engaging with Māori including mana whenua and mātāwaka vi. Provide support to Māori businesses to tender for public transport service contracts and public transport infrastructure projects vii. Apply Greater Wellington’s Social Procurement Strategy to achieve better social, environmental, and economic outcomes and increase ability for diverse business to tender for our contracts viii. All projects will consider potential impacts for Māori ix. Consider Te Whariki, and Te Iti Kahurangi Greater Wellington’s Māori development and capability frameworks in all the mahi that we do.
b. Effective mana whenua partnerships and welcomed mana whenua co-design, collaboration, engagement, and/or participation	<ul style="list-style-type: none"> i. Continue to provide channels for engagement to create and maintain relationships with mana whenua and co-design where mana whenua desire ii. Work with mana whenua to reach communities and build relationships to encourage public transport use iii. Where possible and appropriate, provide resource to mana whenua to allow them to partner, participate, collaborate, engage, and co-design projects and plans where Greater Wellington would particularly appreciate a mana whenua lens iv. Work with marae, kura and kaupapa Māori organisations to develop transport services that meet their needs.



16. Whakaitia ngā Puha Waka Whenua Tūmatanui mā te Aukatihaukino i ngā Waka

Reduce Public Transport Emissions by Decarbonising the Fleet

Public transport is crucial to ensuring cleaner and greener access to economic and social opportunities. Public transport helps in reducing carbon emissions by getting people out of their cars.

With public transport contributing approximately 3% of our regional land transport related emissions, a move to a zero-carbon emission fleet and the development of a more efficient and reliable public transport network will help us achieve our sustainability goals and contribute to our targets in reducing carbon emissions from transport by 2030 and beyond.

On 22 May 2025, Greater Wellington agreed to a carbon emission reduction target for all operations and areas of direct influence. The target is:

Climate positive

Greater Wellington to have net emissions reduced more than 100% from 2044/2045.

Greater Wellington also endorsed a target to reduce gross emissions by 84% in 2039/2040 compared to 2018/2019.

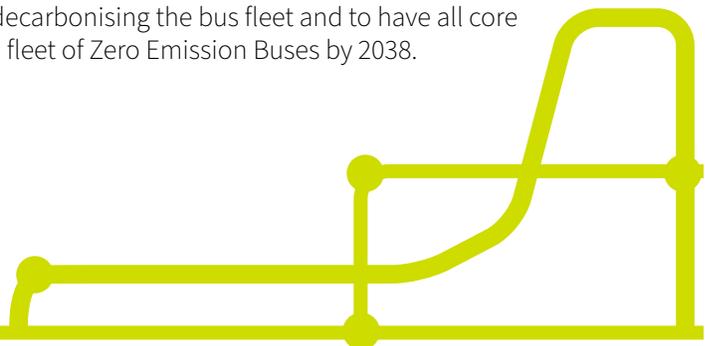
Zero Emission Bus Strategy

The first Emissions Reduction Plan (2025 Mandate) developed by the previous Government mandated that only zero-emissions public transport buses are to be purchased from July 2025, and set a target to decarbonise the public transport bus fleet by 2035.

Replacing diesel buses with electric buses will improve local air quality by eliminating harmful exhaust emissions of nitrogen oxides and particulate matter, as well as reducing noise. While Greater Wellington is required to transition to ZEBs, the speed of transition can be managed to reduce the financial impact while still achieving our carbon reduction aspirations.

Greater Wellington has developed a Zero Emission Bus Transition Roadmap (Roadmap). The Roadmap guides the implementation of more sustainable transport fleets and the necessary infrastructure. It provides a pathway to fully decarbonise greater Wellington region's public transport bus fleet, navigate through technological changes and related risks and opportunities.

Greater Wellington is continuing to work towards decarbonising the bus fleet and to have all core routes fully Zero Emission Buses by 2035 and a full fleet of Zero Emission Buses by 2038.



Decarbonisation of the public transport fleet in the Wellington region will be a key contributor to reducing Greater Wellington's carbon footprint. Our data shows that during 2023-2024, public transport contributed to 52% of Greater Wellington's carbon footprint (37% bus, 13% rail). The upgrading and decarbonisation of the public transport fleet and infrastructure will lead to more efficient journey times and encourage people to shift from private car usage. This will result in a decrease in overall carbon emissions for the region. We have set a key measure of a 60% reduction in public transport emissions by 2030 which we will achieve through our decarbonisation initiatives.

Bus

Greater Wellington is continuing to work towards our goal to make all core service buses electric by 2038.

Rail

Greater Wellington has secured funding to procure new rolling stock for regional rail services on both the Manawatū and the Wairarapa train lines. The increased service frequency will encourage mode shift from private vehicles to public transport, reducing congestion and emissions. In addition, we are seeking rolling stock that can utilise the existing electrified network to reduce tail pipe emissions and may be further reduced through the use of battery technology in the non-electrified areas.

Ferry

East by West Ferries operate the Ika Rere, the Southern Hemisphere's first fully electric, high-speed passenger ferry – and support public transport and social equity for ferry passengers. East by West Ferries is protecting the local environment and supporting the use of renewable energy as part of Wellington's transition to zero-carbon transport options.

Challenges

There are three key challenges that need to be overcome in order to achieve full decarbonisation of our services by 2030:

1. The capital expenditure required to implement the decarbonisation agenda is significant and will require a review of existing funding models including the contributions from regional and central government
2. The ageing infrastructure on the rail network is a significant issue that we need to navigate as we explore decarbonisation opportunities for rail. The funding and operating model for rail will also need to be revisited
3. The consequences of climate change require more network resilience to withstand increasingly frequent severe weather events and other natural hazards. Higher mean temperatures increase the emissions of road surface infrastructure, which undermines decarbonisation efforts.

Alongside these challenges are opportunities for Greater Wellington and its partners:

- Decarbonisation of the Wellington regional public transport fleet will be a high-profile demonstration of leadership in achieving New Zealand's Zero Carbon 2050 target
- Modernisation and decarbonisation of the public transport fleet and infrastructure will encourage more people to shift from private cars to public transport leading to lower carbon emissions.

Objectives and policies

P12. Objective: Continue to decarbonise the Metlink fleet

Policies	Actions
a. Provide a low emission public transport network	<ul style="list-style-type: none"> i. Incorporate low emissions technology in replacement strategies for end-of-life assets to reduce the environmental impact of public transport services ii. Develop business cases to support early asset replacement for decarbonisation purposes iii. Optimise the public transport network to minimise route duplication and improve energy efficiency iv. Deploy low-emission vehicles and new technologies to improve the environmental sustainability of the fleet, and closely monitor vehicle performance and maintenance.
b. Continue the decarbonisation of the Metlink bus fleet, through the staged replacement of diesel buses	<ul style="list-style-type: none"> i. Budgeting for additional EV buses to meet demand over the next 10 years, which will create new bus routes and increase the frequency and capacity of our services ii. Electrification of all core bus routes by 2038.
c. Investigating innovative solutions to reduce carbon emissions	<ul style="list-style-type: none"> i. Explore carbon-reduction innovations in urban development through the development of a high-amenity, climate-friendly integrated transport hub at Waterloo ii. Expanding current services along the Manawatū - Wairarapa lines with hybrid trains.



17. Ko ngā Wheako Kiritaki me ngā Taipitopito

Passenger Experience and Information

Delivering a consistently good experience for our passengers is essential for maintaining and increasing the use of public transport. Understanding passenger behaviour, and continually monitoring end-to-end journey experience and network performance ensures we are meeting the needs of our passengers. These insights are also central to informing the design of new routes, services and information we provide.

Reliability, usability, accessibility and safety, and the over-all consistency of the journey are the most important aspects of passenger experience. The steps in a journey consist of:



Network Operations Centre

Within the 2025-2026 financial year, Greater Wellington is considering the establishment of new roles which will provide out of hours support to monitor Metlink public transport in real time, support planned and unplanned service disruptions, and provide real time updates to stakeholders and passengers.

Greater Wellington will use this opportunity to test the proposed functions and benefits of establishing a Network Operations Centre.

Following the approval of Greater Wellington’s Long Term Plan, the three-year budget for the Project is \$3.1m.

Pets on Public Transport

Greater Wellington consulted on this in May 2025. The following outlines what we heard through consultation:

Statement: Metlink should permit customers to travel on buses and trains with pets, including small and large dogs, (noting that Disability Assist dogs are already welcome on all our services).

Level of agreement

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
25%	22%	19%	13%	18%	3%

47% Agree

31% Disagree

46.6% of submitters either agreed or strongly agreed that Metlink should permit customers to travel on buses and trains with pets, including small and large dogs, (noting that Guide Support dogs are already welcome on all our services). 31.4% of submitters either disagreed or strongly disagreed with that statement while 22.0% of submitters either were neutral or didn't know.

A significant portion of submitters were enthusiastic about the possibility of bringing their pets on public transport services, that this would encourage them to use services more frequently and that some people who do not use public transport due to pet restrictions have more access to the network. Many noted this practice is common overseas and in Auckland and that Greater Wellington's policy should be in line with these jurisdictions.

While a majority of submissions favoured allowing pets on-board public transport services, there was a wide range of questions about how this would be implemented including:

- Would the dogs need to be muzzled or on a leash?
- Would they be allowed on during peak times?
- Would multiple dogs be allowed on at a time (increased risks of fights)?
- Would priority be given to guide support dogs?
- Could they take up a seat space or be under the seat?
- What happens if the bus is full – would dogs have to get off to allow passengers paying a fare on?

Submitters against allowing pets onboard public transport services focused on the potential safety and hygiene issues that could arise from allowing pets on board including:

- What happens if a dog acts aggressively or attacks a passenger or other dog?
- What happens if a dog soils the bus?
- Can a bus driver order a dog and owner off the bus?

Other submitters noted the impact this may have on passengers who have mobility issues as well as passengers who may be allergic to dogs or have a fear of dogs and could discourage them from using public transport. Some submitters, echoing previous comments from disability advocacy groups, raised concerns about guide support dogs being exposed to untrained dogs in a confined space like a bus.

These concerns raised by submitters are legitimate issues that have also been raised in previous discussions with the Greater Wellington Public Transport Advisory Group (PTAG) and during operator forums.

Objectives and policies

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

Policies	Actions
a. Provide easy-to access and intuitive information to passengers using accessible, smart and accurate digital channels that keep pace with passenger expectations of quality	<ul style="list-style-type: none"> i. Manage our Real Time Information, timetables, signage, our own website and app, to provide accurate, accessible, up-to-date, consistent, and user-friendly information ii. Continually improve the accuracy, usability, accessibility and reach of Real Time Information on digital channels iii. Provide real-time 'next stop' information on all buses and trains iv. Provide open-source public transport data to allow third-party travel planning websites and apps to develop a wide range of information solutions to improve access to information for passengers, including those in the disability community v. Participate in the Motu Move rollout and ensure it is seamlessly integrated with our digital channels vi. Maintain a contact centre that offers public transport information and collects passenger feedback vii. Provide physical signage and printed timetables when required to ensure access to non-digital information.
b. Collect and use travel data and passenger insights to continually improve services	<ul style="list-style-type: none"> i. Provide a range of opportunities for passenger feedback on all modes, including the Public Transport Advisory Group (PTAG), qualitative and quantitative research and co-design, ensuring the design of our network and services take into account the needs of passengers and communities ii. Continue to improve Metlink's system for recording, reporting, and responding to passenger feedback, compliments and complaints, ensuring consistency, clarity, and insight on the respective responsibilities of Metlink and operators iii. Use passenger data to monitor and improve the public transport network.
c. Provide a consistent brand experience	<ul style="list-style-type: none"> i. Develop, implement, and manage Metlink branding so that it consistently covers all public transport services, information, and infrastructure to assist passengers to identify and use the public transport network. This includes infrastructure and assets owned by our partners which are required for our network ii. Maintain a flexible approach to branding in relation to place, heritage, and urban design considerations iii. Ensure that the placement of advertising or other media does not compromise accessibility, the passenger experience, and the values of Greater Wellington.

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

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

RLTP projects

Name: Fully Accessible Public Transport Hubs

Lead: Greater Wellington

Desc: Identifying stations with good bus service connections around the region that can be upgraded to allow full accessibility within their local area to allow barrier free access to public hospitals in the region and Wellington International Airport.



18. Te Kohikohi i ngā Tirohanga a ngā Kaihihi

Gathering Passenger Insight

Passenger and community engagement

Community Engagement and Customer Experience personnel are dedicated to engaging and working in the field with passengers and communities to understand their needs and work in collaboration with them to co-design and test new polices and services. As part of this, they facilitate a Public Transport Advisory Group, which is a representative citizen panel of twenty-five people who provide feedback which is used in the design of our services.

Data analysis

Digital payment enables the collection of detailed boarding data, which is matched with Statistics New Zealand demographic data. This provides valuable insights into travel patterns and preferences at a granular level. The analysis is used to monitor how services are working, where demand is growing and where new timetables and routes are required in the network.

Monitoring complaints and feedback

Greater Wellington's contact centre provides a 7 day a week passenger support which receives over 100,000 public transport related enquiries annually. Complaints and feedback are captured and categorised for response. This provides valuable data which is monitored to identify and address passenger pain-points across the network. Adding to this, Metlink's Transport Officers are out on the network daily, gathering first hand insights into passenger needs.

The passenger satisfaction survey

Each year, Metlink commissions an independent annual survey of Metlink passengers' satisfaction with public transport within the region.

The passenger satisfaction survey identifies and prioritises improvements and provides insights into the needs and behaviours of our passengers. The survey is part of our reporting requirements to NZTA.

The Survey's independence and thorough on-vehicle surveying methodology provides a robust benchmarked measure of the passenger experience year-on-year since 2014. Up to 4,000 passengers are surveyed on up to 240 trips across all modes in between May and June each year. The Survey has a margin of error of 1.8%.

The survey measures are:

- **Satisfaction with the trip** (a measure of the satisfaction with the journey they were surveyed on); and
- **Satisfaction with the public transport system overall** (a measure of perceptions with Metlink's overall service and performance).

The survey also provides detailed measures of a wide range of service aspects, including quality of infrastructure, passenger information, payment, value for money and likelihood to recommend. The survey collects details on gender, ethnicity, age and location which allows for analysis of trends by these variables.

Key projects

Real Time Information (RTI 2.0):

Estimated Cost 

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

Estimated Timeframe 

Completion end of 2025

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

As part of enhancing this service, the RTI system is due to be replaced to improve overall network accessibility and performance for our passengers. Since its development in 2011, the RTI system has been adapted to not only provide information to our passengers via bus stops and railway stations but also through our website and app.

The inability to provide timely and accurate passenger information is one of Metlink’s most significant areas to improve for our passengers. Our current satisfaction survey has signalled that inaccurate passenger information is a big focus for our passengers.

Metlink is currently developing our RTI system (RTI 2.0) for completion by end of 2025. Our target rate for passenger satisfaction is 90%, which involves improving reliability and passenger confidence in our network.

The new RTI system will improve accessibility of the network for our blind and low-vision passengers by introducing push-to-talk buttons at bus stops and a much-improved prediction algorithm which will reduce passenger dissatisfaction stemming from the inaccuracy of the current real-time system.



On Bus Announcements:

<p>Estimated Cost </p>	<p>Estimated Timeframe </p>
<p>Approx \$2.15m</p>	<p>Completed late 2024</p>

This project provides multiple benefits to the disability community, visitors, and infrequent bus users by improving access to real-time information and enhancing the overall experience of catching the bus. It delivers timely and accurate announcements about delays, disruptions, and upcoming arrival and departure stops.

Commencing in December 2021, Metlink has delivered the On Bus Announcement (OBA) system in stages. The first stage was completed in May 2024, successfully implementing the system on 220 buses. The second stage, completed in late 2024, bringing the total to 460 buses. Currently OBA is installed covering the entire bus fleet including the Interim fleet.

Since the OBA system is now a part of Metlink's procurement procedure, all new buses joining the fleet will come pre-configured with the system. Furthermore, the Greater Wellington Regional Council (GWRC) makes extensive use of the telematics data gathered by the system for performance forecasting, service analytics, and vehicle tracking.

Continuous system enhancements are being made, with a particular emphasis on improving the passenger experience by increasing accessibility for all travellers, improving dependability, and adding user-friendly features.

19. He Tautoko ki te Hunga Kāore he Āheinga

Supporting the Transport Disadvantaged

The Land Transport Management Act 2003 (LTMA) defines transport disadvantage as: “people who the regional council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example, work, education, health care, welfare, and shopping).”

Metlink would like to acknowledge that people are not the cause of their disadvantage. Rather, inequities arise because the transport system creates them. Therefore, Metlink and other public transport authorities must work to create a more equitable transport system to prevent people from experiencing disadvantage.

When creating policies to address issues for transport disadvantaged people, Metlink considers the definition from the LTMA, the systematic issues that need to be addressed, and Equity and Equality. We also acknowledge that there is often a tradeoff between Equity and Equality.

Equality versus Equity

Greater Wellington considers both equity and equality in its mahi and must strike a balance between both acknowledging that sometimes there is a tradeoff between them.

Equality – an equality approach seeks to ensure public transport is generally available on an equal basis for all. This is an important component of coverage oriented public transport design, but on its own does not necessarily mean people can utilise services.

In order to enhance equality, Metlink:

- Aim to have the percent of people within a 5-10 minute walk of an all day, 7 day a week public transport service with minimum 60-minute daytime frequency increase over time from 74.4%
- Provide off peak fares
- Works to ensure basic access and coverage is provided to urban areas across the region.

Equity – an equity approach recognises that what is required to overcome transport disadvantage can vary significantly, and additional support should be targeted to people in greatest need.

In order to enhance equity, Metlink:

- Provides targeted fares for certain vulnerable groups including: those on low income, students, elderly, children, those with accessibility needs or disabilities
- Supports and administers the use of Te Hunga Whaikaha Total Mobility in the region
- Designs public transport with accessibility in mind (ramps, on bus announcements, screen readers etc).

We note that **both equality and equity** are important considerations when evaluating the needs of transport disadvantaged.

Our targeted fare concessions, and the provision of accessible services recognises that an equity approach is required to overcome transport disadvantage.

Greater Wellington will continue to actively engage with reference groups to help us design bus stops, fare structures, passenger experience, and service development, as the subject matter experts in this area to ensure equity across the whole network.

Failure to address barriers that prevent people from accessing opportunities will only serve to widen inequality.

Greater Wellington is aware that a range of personal, demographic, social and geographical attributes is likely to restrict access to, and the use of, public transport services and facilities leading to transport disadvantages. These attributes or factors could include:

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

This list is not exhaustive and it's important to note that Transport Disadvantage can be invisible.

Greater Wellington considers that the following groups are more likely to be transport disadvantaged than the general population:

- People with accessibility needs
- People without driver licences, including children under driving age
- People on low incomes, including beneficiaries
- People in households without private vehicles.

A 2023 analysis of access to public transport identified some areas of the region that could improve access to public transport for those that may be transport disadvantaged. How these are better served requires consideration in this plan. Our Regional Public Transport Plan outlines how we will assist the transport disadvantaged through:

- Provision of a basic network of services covering urban areas that put most residents within a 5-10 minute walk of public transport services to promote access to employment, education, shopping, and social services
- Continually reviewing passenger demand and adapting the reach of our network to meet that demand
- Outlining how we will co-design and consult with transport disadvantaged groups to identify and resolve network access issues
- Continuing to recognise and develop Te Hunga Whaikaha Total Mobility as a core part of the public transport network
- Reviewing our fare system to provide support to the elderly through the SuperGold Card free travel scheme, our off-peak fare discounts, and discounts for Community Services Card holders
- Our projects that specifically consider the information needs of the transport disadvantaged such as Real Time Information and On Bus Announcements
- Considering accessibility within the Asset Management Plan and future procurement processes.

Through the period of this RPTP, officers will investigate the following accessibility measures:

- Options for remedial action on wharfs and ferry for accessibility
- Assess feasibility of converting #81 services to 85x service
- Carry out a review/audit of all printed timetables at bus stops
- Investigate additional accessibility measures for bus stops including potential audio announcements
- Review progress of previous Council action on council owned mobility vehicles and report back to Committee.

Officers will also look to action the following accessibility measures:

- Establish fixed stops for new Tawa service
- Take action to ensure On Board Announcements on bus are delivered to Council expectations
- Ensure accessibility requirements are included in standards for any new or refurbished ferry infrastructure.

Accessibility Charter and Accessibility Action Plan

Greater Wellington's specific commitments to support disabled people are outlined within our Accessibility Charter and Accessibility Action Plan, both of which are available on the Metlink [website](#).

In 2021 the Greater Wellington Transport Committee committed to a Public Transport Accessibility Charter. This is a policy commitment to making the Metlink public transport network accessible to all with ease and dignity. It aligns with Metlink's commitment to the United Nations Conventions on the Rights of Persons with Disabilities 2006, the New Zealand Human Rights Act 1993, and the New Zealand Disability Strategy 2016 – 2026.

To deliver on the Charter, Metlink has committed to providing an Accessibility Action Plan for prioritising and delivering accessibility improvements. In line with the principles of the Charter, this was first co-designed with the disability sector and Metlink staff in 2022 and early 2023. The approach comprehensively engaged disabled individuals and sector representatives to identify pain-points and barriers along the 'accessible journey' and solutions for resolving these.

Priorities in the 2024 Accessibility Action Plan include:

- Providing more accessibility training to operator drivers and customer facing staff
- Prioritising and investing in accessibility at stations and bus stops to create fully accessible transport hubs
- Exploring new technologies for assisting navigation on the network
- Improving the accessibility of bus services which replace train services
- Funding targeted in-person support for people with disabilities.

Objectives and policies

P14. Objective: Improve the access of public transport for all

Policies	Actions
a. Design public transport with accessibility in mind	<ul style="list-style-type: none"> i. Incorporate accessibility into the design and development of public transport facilities and infrastructure ii. Increase the provision of accessible information, and tailor this for the specific needs of the community iii. Engage the disability community early in the co-design process iv. Review and improve standards and guidelines to ensure that it meets accessibility standards (as outlined in our Accessibility Action Plan) and where appropriate, provide information and communications about public transport in accessible formats.
b. Ensure public transport is affordable by approving targeted fares	<ul style="list-style-type: none"> i. Provide concession-based fares for children, tertiary students, people with disabilities, and elderly.
c. Address inequity by supporting targeted services	<ul style="list-style-type: none"> i. Provide services to locations at times that serve the needs of transport-disadvantaged, including provision of basic coverage of urban areas ii. Consider alternative modes of transport iii. Support specialised services and assistance for disabled people under Te Hunga Whaikaha Total Mobility iv. Increase access to public transport services in identified socioeconomic deprived areas v. Provide targeted travel training / assisted journeys for transport-disadvantaged.

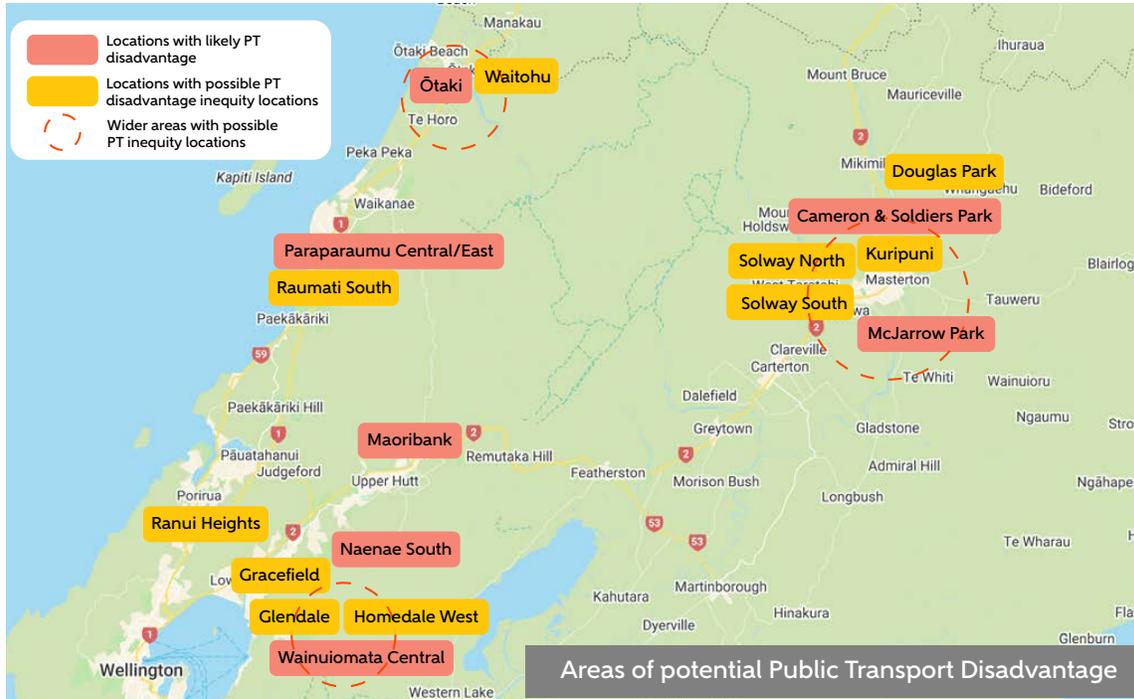
RLTP projects

Name: Accessibility Training for Operator Staff

Lead: Greater Wellington

Desc: Providing additional training to drivers and customer-facing staff for them to better identify and support disabled people on their journey.

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20. Tirohanga Whānui o Te Pane Matua Taiao

Greater Wellington Regional Overview

Key Corridors

The below map presents the Key Corridors on our network.

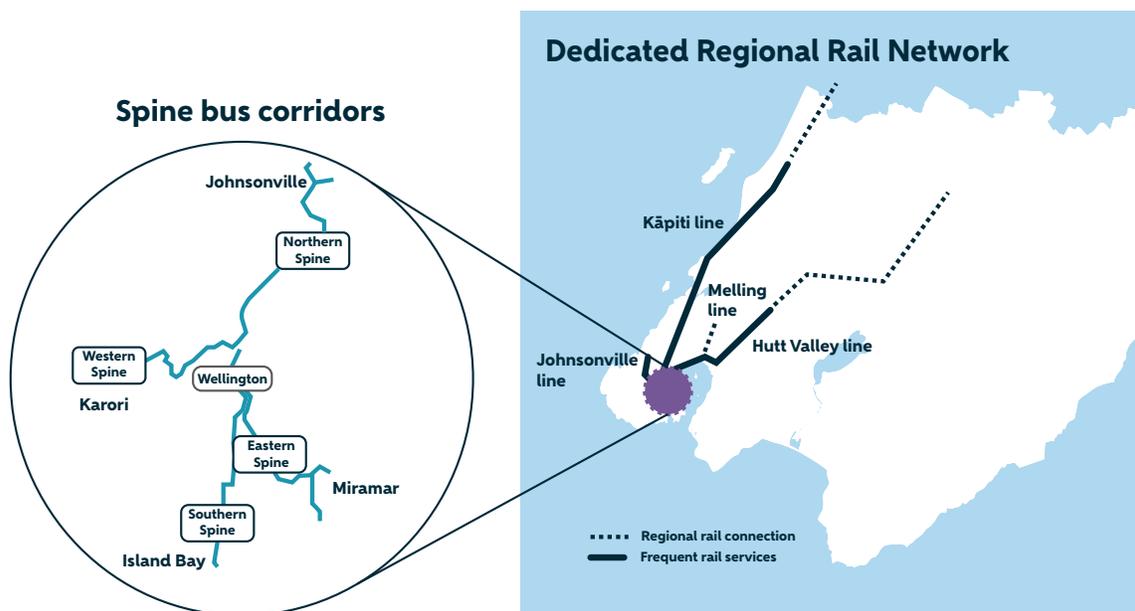
This is made up of our dedicated regional rail network and spine bus corridors which provide high frequency, high-capacity services to serve higher demand areas of the network.

The dedicated regional rail network is the backbone of the Wellington region connecting communities within the region and between the Wellington and Horowhenua regions (with the planned Lower North Island Rolling Stock from 2028). Rail currently carries two thirds of all public transport passenger kilometres travelling in the region and is critical to the ability to grow employment in Wellington city. All other parts of the Metlink network depend on core rail investment.

Complementing the dedicated regional rail are four bus spine corridors within Wellington city that service the most densely populated residential and employment areas of the region, as well as linking key regional destinations including universities, hospitals and the Airport. These are strategically significant corridors where many frequent and less frequent services operate. Currently these spines are used by services that carry 76% of passenger journeys in Wellington City. Investment in these spines, either through Mass Rapid Transit and/or enhanced bus improvements has the potential to benefit a majority of Metlink passenger Journeys in Wellington city.

Supporting the dedicated regional rail network and spine corridors, we will invest in an extensive bus network that provides local coverage and connectivity across urban areas of the region. Over time, as funding permits, service frequency, hours of operation, and coverage will be enhanced to make public transport more attractive.

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



Bus Priority Action Plan (BPAP)

In 2019, Greater Wellington and Wellington City Council undertook a collaborative initiative to develop the Bus Priority Action Plan (BPAP), working with New Zealand Transport Agency Waka Kotahi (NZTA). The 2019 BPAP identified key routes, issues and opportunities to improve speed and reliability of buses across Wellington City's busiest routes. In May 2024, Tonkin + Taylor was appointed by Greater Wellington to update the 2019 Bus Priority Action Plan. The update presents the corridors which Greater Wellington believe are highest priority for implementing Bus Priority Corridors.

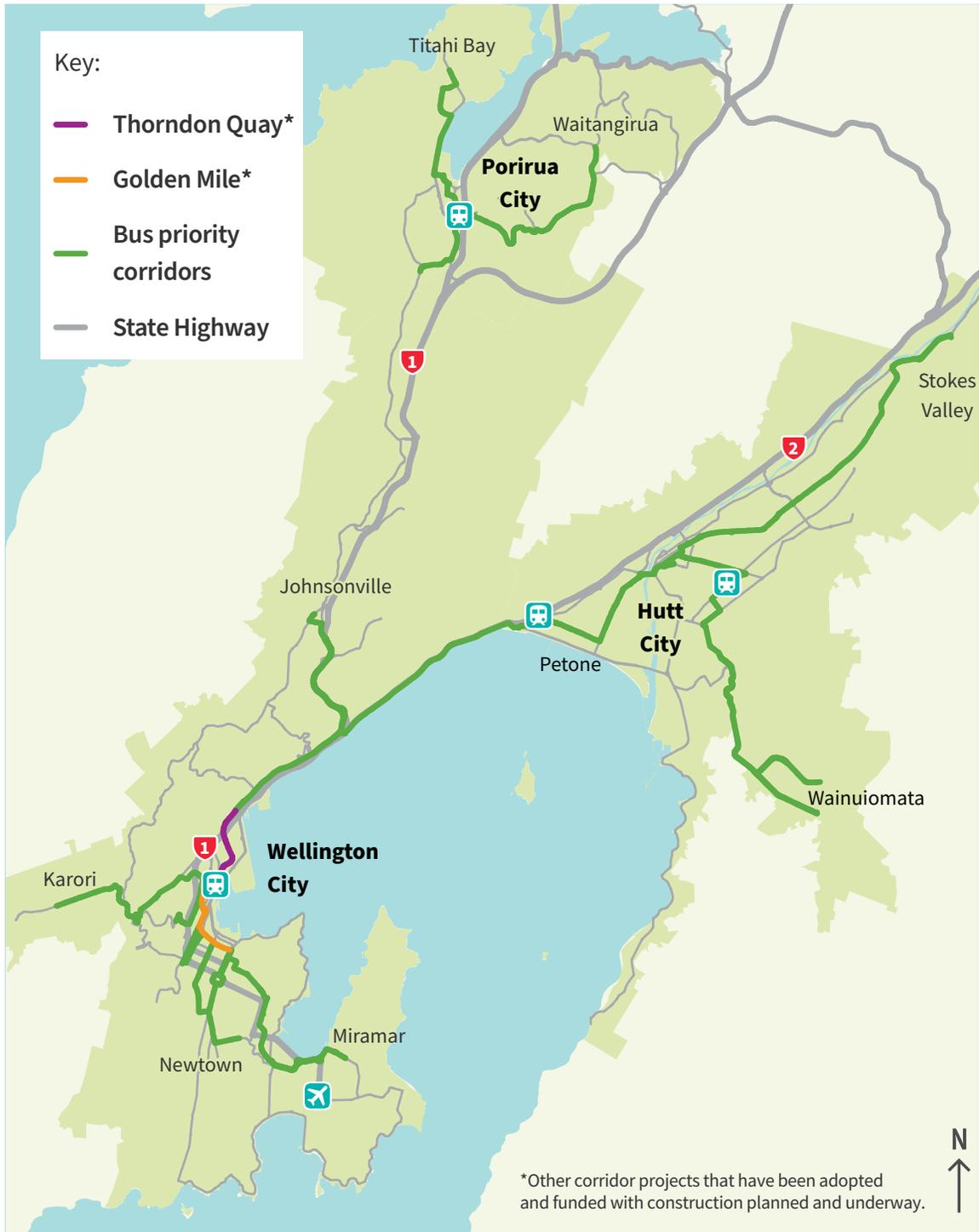
The first step of the assessment was to analyse bus performance across all bus routes in Wellington, Hutt, and Porirua at a high level and identify priority bus corridors to be taken forward for more detailed analysis. To identify the priority bus corridors, criteria were selected to determine where bus routes across the network are busy, slow, and variable. Whilst the priority corridors cover all three cities (Wellington, Hutt City, Porirua), the identification of corridors as 'priority' is based on conditions within each individual city, rather than regional performance.

Thirteen corridors were chosen because they have very high numbers of passengers and also have problems with travel times and reliability.

They are:

- Johnsonville to City
- Newtown to City
- Miramar to City
- Karori to City
- Mt Cook to City
- The Terrace/Salamanca
- Willis Street/Victoria Street
- Ngā Ūranga to Hutt Central
- Stokes Valley to Hutt Central
- Wainuiomata to Hutt Central
- Titahi Bay to Porirua Station
- Waitangirua to Porirua Station
- Kenepuru to Porirua Station

The map that follows presents a simplified view of the identified corridors.



Time of Use Charging

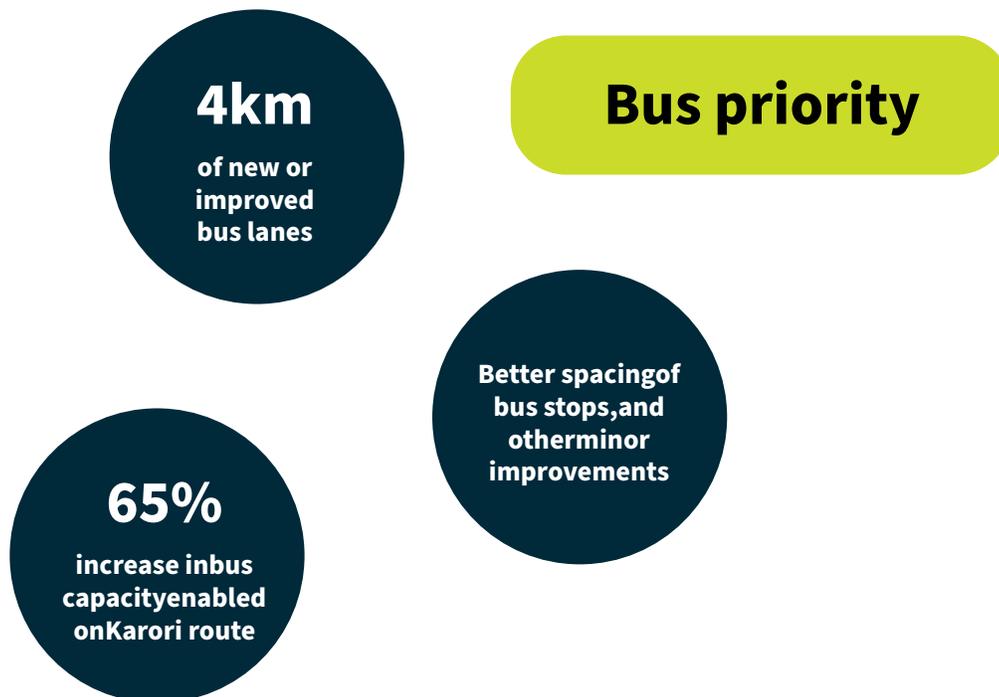
Traffic congestion across our region is a major handbrake on productivity, economic growth, quality of life and environmental sustainability. Wellington City, for example, has the second worst peak hour congestion in the country after Auckland, with peak hour trips taking 70% longer than the average drive.

Congestion charging is a commonly used policy instrument globally where a small fee is placed on people travelling into or out of a CBD at peak hours. Congestion charging encourages commuters to either drive at a different time or use public transport resulting in fewer traffic jams, quicker trips and fewer carbon emissions.

As this RPTP was being finalised in June 2025, a bill to establish a framework for implementing 'time of use charging' schemes in New Zealand was progressing through Parliament. Greater Wellington has broadly supported the introduction of congestion charging legislation, emphasising the need for a scheme that is locally led and directs scheme revenues to projects that have been identified as being of high priority to the region through the relevant regional statutory documents (RLTP and RPTP) particularly those projects that will provide additional public transport capacity.

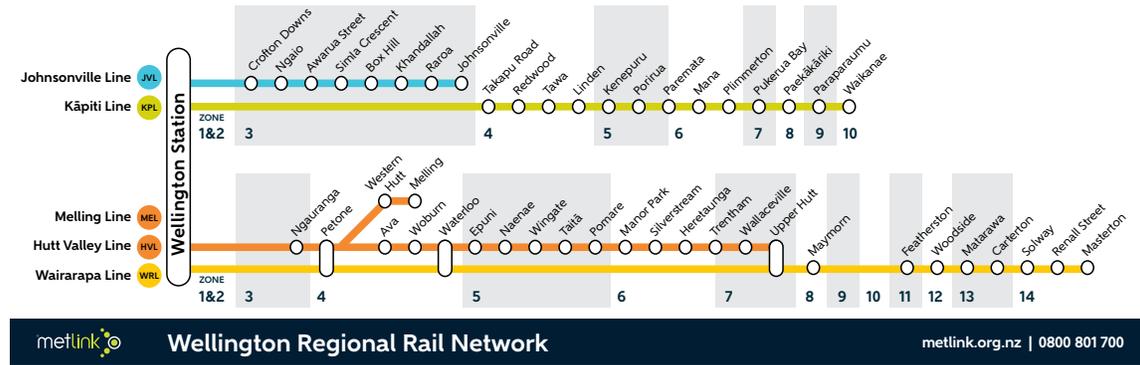
International examples have shown that the introduction of congestion charging has an immediate impact on public transport patronage. Greater Wellington will be working with local government partners and NZTA to ensure there will be sufficient public transport capacity to meet increased demand when any local scheme commences following passage of this important legislation.

Work delivered so far





Rail Network Map



Population and Growth

The Wellington Region uses Sense Partners (“Sense”) to develop its population projections for a number of reasons:

- Sense Partners estimate population and households at a national level, and work with territorial authorities in the Wellington region to capture the latest local information regarding local development plans
- Sense assumptions around annual average net migration align with recent trends and consensus forecast amongst economic experts, with Stats forecasting lower migration compared to both recent trends and the view of other economic experts
- Sense Partners and the Wellington Regional partners believe recent strong population growth in the region is likely to continue, whilst Stats have a relatively pessimistic view in relation to growth in elsewhere in the Wellington region outside of Wellington City, Lower Hutt and Porirua.

As set out in Wellington’s Future Development Strategy, an increase in population was forecast for the Wellington-Horowhenua region of around 250,000 by 2051. The latest (2023) Sense Partners projections suggest growth of around 184,000 by 2052, while Statistics NZ suggests a more modest median projection of about 79,000 between 2018 and 2048. For context, 212,000 people were living in Wellington City in June 2022. The extent of the divergence between projections highlights the uncertainty of predicting the future, and how much growth relies on international migration.

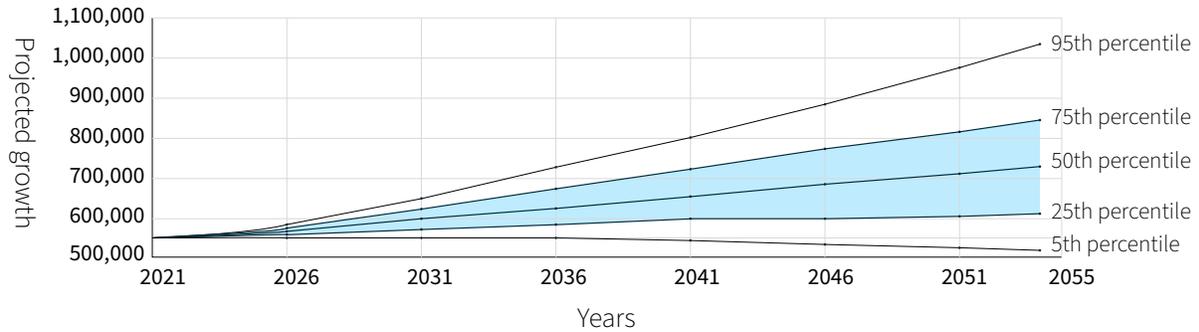
The Greater Wellington LTP 2024-34 identifies that there will be significant population growth in the Wellington region over the next few decades. Population growth is unlikely to be evenly distributed across the region, with higher growth rates expected in Porirua, Kāpiti coast and the Wairarapa. While there are high levels of uncertainty around this growth, expected impacts on public transport from the changes include patronage growth outstripping capacity in the long term, and the creation of new communities requiring additional stops or routes. With an aging population, the increases in Gold Card users will also put financial pressures on public transport.

The Horowhenua-Wellington region population is forecasted to rise from 544,000 to 271,000 people in 2054. The Carterton and Masterton Districts’ populations are projected to increase by just over 50%. In Wellington City the population is projected to grow to 271,000 people - up 26% on the current population.

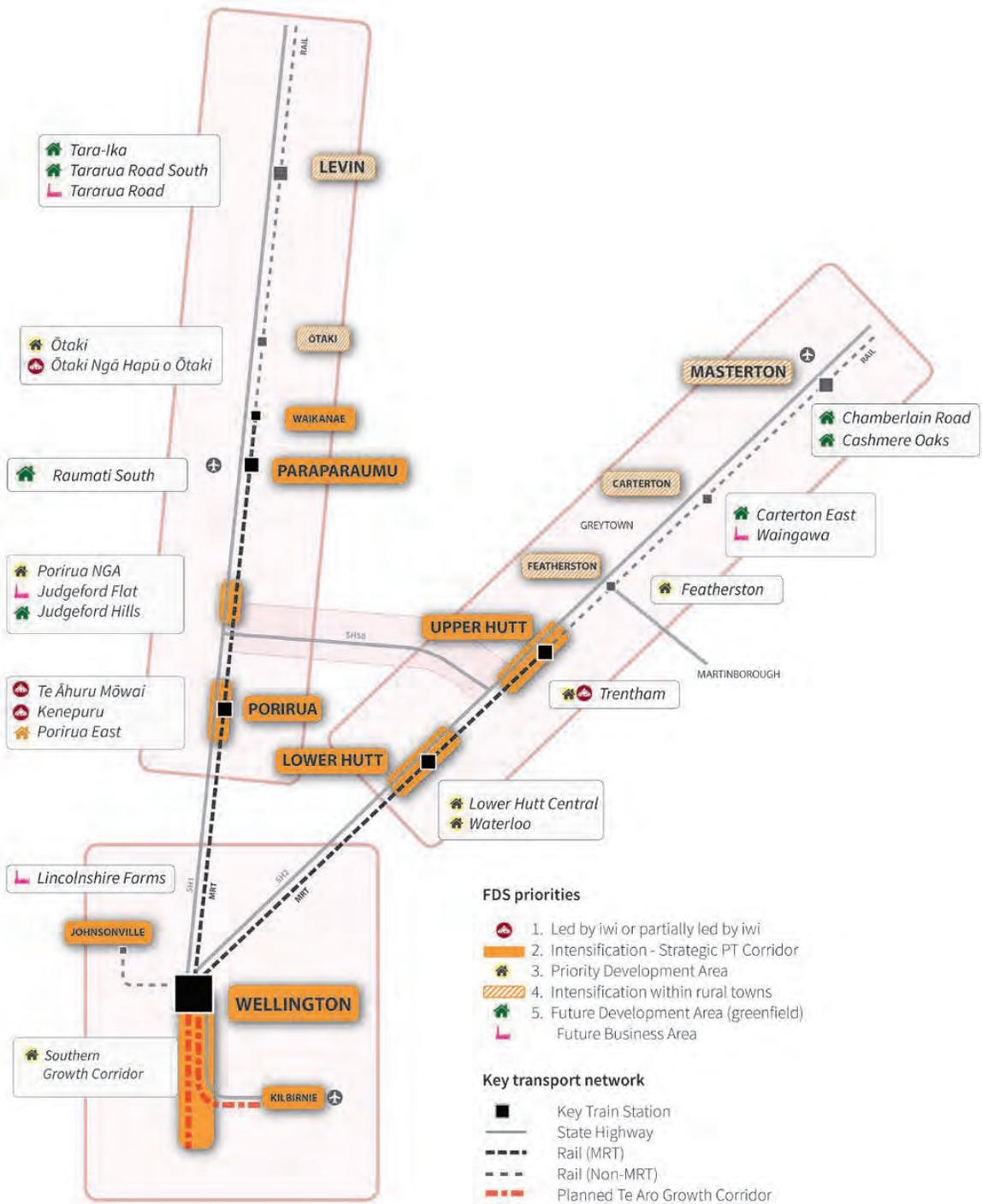
To accommodate this growth, Metlink will need to identify where the highest growth is likely to occur, where people will want to travel, and at what times. This can help to plan the routes needed, and capacity and frequency of the network to ensure that we can provide a network which moves the most amount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

Greater Wellington acknowledges that our regional boundary to the north borders with Horizons Regional Council and we will continue to work with them as our partners, in particular, to develop and enhance inter-regional public transport options.

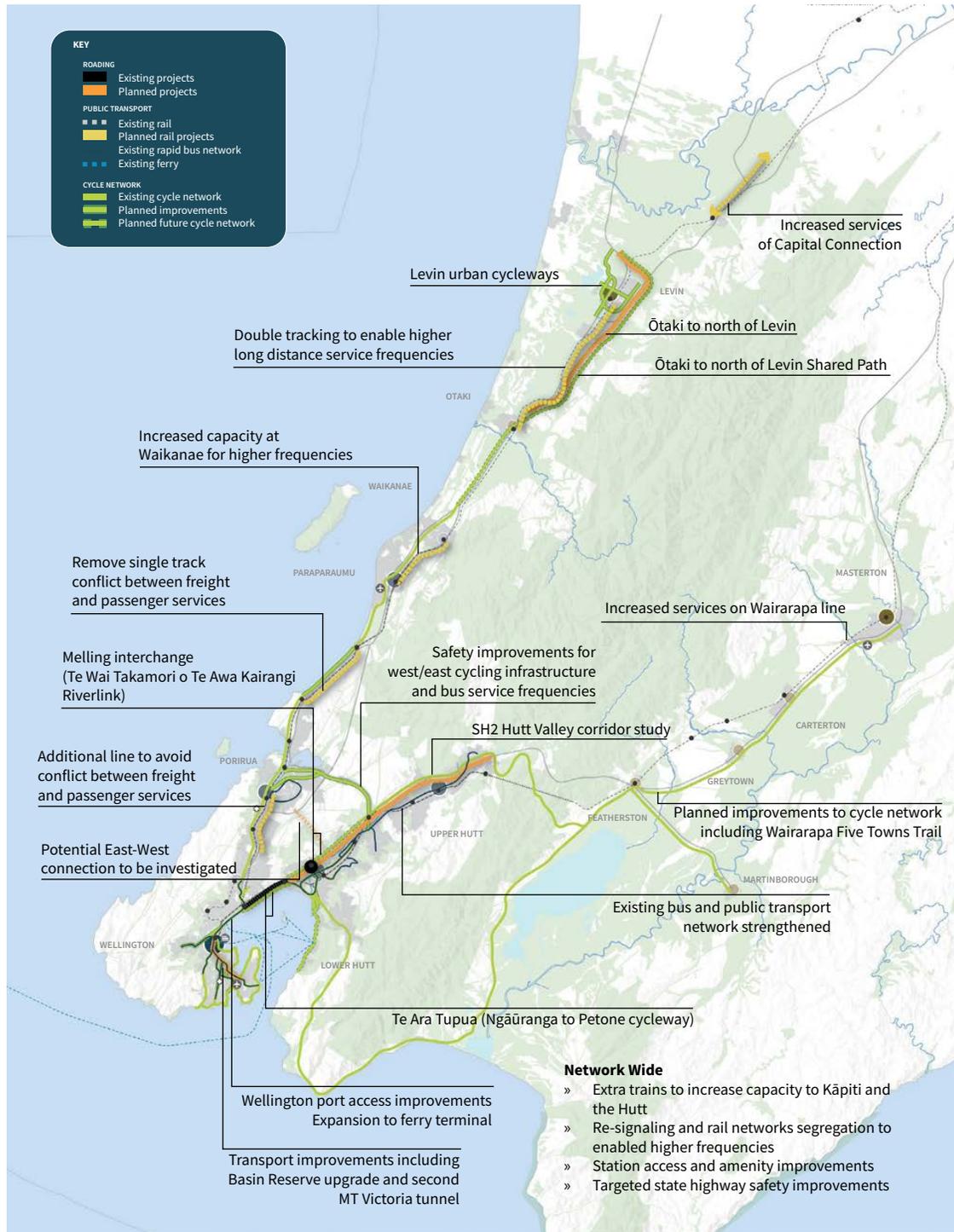
Projected population growth Wellington - Horowhenua region over the next 30 years (2023 projections)



Future Development Strategy Priority Areas



Key parts of our strategic transport network



Key Regional Plans

The RPTP 2025-2035 considers and gives effect to a wide range of regional policies and strategies.

- [Future Development Strategy 2024-2054](#)
- [Greater Wellington’s Long-Term Plan 2024-34](#)
- [The Wellington Regional Land Transport Plan 2021](#) (2024 Mid Term Review)
- [Metlink Asset Management Plans](#)
- [Regional Policy Statement for the Wellington Region](#)
- [Metlink Public Transport Accessibility Charter and Accessibility Action Plan.](#)

RLTP Projects

Name: Wellington ETCS - Rail Network Resignalling
Lead: KiwiRail
Desc: Implementation of Wellington Metro Upgrade Programme. Includes replacement of mixed signalling and train control systems. Installation of European Train Control System (ETCS) Level 2.
Cost: \$710.4 million
Status: Unfunded / Approved

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

Name: Wellington Metro - Remaining Improvements for RS1 Timetable
Lead: KiwiRail
Desc: Network improvements to enhance resilience of RS1 timetable, which provides a 15-minute service, increasing capacity, level of service and network resilience. Improvements include stabling at Waikanae, junction upgrades in Woburn, signal upgrades at North south junction and Pukerua Bay.
Cost: \$23.9 million
Status: NLTP Unfunded

Name: Smarter Network Technology and Innovation Programme
Lead: Greater Wellington
Desc: Several bespoke technology enhancements for the rail fleet and station, including WiFi provision on trains, hardware LED strips at train stations, and full-width signage across carriages.
Cost: \$27.69 million

Name: Wellington Metro - Strategic Future Planning
Lead: KiwiRail
Desc: Strategic planning for future investment in the Wellington Metro rail network. Enables KiwiRail to complete Programme Business Case work and participate in key planning activities of other organisations - i.e. Regional Growth Framework, etc.
Cost: \$12.0 million
Status: Funding Approved

Name: Unlocking Capacity & Improving Resilience - Infrastructure (Substation Upgrade)
Lead: Kiwirail
Desc: Infrastructure network capacity improvements over next 4 years. Includes: Removal of network constraints, improve peak service frequency, higher quality passenger service, cater forecast peak demands, ensure balanced mode share between rail and road.
Cost: \$137.2 million
Status: Funding Approved

Our Plan

In response to feedback provided by our key partners and acknowledging work already underway, over the next ten years Greater Wellington plans to:

- Determine the feasibility of modernising and making more accessible all stations on the Metlink network
- Rationalise stations where closely spaced or with low patronage use
- Assess benefits of new stations:
 - i. North of Upper Hutt CBD
 - ii. To serve QEP
 - iii. North of Paraparaumu
- Advocate for a loop to connect Melling and HVL (as per KiwiRail plan)
- Support regional partners to move the current Levin station
- Advocate for the double-tracking of the North-South Junction
- Advocate for double-tracking North of Waikanae.

21. Rārangī Ara

Route List

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

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

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

* Connector on branches

** Connector between Upper Hutt and Emerald Hill

*** Connector between Titahi Bay and Porirua

22. Aronga ā-Rohe o Wairarapa

Wairarapa Regional Focus

The Wairarapa is a rural area about an hour's drive from Wellington City which stretches from the Tararua Range to the east and south coasts. Its northern border runs from the Manawatū Gorge to Cape Turnagain. The central and southern Wairarapa is split into three district councils which are all part of the Wellington region:

- Masterton
- Carterton
- South Wairarapa.

Despite its distance to Wellington City, over 1,000 journeys per day starting in the Wairarapa are heading to the central city. Research also shows that 7% of trips starting in the Wairarapa in the morning peak are heading into the central city. Currently, up to 80% of trips to Wellington City from the Wairarapa are on rail public transport services (includes Bus Replacing Train services).

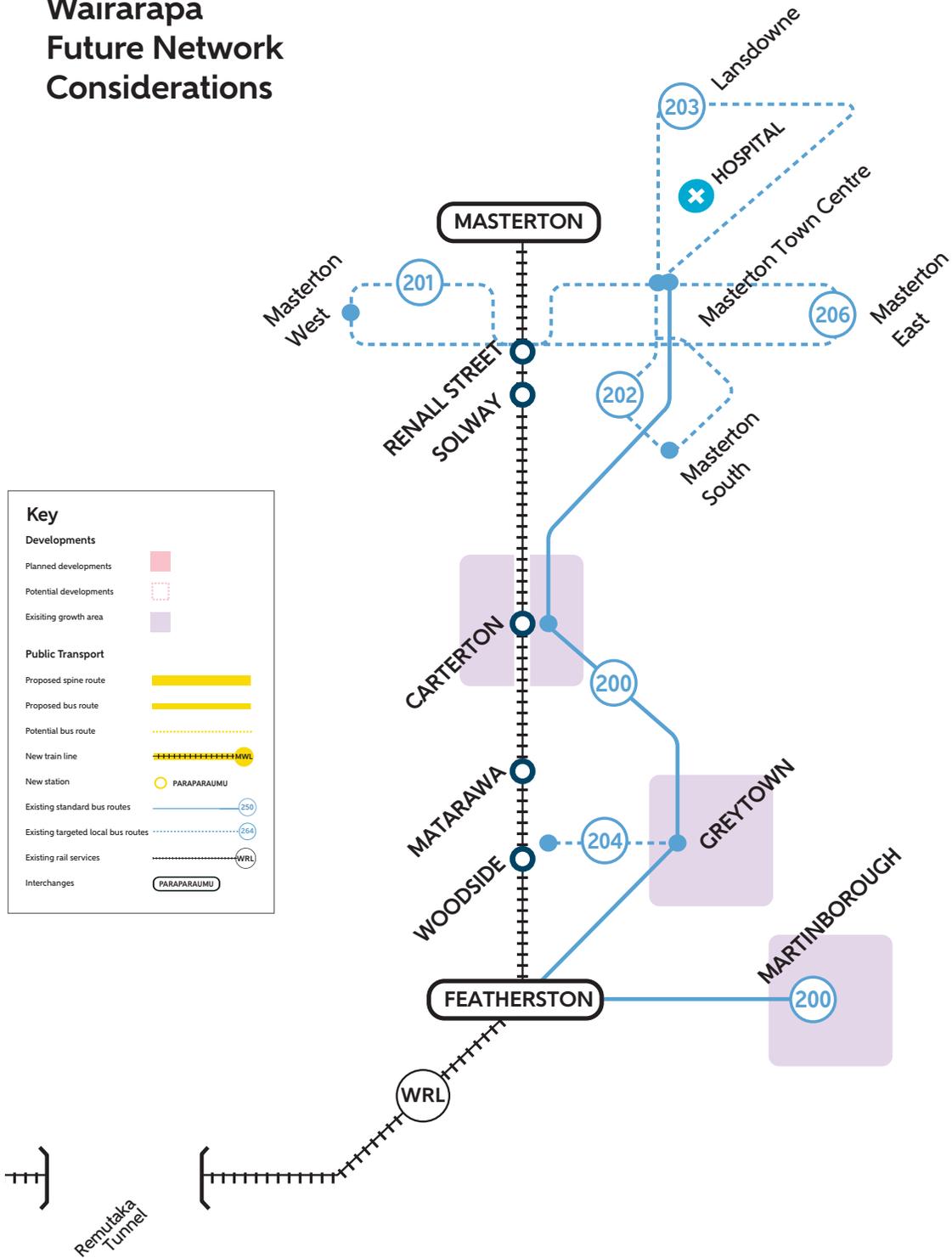
Wairarapa is expected to see a 49% increase in its population between 2021 and 2054 (an additional 25,000 people). We will need to be able to continue to move Wairarapa residents to the central city and other key local services in an efficient and timely manner to maintain and encourage even more uptake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

Key planning documents

- [Featherston Masterplan & Implementation Plan](#)
- [South Wairarapa Spatial Plan](#)
- Urban Growth Strategy
- [Wairarapa Combined District Plan](#)
- [Masterton District Council Long Term Plan 2024-34](#)
- Carterton District Council Long Term plan 2024-34 Consultation Document
- Carterton District Council Draft Infrastructure Strategy 2024-2054.



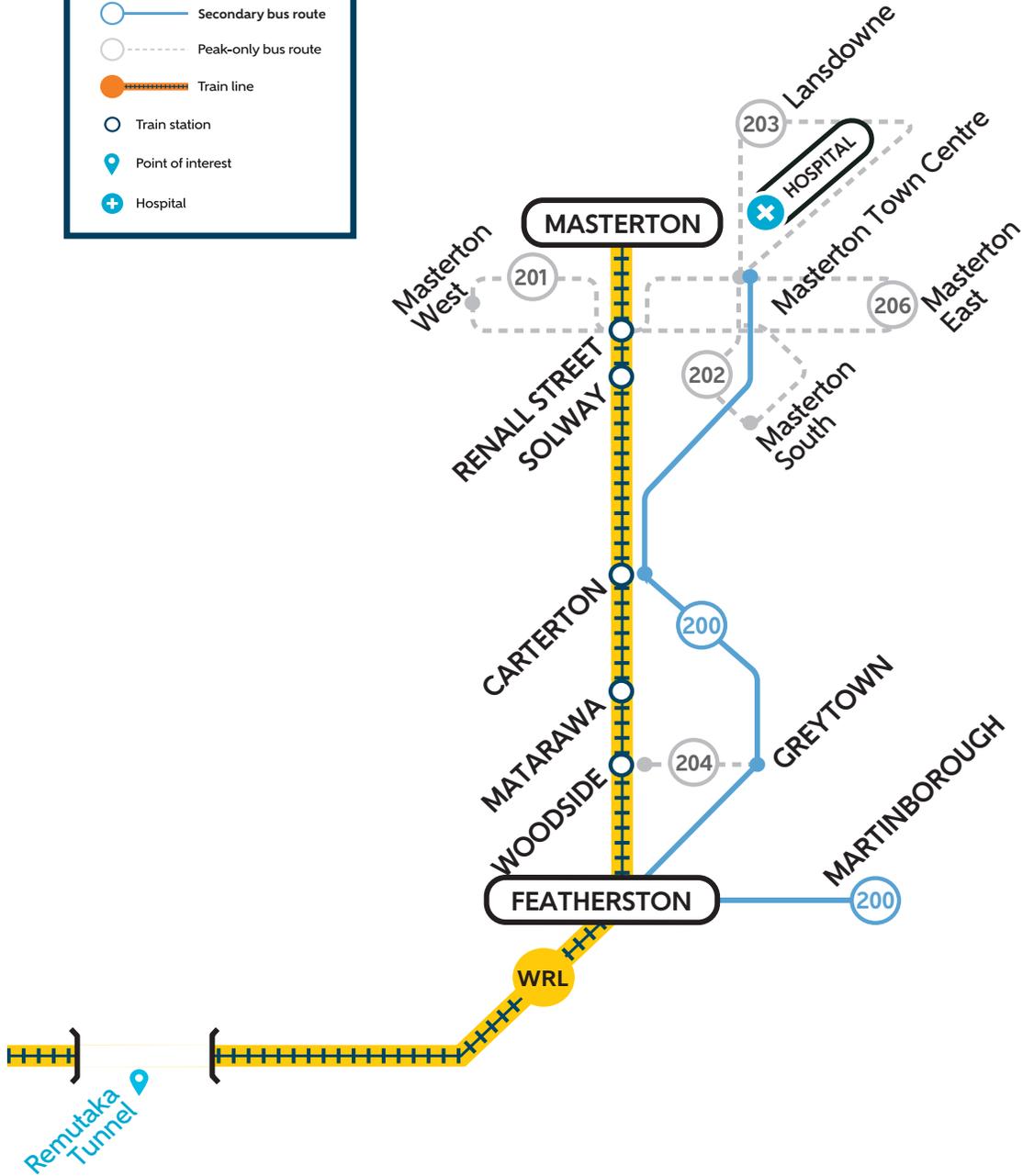
Wairarapa Future Network Considerations



Wairarapa Public Transport Network

Key

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



Regional focus and consideration

This section focuses on the key planning documents for each of the individual councils and what they indicate from a growth perspective and what that means for the public transport network.

Featherston (South Wairarapa District Council)

The Featherston Masterplan and Implementation Plan (the masterplan) proposes to increase density around main street and the existing public train-station. This includes a proposed pedestrian pathway that will link the main street area to the existing station.

Regarding housing in Featherston the masterplan focuses on more intensive development (which could consist of terraced houses and duplex houses) around the existing town centre and existing train station as these areas are within easy walking distance of existing community facilities, shops, businesses, and the train station.

The Featherston masterplan does not include proposals for new land to be zoned as business or industry but does propose the conversion of currently zoned commercial/industrial zoned land into mixed or residential zoned land. Areas earmarked for these changes are:

- Industrial land to the west of Bethune Street/ Wakefield Street. Suggested to be converted to residential
- The Industrial and Commercial zoned land along SH2, from Bethune Street/Wakefield Street to Wallace Street/Hickson Street. Suggested to be rezoned to mixed use with the requirement for retail or commercial ground floor footages.

An additional thing to note is discussions with KiwiRail of the closure and installation of new rail crossings along Fox and Bell Streets.

Martinborough (South Wairarapa District Council)

According to the South Wairarapa District Council Spatial Plan (the Spatial Plan) adopted in 2021/2022, the development of the following growth areas has been outlined for Martinborough:

- **Mid Residential (MD)** - Keeping the current density (minimum 400m² lots with an average of 500m²) within the existing urban boundary but with the inclusion of two additional areas on Roberts and Regent Streets
- **Ferry Road Mid Residential (MF)** – 36ha west of Ferry Road for mid residential development (400m² lots with an average of 500m²) with master planning to ensure the town's form and character is retained
- **Outer Residential Lifestyle (MA)** – 48 ha east and west of Oxford Street for residential lifestyle (around 2000m² – 4000m² lots) with master planning to retain a rural look and feel.

Over the next 30 years the expectation is to need an additional 260-280 new homes in this area. We presently have only one bus route servicing Martinborough (route 200) which runs through Roberts Street and borders the proposed development west of Ferry Road.

Greytown (South Wairarapa District Council)

According to the Spatial Plan, Greytown is expected to increase in population by 1,080 people by 2051, and as such an additional eight hundred homes are required. This is in addition to the 180 retirement units being built in the Orchards Retirement Village along Reading Street.

The Spatial Plan advises development of houses is expected to focus on the eastern end of the town to avoid compromising soil quality in the western side of the town.

The longer-term option will take advantage of the existing rail infrastructure at Woodside Station, where growth can be clearly monitored, planned, and enlivened. North Street Extension (GC) and Woodside Station (GD) will be master planned once they have been reassessed and approved for development in the next 3 to 10+ years.

Carterton

The Urban Growth Strategy for Carterton District Council outlines the predictions and proposals for land development from 2017 through till 2043. The Growth Strategy sets out the need of 960 new homes by 2043, or 24 to 46 homes per annum.

The land to be rezoned for development has been ear marked to:

- Avoid growth areas prone to flooding (west of town)
- Locate new growth areas relative to school accessibility (east side of SH2)
- Locate growth areas as close as possible to the town centre and avoid further elongation of the urban area.

Masterton

The Waingawa industrial area, located off SH2 to the south of the Waingawa River, located near the northern boundary of Carterton District has been identified as a potential area of significant industrial development. Due to the nearby access to Masterton and the trainlines this area is poised to become a hub of freight transport. The Wairarapa Combined District Plan (the District Plan) has made note of the areas designations and is encouraging its development.

Our Plan

In response to feedback provided by our key partners and acknowledging work already underway, over the next ten years Greater Wellington plans to:

- Deliver improved rail services by progressing the Lower North Island Rail Integrated Mobility (LNIRIM) programme
- Investigate longer term public transport provision to meet housing growth and travel demand in the Wairarapa
- Continue with decarbonisation initiatives at Masterton rail station.

RLTP projects

Name: Wellington Metro - Remutaka Tunnel Ventilation

Lead: KiwiRail

Desc: Installation of an active ventilation system in the Remutaka Tunnel to accommodate passenger services on the Wairarapa Line in light of changes to compliance thresholds.

Cost: \$16.60 million

Status: NLTP Unfunded



23. Aronga ā-Rohe o Te Awa Kairangi ki Uta

Upper Hutt Regional Focus

Upper Hutt City covers 43,400 hectares in the northern half of the Hutt Valley and approximately 92% of land is zoned rural or open space. The urban environment is predominantly in a linear pattern along the valley floor, and is surrounded by forested hills along the eastern and western aspects. These natural environment qualities, including the Hutt River and regional parks, are a major drawcard for the over 49,400 people who call Upper Hutt home and the 13,100 people that work there.

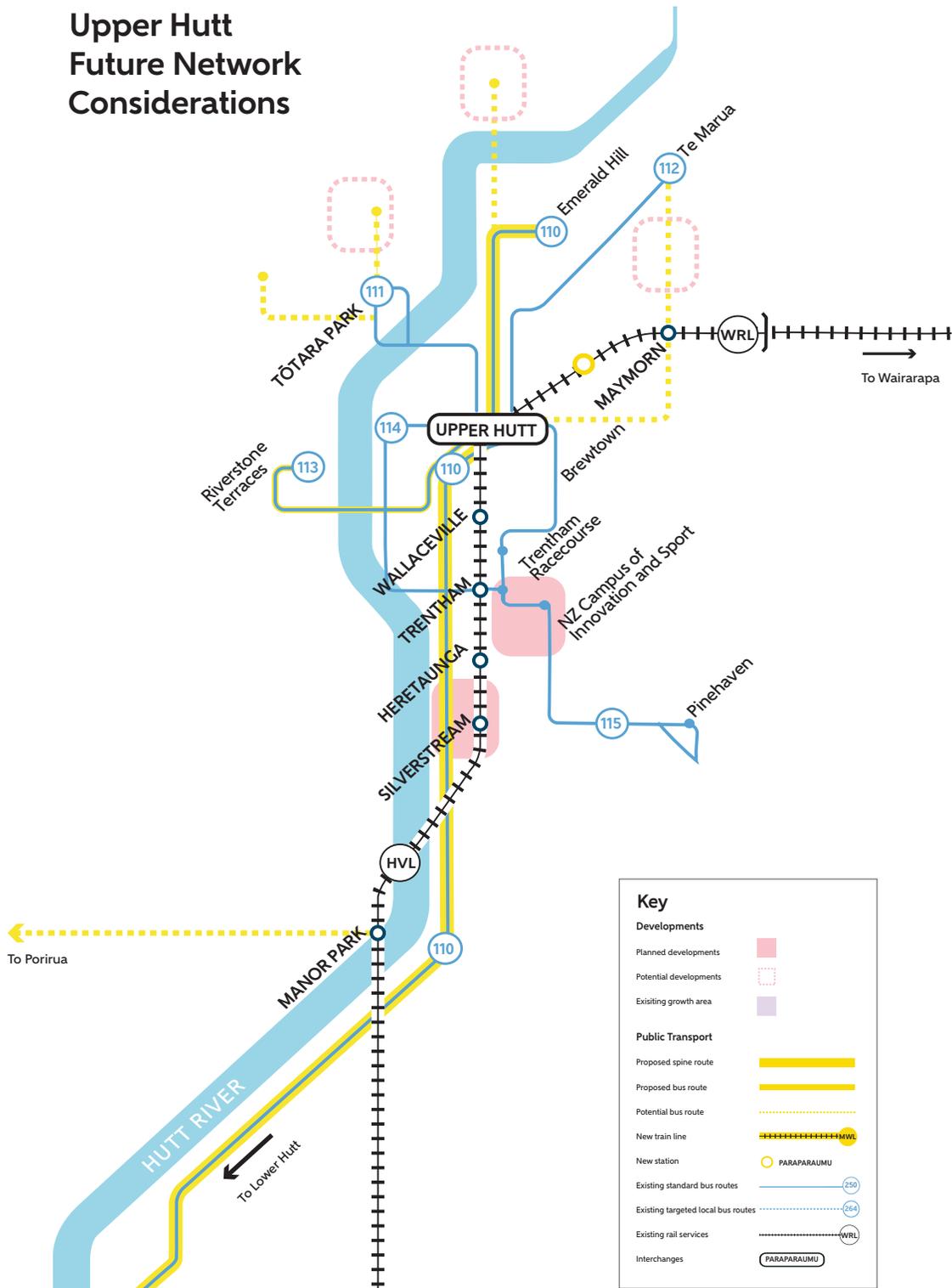
Due to its relative proximity to Wellington City, over 3,000 journeys per day starting in Upper Hutt are heading to the central city. Research from Greater Wellington, NZTA and WCC also shows that 18% of trips starting in Upper Hutt in the morning peak are heading into the central city. Currently 65% of trips to Wellington City from Upper Hutt are on public transport.

Key planning documents

- [HBA Assessments for Upper Hutt, Chapter 6](#)
- [The Upper Hutt District Plan](#)
- [The Upper Hutt City Council Sustainability Strategy 2020](#)
- [The Upper Hutt City Council Long Term Plan 2024-2034](#).



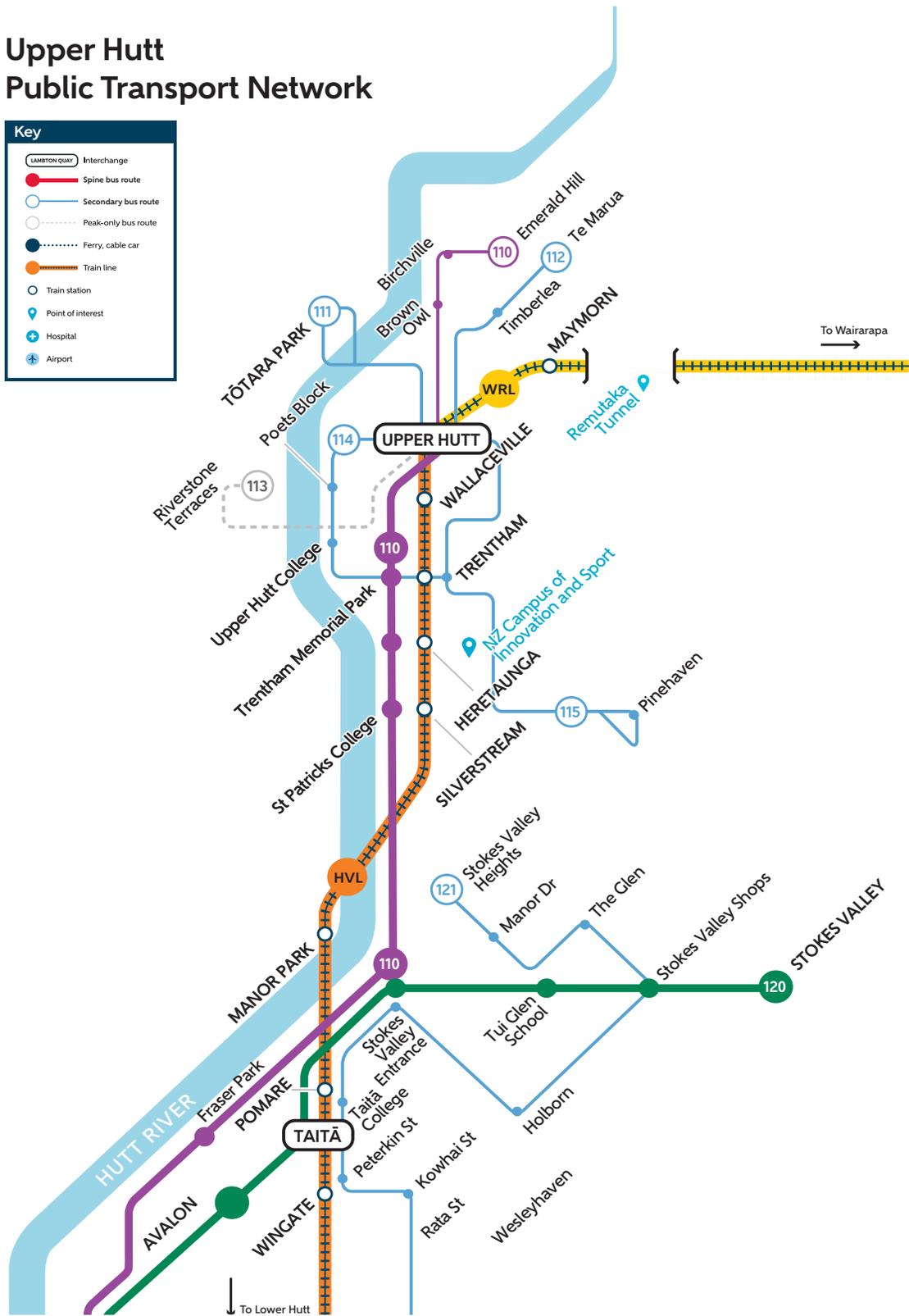
Upper Hutt Future Network Considerations



Upper Hutt Public Transport Network

Key

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



Regional focus and consideration

While engaging with our regional partners, these are the other key messages we received from our discussions on what the public transport network will need to do to address these future demands.

Current and Future Demand for Public Transport Services

Residential and employment growth: Upper Hutt is expected to see a 35% increase in its population of an additional 18,200 people over the next 30 years (representing around 8,000 new dwellings), as well as demand for 260,000sqm of business land.

To accommodate this increase in population and commercial activity Upper Hutt has enabled mixed use development through District Plan zoning, as well as high density development around the city centre and within a walkable catchment of rapid transit stops. Development is also expected to occur in greenfield sites across the city.

To maintain and increase public transport use we need to continue to move people to key local services and employment areas in an efficient and timely manner, address the issues identified above, and improve and adapt the public transport network to serve new and existing residential and employment developments.

Recent developments of particular note are the new employment hubs at the Blue Mountains Campus at Wallaceville and New Zealand Campus of Innovation and Sport. Both hubs are located near the Wallaceville and Heretaunga rail stations, however, the Wairarapa rail line train currently only stops at Upper Hutt, meaning commuters from Wairarapa need to change at Upper Hutt. Bus service improvements and new services would also help to improve access to these hubs, as well as other employment locations including Alexander Road and Wallaceville estate.

Brewtown in Upper Hutt has become a destination for regionally significant events, and public transport support for major events is covered through Metlink's Strategic Event Support Policy in this RPTP.

Education growth

Whilst rural bus services for schools are provided by the Ministry for Education, there is demand

on public transport from school children that should be considered in future service planning. This includes travel to and from Upper Hutt as children travel within the wider Wellington region to particular educational facilities.

Public Transport

Suggested new public transport services/routes: Core public transport services, as well as areas of future demand and suggested new bus routes are shown in the Future Network Considerations map above.

Suggested new public transport infrastructure:

- In some respects, Upper Hutt is more resilient to climate change than other parts of the Wellington region due to Upper Hutt not being a coastal district. However, there are other hazards such as earthquakes, high slopes and flooding (particularly around the river corridor) that means that Upper Hutt could be difficult to leave in an emergency, especially to the south, that would need to be considered in infrastructure planning.

Suggestions to increase public transport use:

Issues and opportunities in Upper Hutt that should be addressed and considered to support the maintenance of, and increase in, the level of public transport usage include:

- Affordability
- Integration between active transport and public transport and between buses and trains (timetables and location)
- East-West connectivity within Upper Hutt and to Porirua
- Better serving employment areas and community facilities by public transport including schools, retirement homes and medical centres
- Improvements to or provision of rural bus services
- Resilience to climate change, particularly to the south
- Connecting potential new development areas by public transport in a timely manner.

Although some areas have reasonable bus service, many are infrequent particularly in off-peak periods. Isolated suburbs and rural areas, and poor east-west connectivity create difficulty for travel on public transport within Upper Hutt, and to get to Porirua. There is no bus service to Porirua, and rail journeys require a change at Wellington Station. Some larger employment areas such as Alexander Road and the Wallaceville estate industrial area are not currently served by bus.

Our Plan

In response to feedback provided by our key partners and acknowledging work already underway, over the next ten years Greater Wellington plans to:

- Deliver improved rail services by progressing the Lower North Island Rail Integrated Mobility (LNIRIM) programme
- Investigate the potential for new rail stations north of Upper Hutt
- Investigate an East-West connection between Upper Hutt and Porirua
- Better link walking and cycling with existing public transport infrastructure and services
- Improve connectivity between bus and train services
- Improve public transport access to Hutt Hospital from Upper Hutt.



24. Aronga ā-Rohe o Te Awa Kairangi

Hutt City Regional Focus

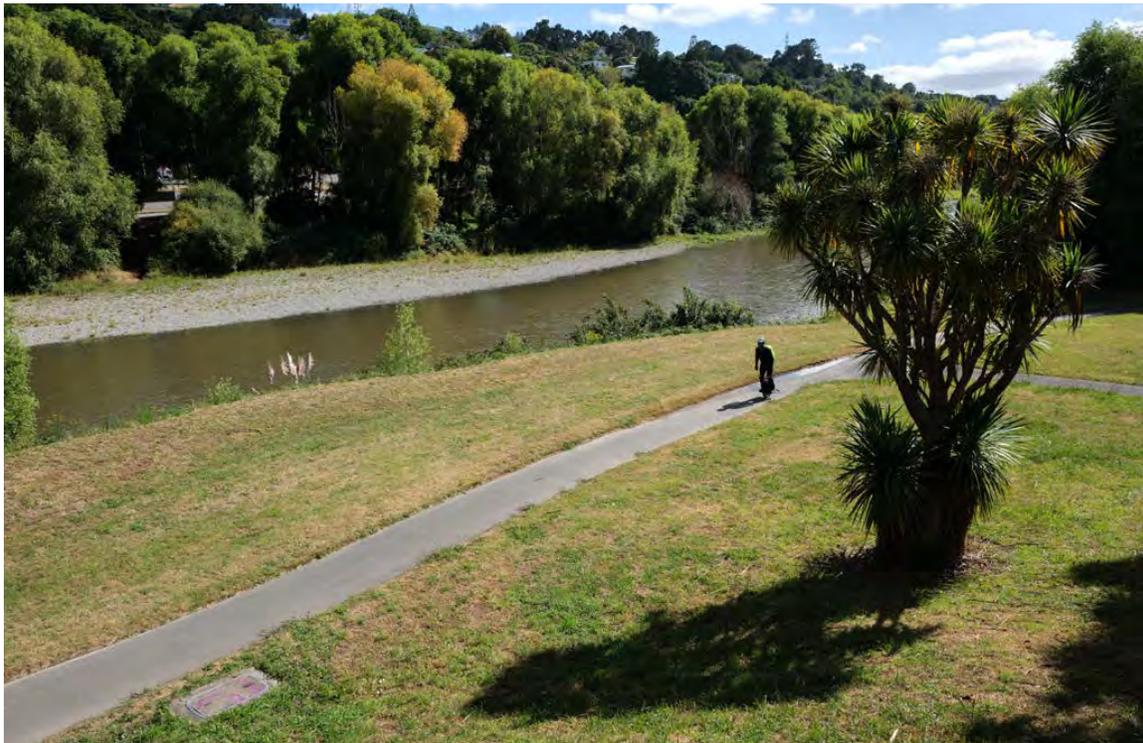
Hutt City is one of the four cities that constitute the Wellington metropolitan area. Lower Hutt is the lower half of the Hutt Valley and along the eastern shores of Wellington Harbour. It is separated from Wellington City by the harbour, and from Upper Hutt by the Taita Gorge.

Due to its relative proximity to Wellington City, over 10,000 journeys per day starting in Lower Hutt are heading to the central city. Research also shows that 23% of trips starting in Lower Hutt in the morning peak are heading into Wellington City. Currently 60% of trips to Wellington City from Lower Hutt are on public transport.

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

Key planning documents

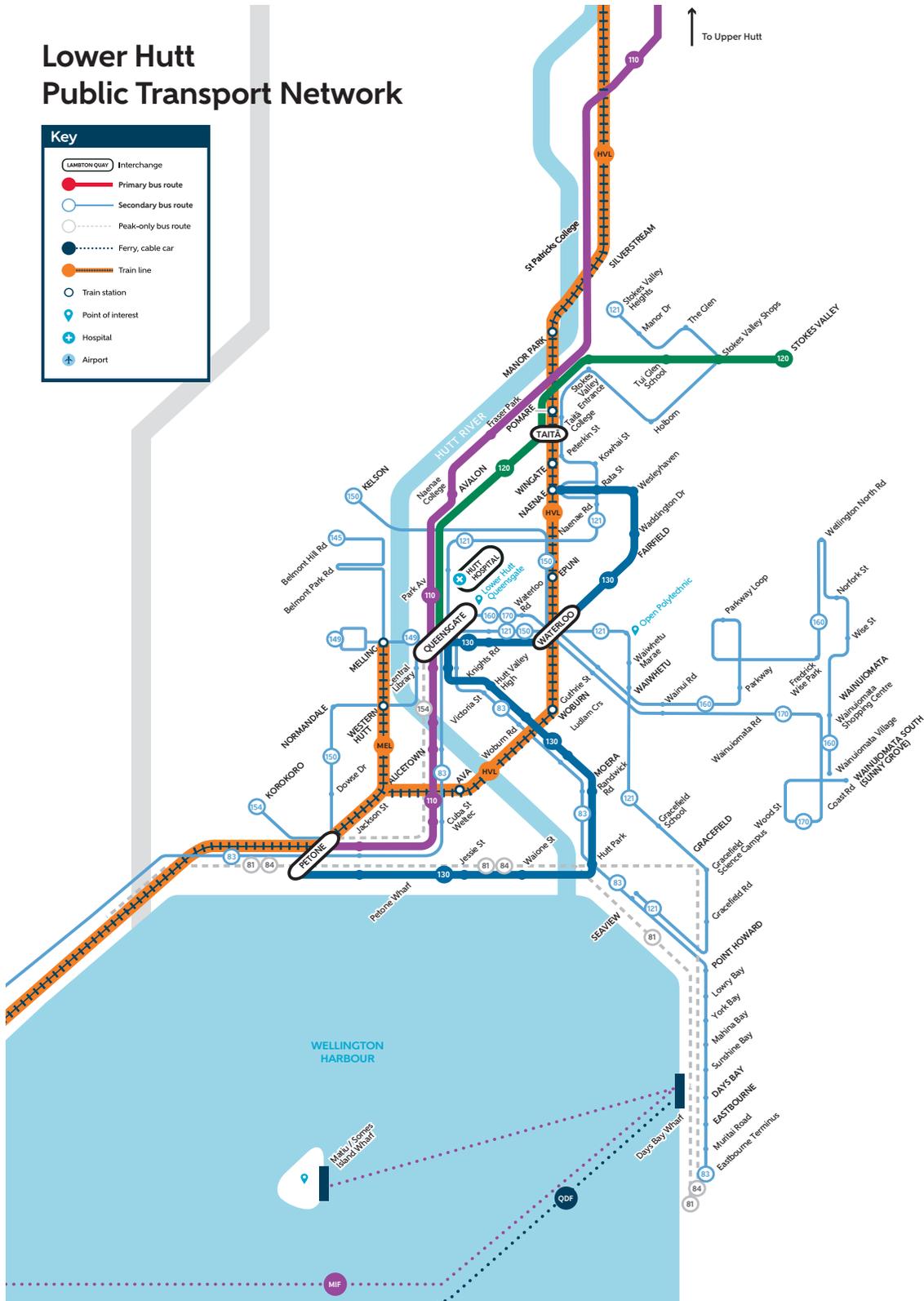
- [10 Year Plan 2024 - 2034](#)
- [Parking Policy – December 2017](#)
- [Central City Transformation Plan 2019](#)
- [Transport Activity Management Plan 2018-28](#)
- [Better Connections Integrated Transport Strategy 2021](#)
- Draft Sustainable Growth Strategy 2025-2055
- [Hutt City District Plan](#).



Lower Hutt Public Transport Network

Key

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



Regional focus and consideration

As outlined above, we are expecting to see significant population growth in Hutt City. Therefore, our public transport network will need to be able to adapt in order to handle the increased demand.

While engaging with our regional partners, these are the other key messages we received from our discussions on what the public transport network will need to do to address these future demands.

Public Transport

Suggestions to improve accessibility:

- Noted that there is a high need by passengers with low mobility in the Naenae area, and that public transport needs to be accessible for their connections
- Noted that there are few options to access public transport in the region, and there is a need for improved walking and cycling infrastructure between key hubs
- Noted that Metlink should allow bikes on peak-hour trains.

Suggested new public transport services/routes:

- Noted that Wainuiomata needs a direct route to Hutt Hospital
- Noted that students commuting to Lower Hutt for schooling need better public transport services
- Noted that further evaluation is required on whether a direct bus service between Wainuiomata and Wellington City is viable.

Suggestions to increase public transport use:

- Noted that workers travelling during off-peak hours (e.g. hospitality, factory or hospital) can't rely on public transport to get to and from home
- Noted that industrial areas need more public transport considerations.

Te Wai Takamori o Te Awa Kairangi (RiverLink)

Te Wai Takamori o Te Awa Kairangi is a transformational project for Te Awa Kairangi ki Tai - Lower Hutt. It includes crucial flood protection and river restoration work, improvements to public transport, walking & cycling routes, local roads and the SH2 Melling Interchange, as well as urban revitalisation of the Lower Hutt city centre and a new pedestrian bridge over the river. Te Wai Takamori o Te Awa Kairangi is a partnership between iwi Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira, Greater Wellington, Hutt City Council and NZ Transport Agency Waka Kotahi.

The Melling station is currently planned to be completed and re-opened in its new location in 2031/32 at which point the Melling line should revert to its current timetable. The station re-opening is subject to the opening of the new City Link Pedestrian and Cycle bridge. Any decision on increased frequency of services is likely to rely on patronage uplift from the new City Link Bridge which links Lower Hutt CBD to the Melling station. Any detailed service design and timetable decisions will be reviewed nearer to the re-opening of the Melling station.

Our Plan

In response to feedback provided by our key partners and acknowledging work already underway, over the next ten years Greater Wellington plans to:

- Plan better public transport services/connections for Gracefield, Stokes Valley, Waiwhetu and Western Hills
- Deliver improved rail services by progressing the Lower North Island Rail Integrated Mobility (LNIRIM) programme
- Investigate a fully accessible corridor that should include Waterloo Station as a key hub, Seaview Marina, key villages, marae and kura, schools, supermarkets, Queensgate, Hutt Hospital, Jackson Street and Eastbourne
- Plan for a city circular service that delivers improved links between the CBD, Hutt Hospital and Waterloo Station
- Investigate improved transport connections from Naenae and Taita to essential retail and Hutt Hospital
- Progress work on Te Wai Takamori o Te Awa Kairangi RiverLink and Melling Station
- Plan better public transport services for Wainuiomata with a focus on increased frequency of services and better connections to Hutt Hospital, in advance of a review of the wider Hutt City network in 2026
- Progress work on the Waterloo Transit Orientated Development.

Waterloo Transit Oriented Development

Waterloo Station is the second busiest rail station in the region and a major landmark in the Hutt Valley. The station was built in the late 1980s, and its infrastructure is currently reaching its end-of-economic life. In addition, the station precinct includes large parcels of land (over 18km², the equivalent of more than two rugby fields) currently used for Metlink Park and Ride.

While the current Park and Ride is in high demand during the average working week, it is largely empty during weekends and holiday periods and, with a sole focus on parking, is currently under-utilised from a land use perspective.

Greater Wellington has an opportunity to redevelop Waterloo as an integrated transport hub for the Hutt Valley linking with RiverLink, Lower Hutt CBD and connections to and from Wellington Central, Upper Hutt and the Wairarapa. The precinct has huge potential to contribute to regional objectives and goals in the Hutt Valley through a development that contributes to, and enables, urban intensification and enhancement in Lower Hutt as a site for employment (e.g. anchor tenant office space) and social services provision (e.g. health, education and social services provision).

Our current focus is on commissioning a replacement transport hub for the current station which can:

- Fully integrate all public transport services in a single coherent structure which incorporates a bus interchange into the build
- Improve customer experience and amenity including accessibility
- Facilitate adjacent commercial development on Greater Wellington land in the precinct through a Transit Oriented Development-enabling transport hub design
- Facilitate urban development in the immediate catchment.

Greater Wellington consulted on this in May 2025. The following outlines what we heard through consultation:

Statement: The planned redevelopment of Waterloo Station into a high-amenity, climate-friendly, integrated transport hub will improve the customer experience of, and access to, public transport in the Hutt Valley.

Level of agreement

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
20%	25%	23%	7%	8%	17%

45% Agree
15% Disagree

44.4% of submitters either agreed or strongly agreed that the redevelopment of Waterloo Station into a high-amenity, climate-friendly, integrated transport hub would improve the customer experience of, and access to, public transport in the Hutt Valley. 15.0% of submitters either disagreed or strongly disagreed with that statement while 40.6% of submitters either were neutral or didn't know.

Feedback from submitters was largely in favour of the development of Waterloo Station prompted by views on current passenger conditions and the infrastructure condition of the current station, and potential for positive local benefits from precinct redevelopment.

Submitters in favour of the Waterloo Station development noted issues around anti-social behaviour at the station and the need to improve the facilities to improve safety as well as provide some commercial benefits. Some submitters were concerned about the potential impact of the development on other businesses in the area.

Some submitters thought it was not Greater Wellington's role to be developing high-amenity facilities or spending ratepayers' funds on such a development.

Submitters indicating neutrality or opposition to redevelopment at Waterloo commonly noted that the project was not relevant to them because they did not live in the Hutt Valley and/or did not use the Hutt Valley Line.

RLTP projects

Name: Riverlink Land Purchase for Rail Station Replacement

Lead: Greater Wellington

Desc: Purchase of the land to enable improved transport outcomes as part of the relocation of the Melling Station.

Cost: \$1.03 million

Status: NLTP Unfunded

Name: Waterloo Station Transit Oriented Development (TOD)

Lead: Greater Wellington

Desc: Replace ageing and unsafe building infrastructure at Waterloo Station with a mixed-use transport/commercial Transit Oriented Development.

Cost: \$103.5 million

Status: NLTP Unfunded

Designer render of a possible future Waterloo from Pohutukawa Street, Lower Hutt



25. Aronga ā-rohe o Pōneke

Wellington City Regional Focus

Wellington City is the region's biggest centre of employment. The city also hosts the majority of big regional events which sees people from across the country travelling into the central city. Wellington is also the main entry point for tourists, especially those heading south (via ferry) and is a popular cruise ship stopover. Wellington City, on a per capita basis, has one of the highest public transport usage rates in Australasia.

While Wellington City is a key destination for people travelling from other parts of the Wellington region and further afar – we will need to be able to move Wellington City residents around the inner city and out to other part of the region efficiently and in a timely manner.

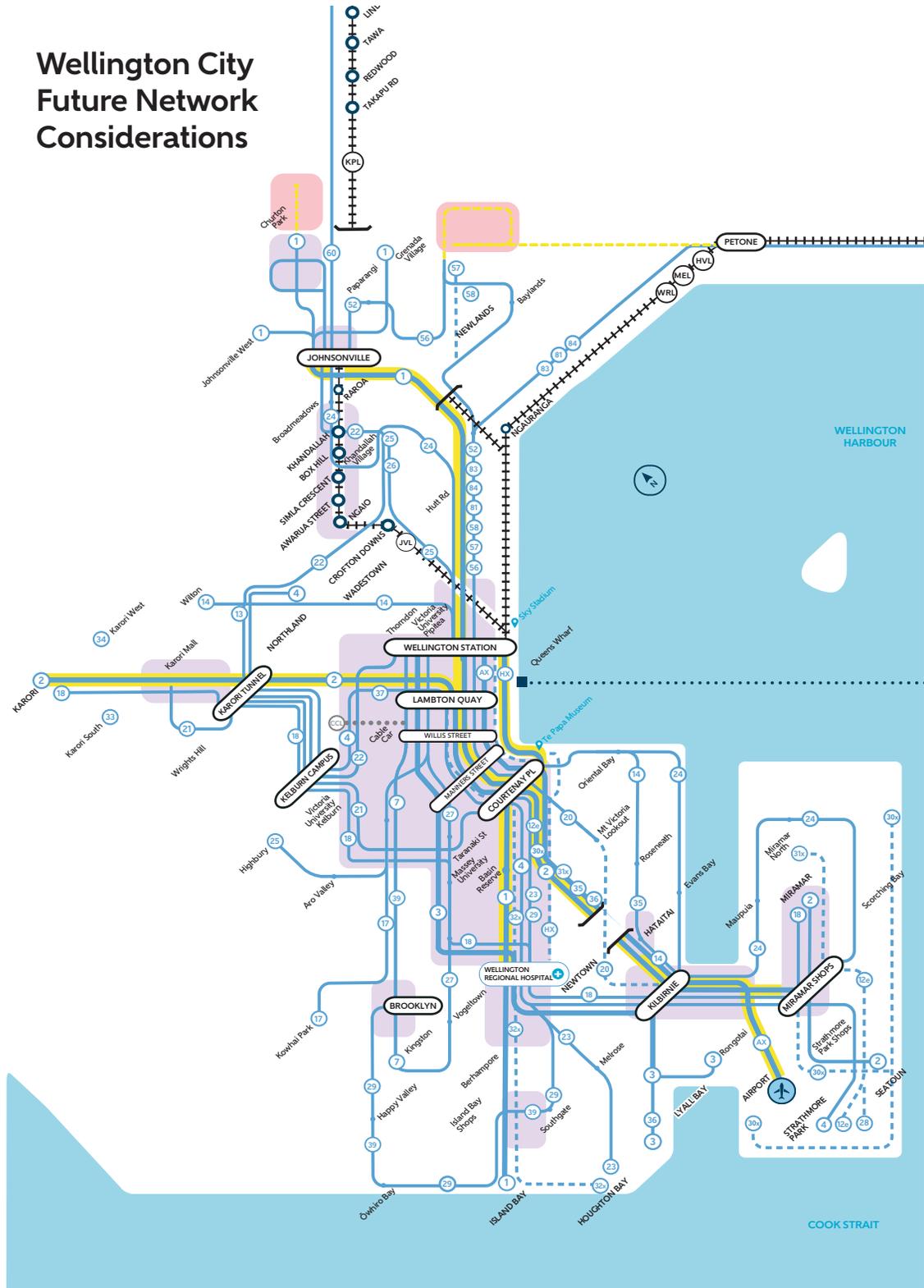
Key planning documents

These are the key planning documents identified during our discussions with our key partners:

- [2024-2034 Long Term Plan Community Outcomes and Priorities](#)
- [Sustainable Transport Hierarchy 2022](#)
- [Te Atakura First to Zero: Implementation Plan 2020-2030](#)
- [Spatial Plan 2021](#)
- [30-Year Infrastructure Strategy 2024](#)
- [Parking Policy 2020.](#)
- [Pāneke Pōneke - Bike Network Plan 2022](#)



Wellington City Future Network Considerations

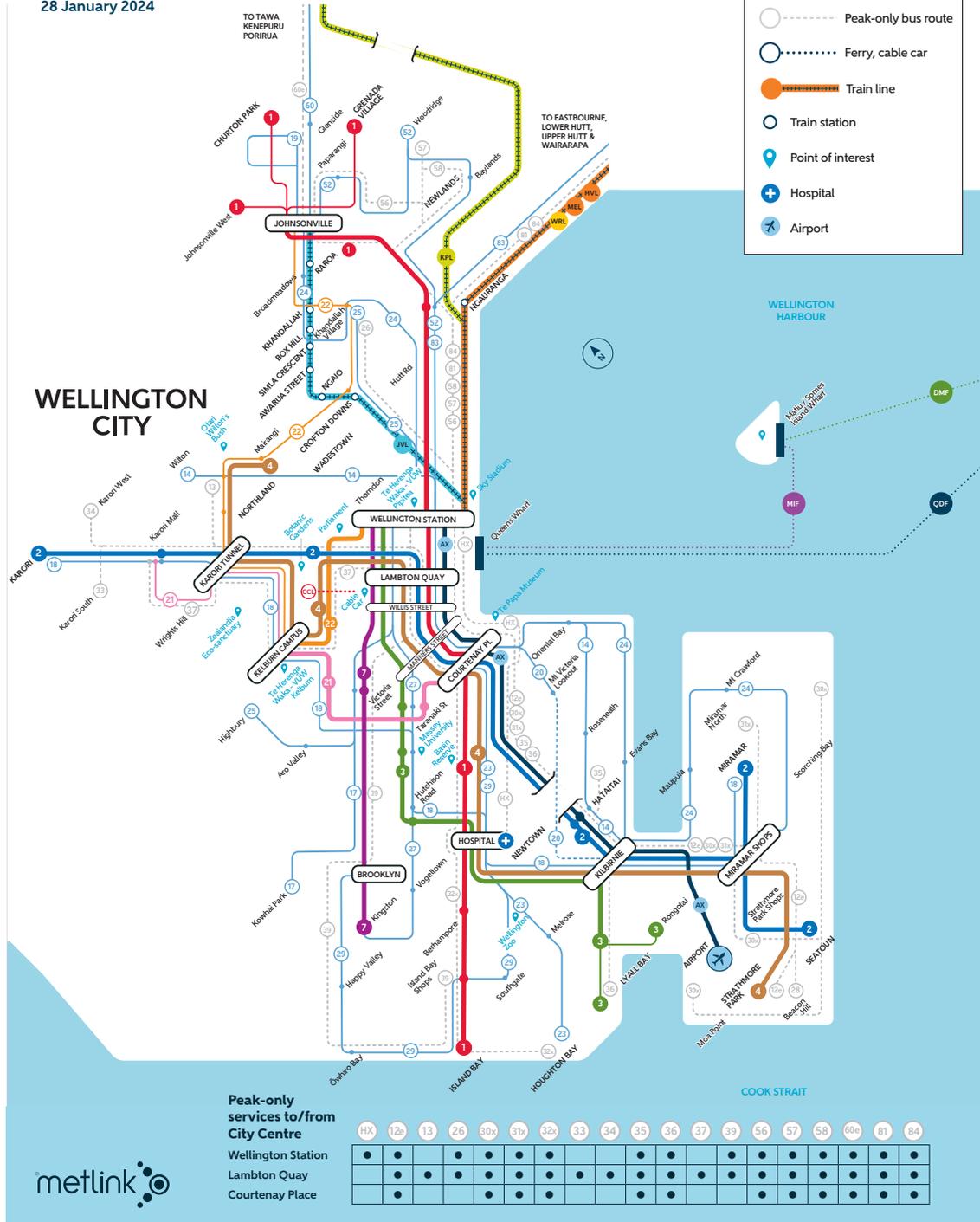


Wellington City Public Transport Network

28 January 2024

Map Key

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



Regional focus and consideration

As outlined above, we are expecting to see significant population growth in Wellington City. Therefore, our public transport network will need to be able to adapt to handle increased demand.

While engaging with our regional partners, these are the other key messages we received from our discussions on what the public transport network will need to do to address future demands.

Public Transport

Suggested new public transport infrastructure:

- Identified areas for Metlink to consider future bus charging depots. In particular: Karori and Horokiwi.

Suggestions to increase public transport use:

- Noted that bus priority lanes will incentivise public transport uptake at peak times and on weekends.

Current and Future Demand for Public Transport Services

Residential growth:

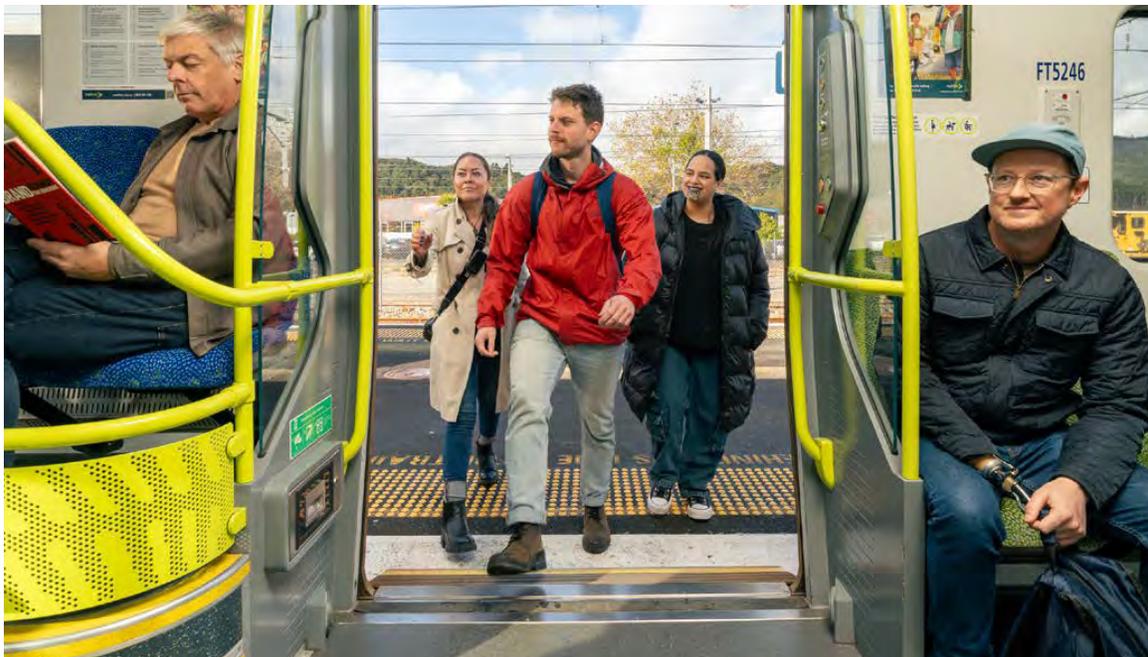
- Noted that widespread medium-to-long term residential growth is forecast across the district, including intensification in inner city urban centres and along mass transit corridors
- Noted that there will be new development in Horokiwi associated with proposed Petone to Grenada link road
- Noted that there will likely be an increase in patronage on key commuter and school bus routes, and continuing pressure on Golden Mile.

Commercial growth:

- Outlined forecast retail development in urban and suburban centres, including potential for transit-oriented developments.

Recreation/Education growth:

- Outlined forecast increases in destination traffic (public transport and multimodal) for recreational areas such as Wellington waterfront, Te Ara Tupua (Petone to Wellington trail), Matai Moana/Mount Crawford recreation reserve.



Our Plan

In response to feedback provided by our key partners and acknowledging work already underway, over the next ten years Greater Wellington plans to:

- Deliver improved rail services by progressing the Lower North Island Rail Integrated Mobility (LNIRIM) programme
- Progress work on the Rapid Transit Bus Corridors from East-West (Karori to Miramar Peninsula) and North-South (Johnsonville to Island Bay)
- Investigate improved bus services particularly for intensified suburban centres e.g. Tawa to Johnsonville, Horokiwi to onward bus and train connections
- Investigate the potential of future ferry connections to Shelly Bay, Evans Bay, and Seatoun
- Investigate opportunities for Transit Orientated Developments in the Wellington City area including Lyall Bay, Johnsonville and Tawa
- Introduce higher capacity buses (articulated) onto the number 2 route (Karori- Miramar/Seatoun) to double its capacity
- Progress improvements to the transport hub in Johnsonville
- Deliver the Council agreed Asset Control Strategy including securing sites suitable for bus depots across the city
- Continue to explore options for employer Fringe Benefit Tax (FBT)-incentivised public transport benefits e.g. hospital, central government
- Investigate the need for further access improvements at Wellington Railway Station
- Implement changes already proposed for Ōwhiro Bay and investigate service changes and extensions to existing services
- Extend Tawa services into Grenada North and increase frequency.



RLTP Projects

Name: Eastern Bus Corridor
Lead: Wellington City Council
Desc: Stage 1 investment enables high-capacity articulated buses and bus prioritisation for the CBD to Miramar / Airport.
Cost: \$21.2 million
Status: Possible (Detailed Business Case Only)

.....

Name: Eastern Corridor Stage 2 - Rapid Transit Bus Corridor
Lead: Greater Wellington
Desc: In Stage 2 we envision the implementation of continuous bus priority from the CBD to Miramar / Airport.
Cost: \$67.50 million
Status: Possible (Business Case Only)

.....

Name: Golden Mile Bus Stops and Shelters
Lead: Greater Wellington
Desc: Upgrading infrastructure for all 10 bus stops along the Golden Mile, incorporating 8 new shelters, and consolidating stops to ensure faster travel times while accommodating increased passenger numbers and projected growth.
Cost: \$11.6 million
Status: NLTP Unfunded

.....

Name: Harbour Quays Bus Corridor
Lead: Wellington City Council
Desc: Delivering a transitional Bus Prioritisation Corridor along Harbour Quays to alleviate pressure on the Golden Mile.
Cost: \$57.5 million
Status: Possible (Detailed Business Case Only)

.....

Name: Harbour Quays Stage 2 - Rapid Transit Bus Corridor
Lead: Greater Wellington
Desc: In Stage 2 we propose the construction of a dedicated bidirectional Rapid Transit Bus Corridor from the Railway Station to the Hospital/ Island Bay.
Cost: \$72.5 million
Status: Possible (Business Case Only)

.....

Name: Johnsonville Transport Hub Development
Lead: Greater Wellington
Desc: Accommodate growth in bus passenger demand and the extension of existing bus routes for Johnsonville. Includes adding sufficient space for buses to park, provisions for electric vehicle charging infrastructure, building a public transport hub including layover/driver break facilities.
Cost: \$12.15 million
Status: NLTP Unfunded

.....

Name: Prioritised Regional Busways Network Improvements
Lead: Greater Wellington
Desc: The Regional Busways Programme will deliver bus prioritisation and wider bus network improvements across the region. Exploration of the establishment of dedicated bus corridors in areas of anticipated significant growth and / or housing development.
Cost: \$15.30 million
Status: NLTP Unfunded

Name: Wellington CBD Electric Vehicle Bus Layover/Depot
Lead: Greater Wellington
Desc: Locate land and build a layover facility for up to 30 buses, including a driver rest facility and an EV opportunity charging facility (feasibility and concept design are required).
Cost: \$3.5 million
Status: NLTP Unfunded

Name: Wellington City Council Public Transport Assets
Lead: Greater Wellington
Desc: Purchase of Lambton interchange assets, as controlling strategic public transport assets assures continuity of public transport services and customer / operator amenities.
Cost: \$17.14 million
Status: NLTP Unfunded

Name: Wellington Regional Hospital Travel Action Plan Initiative
Lead: Greater Wellington
Desc: A joint project with Te Whatu Ora to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput.
Cost: \$0.39 million
Status: NLTP Unfunded

Name: Wellington Regional Rapid Transit Bus Corridors programme - regional plan
Lead: Greater Wellington
Desc: Development of an integrated plan / strategy for rapid transit bus corridors and bus prioritisation across the Wellington region.
Cost: \$1.0 million
Status: Possible

Name: Wider WCC Bus Network Improvements
Lead: Wellington City Council
Desc: Deliver bus prioritisation and wider bus network improvements across Wellington City. Exploration of the establishment of dedicated bus corridors in areas of anticipated significant growth and / or housing development.
Cost: \$25.4 million
Status: NLTP Unfunded

26. Aronga ā-rohe o Porirua

Porirua Regional Focus

Porirua is one of the four cities that constitute the Wellington metropolitan area. Porirua is a diverse community with 27% of its population being primarily Pasifika and 23% primarily Māori.

Due to its relative proximity to Wellington City, over 5,300 journeys per day starting in Porirua are heading to the central city. Research also shows that 27% of trips starting in Porirua in the morning peak are heading into the central city. Currently 50% of these trips to Wellington City from Porirua are on public transport.

Porirua is expected to see a 36% increase in its population between 2021 and 2054 (an additional 22,000 people). We will need to be able to continue to transport Porirua residents to the central city and to other key local services in an effective and timely manner to encourage uptake of our public transport services.

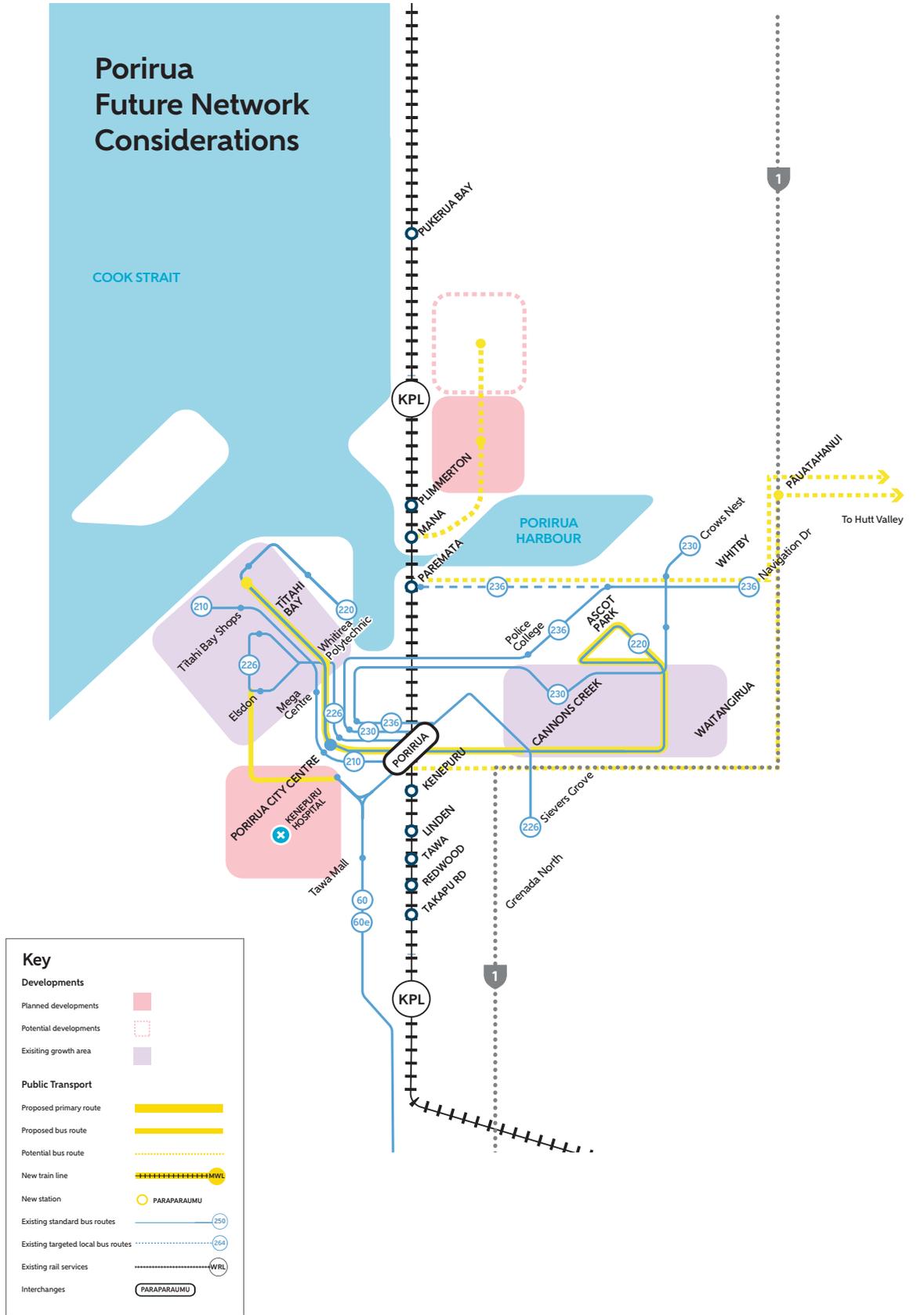
Key planning documents

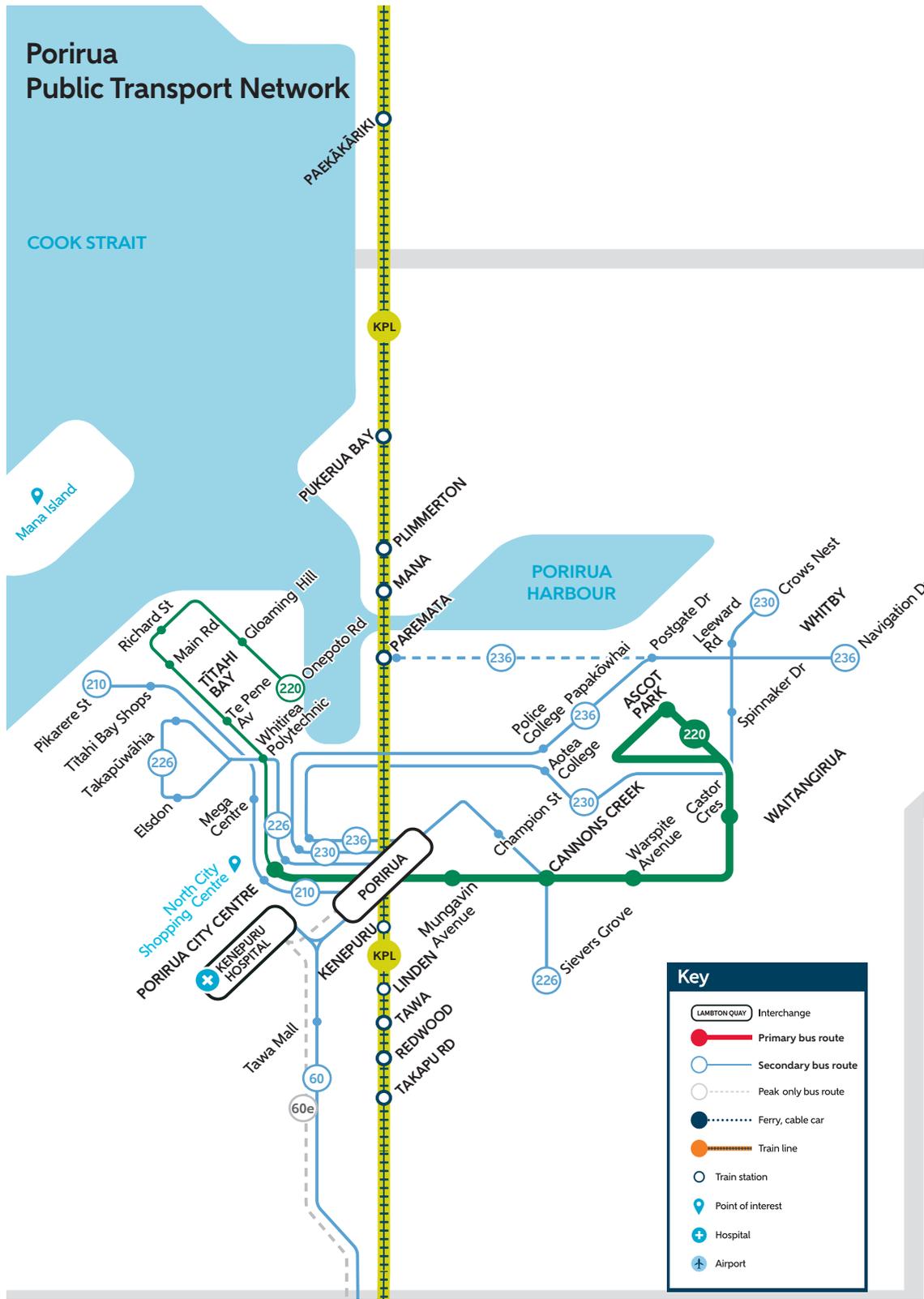
[Porirua District Plan](#)

[Porirua Growth Strategy 2053](#)

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







Regional focus and consideration

As outlined above, we are expecting to see significant population growth in Porirua. Therefore, our public transport network will need to be able to adapt to handle the increased demand and encourage the strong establishment of public transport use from current residents.

While engaging with our regional partners, these are the other key messages we received from our discussions on what the public transport network will need to do to address these future demands.

Public Transport

Suggested new public transport infrastructure:

- Noted that if Porirua Station is considered for Transit Orientated Development that a bridge would be required to address the current access issues
- Noted the need for an integrated bus stop linked to the train station
- Noted that any potential Transit Orientated Developments should include medical facilities, post office, supermarkets etc.

Current and Future Demand for Public Transport Services

Transport challenges:

- Noted a new Ngāti Toa kura is being considered at Kenepuru Landing
- Noted that cars are currently crucial in Porirua due to the low provision of public transport services
- Noted that reliable public transport is needed before removing any car parking spaces.

Community Transport:

- Noted that some community housing providers offer some form of transport but only a small percentage.

Our Plan

In response to feedback provided by our key partners and acknowledging work already underway, over the next three years Greater Wellington plans to:

- Deliver improved rail services by progressing the Lower North Island Rail Integrated Mobility (LNIRIM) programme
- Progress work on improving the Porirua Bus Hub
- Partner with Ngāti Toa on an investigation into a potential Northern Bus Depot site
- Plan for improved public transport connections to Eastern Porirua including Aotea
- Plan for public transport services to the Northern Growth Area (NGA)
- Investigate an East-West connection between Upper Hutt and Porirua
- Investigate a better connection to Paremata Station from the surrounding suburbs
- Investigate opportunities for Transit Orientated Developments in the Porirua City area, including Porirua and Plimmerton
- Plan accessibility upgrades to train stations in Porirua City
- Investigate multi-modal access improvements at Porirua station
- Investigate the feasibility of improved storage facilities for bicycles and scooters at the train stations
- Implement plans for a bus service to Kenepuru landing
- Investigate bus access improvement to Kenepuru Hospital.

RLTP projects

Name: Kāinga Ora East Porirua Regeneration Programme - Transport
Lead: Porirua City Council
Desc: Deliver transport improvements under the Eastern Porirua Regeneration. The project includes the redesign of streets to support the redevelopment of state houses, town centres, schools and parks while increasing the use of active modes and public transport.
Cost: \$31.61million
Status: NLTP Unfunded

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

27. Aronga ā-rohe o Kāpiti

Kāpiti Coast Regional Focus

The Kāpiti Coast District stretches from Ōtaki in the north to Paekākāriki in the south. Kāpiti Coast covers 731.52 km². The majority of this is rural land (89.5%) which covers both coastal and agricultural areas with the eastern part of the district being in the Tararua Forest Park, which includes the Tararua Range. The urban areas are coastal communities, with Paraparaumu being the biggest community in the district.

While not considered part of the Wellington metropolitan area, there are a significant number of residents that commute from the district to the central city daily. Over 3,100 journeys per day starting on the Kāpiti Coast are heading to the central city. Research also shows that 14% of all trips starting on the Kāpiti Coast in the morning peak are heading into the central city. Currently 70% of those trips to Wellington City from the Kāpiti Coast are on public transport.

The Kāpiti Coast is expected to see a 41% increase in its population between 2021 and 2054 (an additional 23,500 people). We will need to be able to continue to transport Kāpiti Coast residents to

the central city and to other key local services in an efficient and timely manner to maintain the strong use of our public transport services.

Key planning documents

[Long-Term Plan 2024-2034](#)

[Sustainable Transport Strategy \(2022\)](#)

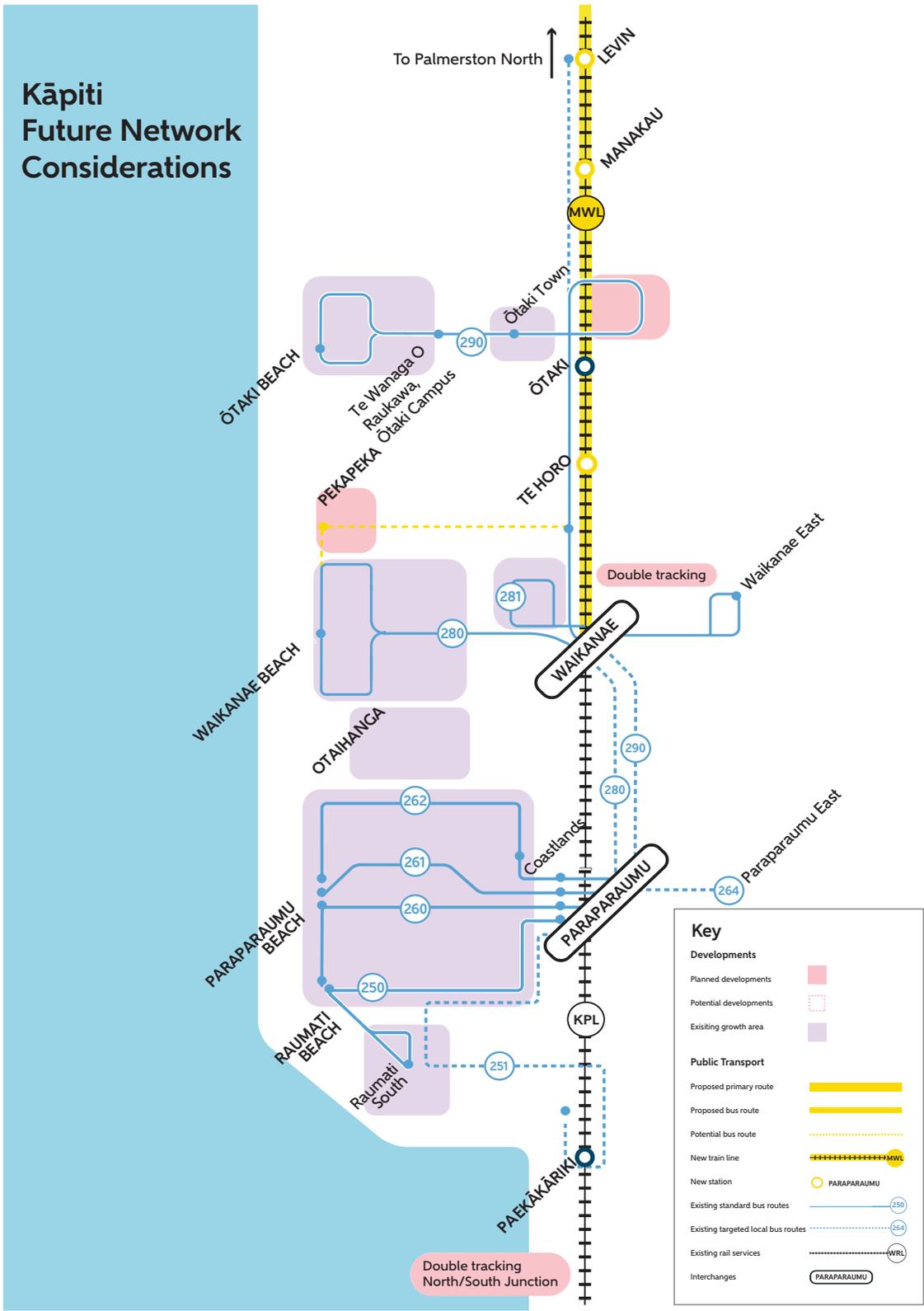
[Te Tupu Pai – Growing Well \(2022\)](#)

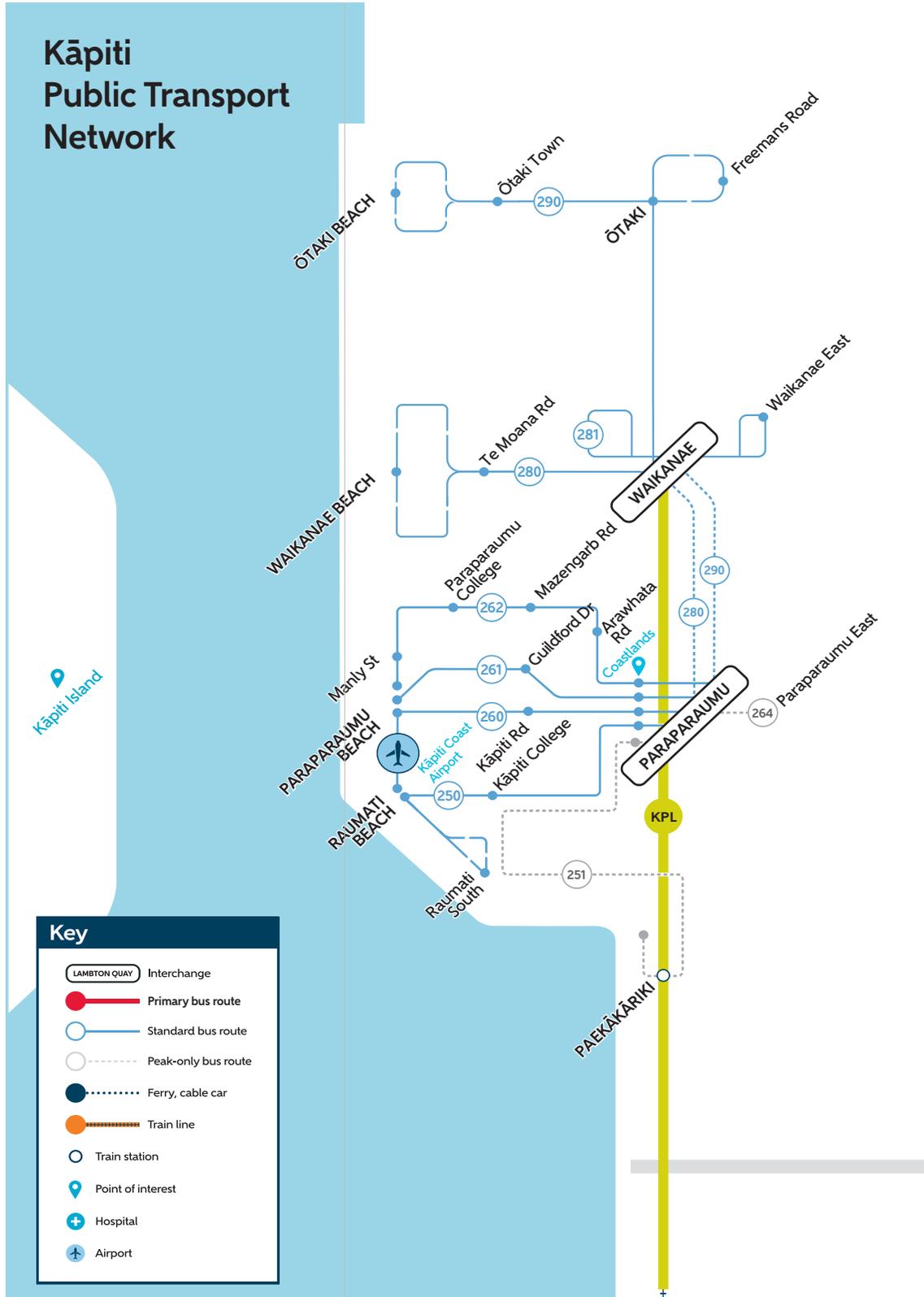
[Economic Development Strategy \(2020-2023\)](#)

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

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







Regional focus and consideration

As outlined above, we are expecting to see significant population growth in Kāpiti Coast district. Therefore, our public transport network will need to be able to adapt to handle the increased demand.

While engaging with our regional partners, these are the other key messages we received from our discussions on what the public transport network will need to do to address these future demands.

Public Transport

Suggested new public transport services/routes:

- Bus linkages are needed from Ōtaki to Levin to support access to medical and social services, and to Palmerston North (hospital and medical services)
- Noted daytime train services (e.g. new inter-regional trains) could operate more frequent services back and forth between Paekākāriki and Levin to service demand outlined above, plus have a positive impact on north and south bound traffic.

Suggested new public transport infrastructure:

- Noted that Park and Ride facilities are at capacity.

Suggestions to increase public transport use and improve accessibility:

- Noted that the existing and potential new services suggested above will encourage mode shift from private vehicles
- Noted the potential for Metlink to build patronage through public transport familiarisation engagement with retirement villages, including 'age-friendly' bus driver training.

Wellington Strategic Rail Plan

- Progressive service frequency improvements, from the current 20-minute peak frequency to a 15-minute, then 10-minute, and finally 6-minute peak (turn up and go) frequency at most stations on the Hutt and Kāpiti lines, along with an improved 15-minute off-peak frequency within the electrified area and significantly improved service levels on long-distance services, which will provide better travel options for customers, support the region's growth, and deliver the capacity needed to drive and accommodate the required mode shift.
- Wellington throat capacity improvements, including a fourth main to enable the operational separation of Hutt and Kāpiti services, northern access to EMU stabling, and separated access to the Wellington freight terminal, which will significantly reduce conflict between passenger and freight services and improve network and service resilience and reliability.
- Full duplication between Pukerua Bay and Paekākāriki (North-South Junction), a key single-track constraint with several tunnels, and addition of a third main in the Porirua-Tawa area, which will enable higher passenger frequencies and improve service resilience and reliability on the Kāpiti Line. This will make rail a more attractive travel option on that line, where population growth is expected to be highest, and ensure continued freight access to the network as passenger frequencies increase.
- Duplicated approach to the Waikanae Station, including a bridge and second platform, which will reduce conflict between passenger and freight services, improve service resilience and reliability, and enable higher passenger frequencies on the Kāpiti and Manawatū lines.



Our Plan

In response to feedback provided by our key partners and acknowledging work already underway, over the next ten years Greater Wellington plans to:

- Deliver improved rail services by progressing the Lower North Island Rail Integrated Mobility (LNIRIM) programme
- Investigate improved public transport connections to coastal communities from Paraparaumu, Waikanae and Ōtaki
- Plan for improved bus connections between Levin and Kāpiti
- Investigate opportunities for Transit Orientated Developments in the Kāpiti Coast district including Ōtaki, Paraparaumu and Raumati South
- Investigate the feasibility of improved storage facilities for bicycles and scooters at the train stations
- Investigate the potential for new rail stations north of Paraparaumu
- Support regional partners to move the current Levin station
- Investigate improved public transport accessibility for retirement and other communities with mobility needs
- Investigate the potential of Waikanae Station as an accessibility hub
- Advocate for double tracking at Waikanae and at north/south junction.

Current and Future Demand for Public Transport Services

Residential Growth

- Noted a strong demand for retirement housing. There is also medium-to-long term residential growth forecast in:
 - Raumati South
 - Paraparaumu Town Centre
 - Paraparaumu Beach
 - Waikanae North
 - Peka Peka
 - Ōtaki.
- Noted that public transport connections to the hospital and healthcare are key
- Noted that Ōtaki is disconnected from the rest of the region through a lack of public transport services
- Noted that there is a need for more focused north public transport connections.

Commercial Growth

- Noted forecast retail and light commercial development in Paraparaumu and Ōtaki.

Recreation/education growth

- Noted forecast increases in school rolls across the region over next 10 years, including a new planned school in Waikanae North
- Noted that Ōtaki is additionally forecasting significant uptake in kōhanga reo and Te Wānanga o Raukawa (pre-school, primary, secondary, tertiary)
- Noted that Queen Elizabeth Park, the Escarpment Track and Pukerua Bay cycle trails are growing recreation destinations.

28. Ratonga Ki rō ngā Rohe

Inter-regional Services

Rail is a critical component of Wellington's transport system. It forms the backbone of Greater Wellington's extensive network of public transport services north of the Wellington CBD, where three quarters of the region's population lives. Rail provides a crucial link to the region and enhanced connectivity between the North and South Islands. Rail is therefore strategically significant to the national transport system. Greater Wellington's inter-regional services on the rail network are outlined further in this section.

Policies on inter-regional services

Prior to September 2023, the Land Transport Management Act 2003 placed an automatic 'exemption' on inter-regional public transport services. This meant that it was difficult for regional councils to collaborate on, and secure Crown funding for inter-regional initiatives. In response to submissions from regional councils

and partners, this exemption was removed by the Land Transport (Management of Public Transport) Amendment Act 2023. This law change enables closer collaboration between Greater Wellington and Horizons Regional Council (Horizons) on the planning and provision of services in the key Kāpiti-Manawatū regional growth area.

Wellington's Strategic Rail Plan provides the 30-year vision for Wellington's rail network, and this has been created in collaboration with KiwiRail, Transdev New Zealand (Greater Wellington's current rail service operator) and NZTA. Progressing work on the Strategic Rail Plan and the LNIRIM programme will allow Metlink to deliver a fit for purpose metro rail service that is efficient, on-time and reliable that allows commuters from the Greater Wellington area and beyond (e.g. Palmerston North) to access the Wellington CBD and vice versa.

Objectives and policies

P15. Objective: Provide, maintain and continue to improve a high quality, high capacity, high frequency core public transport network

Policies	Actions
a. Delivering improved rail services through progressing Wellington's Strategic Rail Plan and LNIRIM programme	<ul style="list-style-type: none"> i. Complete the procurement process for 18 new hybrid passenger trains ii. Commence work on other network improvements that will increase the corridor capacity and resilience for both passenger and freight services on all rail lines iii. Commence work on station improvements to meet modern accessibility and amenity standards.
b. Delivering improved bus services through collaborative initiatives with regional council partners	<ul style="list-style-type: none"> i. Commence planning for feeder bus services to increase access to new LNIRIM services ii. Investigate options with Horizons, Kāpiti Coast District Council, Horowhenua District Council and Crown partners for enhanced bus services between Levin, Ōtaki and Waikanae.

RLTP projects

Name: Wellington Metro - Network Capacity Enhancements for 10min Timetable Step Change
Lead: KiwiRail
Desc: This business case programme enables KiwiRail to develop, plan and programme the network infrastructure required to support for each timetable step towards RS4.3 end goal.
Cost: \$369.3 million
Status: NLTP Unfunded

Name: New Metro Rolling Stock
Lead: Greater Wellington
Desc: Purchase of 18 x 4 car Electrical Multiple Units (EMUs) to enable higher frequency and capacity peak services on the electrified metro Wellington rail network.
Cost: \$76.03 million
Status: Possible (Business Case Only)

Lower North Island Rail Integrated Mobility (LNIRIM) programme

Through the delivery of the Lower North Island Rail Integrated Mobility (LNIRIM) Programme, we plan to significantly improve the rail services provided between Wellington and Masterton, and Wellington and Palmerston North.

In order to deliver these improvements, we plan to procure 18 new hybrid passenger trains, a driving simulator, a new maintenance facility in Masterton, improvements to stabling yards and staff facilities across the region, revitalisation of the regional railway stations, along with undertaking numerous rail network improvements.

The Capital Expenditure for this programme is jointly funded by the Crown, NZTA's National Land Transport Fund, Greater Wellington and Horizons. The ongoing operational costs will be funded in the traditional way, between the Public Transport Authorities (Greater Wellington and Horizons) and the National Land Transport Fund.

The current proposal is to procure the new hybrid passenger trains as part of a whole of life (35 year) design, build and maintenance contract.

The services on the Wairarapa and Manawatū Line are currently undertaken via two different Operators. It is proposed to transition these two long distance services to be operated by a single operator. Ultimately these long-distance services will become part of the next Wellington Metro Rail Operating Contract, which will be competitively tendered, with commencement in mid-2031.

Wellington to Masterton Rail Services

It is proposed to increase the peak service on the Wairarapa Line between Wellington and Masterton to 6 peak services, from the current 3 in late 2029 to early 2030. It is also proposed to increase the interpeak and weekend service frequency.

Wellington to Manawatū Rail Service

The programme will enable Metlink to deliver inter-regional rail services between Wellington and Palmerston North. This will replace the existing Kiwirail operated Capital Connection service. The new Metlink services are proposed to deliver improved frequency of two peak services, and two return inter-peak services, and two return services on weekends from late 2029 to early 2030.

It is currently proposed that Greater Wellington will be the lead Public Transport Authority, with a Funding and Management Agreement in place between Greater Wellington and Horizons – which will detail how the costs are shared between Greater Wellington and Horizons.

It is proposed that Greater Wellington will own the assets and be the contracting party for the operational and maintenance services.

The Wellington Rail Network Access Agreement will need to be extended to cover the new coverage of the network between Waikanae and Palmerston North.

Focus on improving services between Ōtaki and Levin

Greater Wellington is working with Horizons to investigate improvements to public transport services between Ōtaki and Levin. This work will be ongoing over this RPTP period, and any proposed public transport improvements will need to be approved by both councils.

These improvements will focus on bus services rather than rail as the LNIRIM programme will address improvements needed to the rail services.

Responsibilities for Greater Wellington and Horizons

Both Greater Wellington and Horizons are contributing to the costs of the LNIRIM programme. The sections above outline the proposed split in responsibilities between the parties at a higher level under a Management Service Agreement.

We are working together to ensure that both this RPTP and the Horizons RPTP identify the current Capital Connection Service and future LNIRIM Service as an integral service for our respective public transport networks as required by the recent amendment to the LTMA.

Any changes to the arrangements between Greater Wellington and Horizons in regard to inter-regional services will be signalled through future reviews of our respective RPTPs or through variations to our RPTPs.

29. Waka Tūmatanui Tononoa

Demand Responsive Transport

Metlink have been exploring alternative, gate-to-gate community focused operating models and services to consider how we might improve network accessibility and coverage-oriented services through demand responsive initiatives.

A trial commenced in May 2022 for On-Demand Public Transport (On-Demand) and was extended to run through to December 2024. The Tawa On-Demand trial showed that the cost for providing On-Demand services is relatively high and that the service did not meet Service Delivery Thresholds (RPTP 2021-31 Farebox Recovery target is 20%; the Tawa trial achieved 8.2%).

Metlink commissioned an independent review to consider where On-Demand might be feasible in the Wellington Region. The report investigated a long list of potential areas with a focus on areas with lowly utilised bus routes, high subsidy per passenger, gaps in public transport coverage and areas with an identifiable catchment that is suitable for On-Demand services.

The review concluded that there are very few places where On-Demand services could be justified over fixed route buses, especially when considering value for money across the region as a whole.

If a potential On-Demand service demonstrates good value for money in the future, this service may be reconsidered by Greater Wellington.

Community Transport

The following table provides a definition of Community Transport:

Attribute	Definition (Community Transport Association)
Purpose	Providing flexible and accessible community-led solutions in response to unmet transport needs
Customer	Vulnerable and isolated people, often older people or people with disabilities
Service types	Voluntary car sharing schemes, community minibus services, school transport, hospital transport, dial-a-ride, wheels-to-work (cycle / motorcycle) and group
Service models	On-demand or fixed route
Commercial model	Run for a social purpose and not for profit

In short, Community Transport describes volunteer-based transport services, operated by local people to meet local needs for transport. An example of this is an iwi that own vans and use the vans to transport their whānau to and from culturally significant events, or to health and medical appointments. Greater Wellington is considering ways in which we can support existing Community Transport services in the Wellington region. This includes services which provide access for vulnerable groups to health

and medical appointments. Greater Wellington believe that these services provide significant economic and social benefits for the communities they serve. These services are demand responsive and are often tailored to meet the requirements of the community they serve.

In our exploration of Community Transport, Greater Wellington has identified a range of policy and operational challenges we will need to consider and address while we work towards

a systematic approach to this transport sector.
Policy challenges include:

- Knowing what Community Transport services already exist and who is using it
- Assessment of need and priority
- Role of government
- Lack of Community Transport voice and resource at a national level
- Funding

Operational challenges include:

- Safety and regulatory compliance
- Staff turnover
- Systems and technology
- User awareness

Greater Wellington’s future role in Community Transport, which we will be clarifying over the coming triennium, may include:

- Completing surveys and assessments to determine provision and usage of existing services
- Developing policy to establish need and service type across transport sector
- Understand government’s role and responsibilities
- Consider funding mechanisms with central and local government partners
- Provision of dedicated advisory service for service providers
- Incentivise staff to continue their participation
- Get services into ‘mainstream’ through website, and service guides

The following policies are subject to funding, but provide us with the ability to continue to consider how Metlink could implement demand responsive transport including On-Demand and Community Transport services.

Objectives and policies

P16. Objective: Promote fairness and equity in the provision of public transport services

Policies	Actions
a. Where funding permits, provide demand-responsive and community transport services by delivering integrated public and active transport solutions that are accessible and less expensive than private vehicles, empowering communities to mode shift	<ul style="list-style-type: none"> i. Consider the provision of On-Demand services to enhance access across the Wellington region when more funding becomes available ii. Consider the provision of accessible community transport services, including demand-responsive and shopper and specialty services for health and well-being where regular scheduled local public transport services are not viable iii. Ensure that transport networks align with new and existing papakāinga developments and existing marae within the region iv. When public transport services are removed, consider providing support to people who experience transport disadvantage and were previously reliant on those services v. Improving first and last mile public transport connections vi. Include consideration of demand responsive and community transport provision into planning for Transit Oriented Developments in the Wellington region vii. Consider funding mechanisms with central and local government partners for Community Transport.

30. Te Hunga Whaikaha Total Mobility

Te Hunga Whaikaha Total Mobility (THWTM) is a nationwide door-to-door transport service designed to support disabled people that cannot use public transport, allowing for them to engage in the community. The service plays a crucial role in Greater Wellington’s initiatives to assist the transport disadvantaged.

Metlink’s THWTM service is provided to eligible registered people in the form of subsidised taxi transport services by approved transport operators under contract to Greater Wellington. It is available anywhere in the region where taxi services operate.

THWTM customers use their smart card to access the discounted fare when travelling on eligible trips. Greater Wellington pays a percentage of the total fare and the passenger pays the remaining balance of the fare. The details of this are set out on the Metlink website.

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

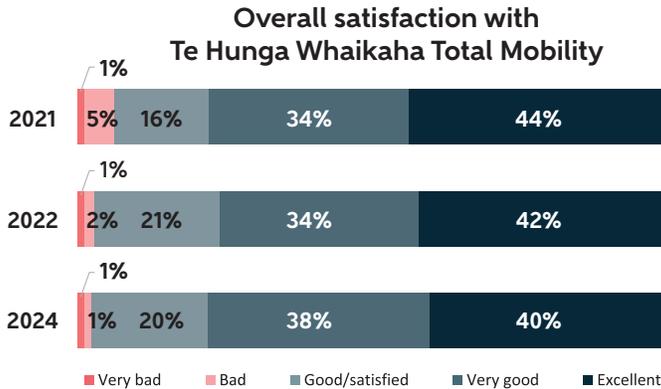
Metlink’s Te Hunga Whaikaha Total Mobility service at a glance:

- Over 16,000 customers
- Contracts for THWTM transport services have recently been procured with 10 successful operators
- Strong focus on increasing wheelchair accessible services and hours of service availability
- More consistent approach to fare schedules
- Contracts for THWTM Arotake Services have also recently been improved and procured
- THWTM *Arotake Services takes a holistic approach to determining eligibility, with language reviewed to remove words such as ‘assessment’ and ‘criteria’ in response to feedback from disabled people
- The overall customer satisfaction rate for 2024 was 98%.





2024 Te Hunga Whaikaha Total Mobility Survey Summary of Results



Total positive

1 in 10 (12%) respondents use wheelchair accessible vehicles

94%

97%

98%

Availability of wheelchair accessible vehicles has declined; users are not always able to guarantee a suitable vehicle will be available

- 40% said the service was excellent
- 98% were positive. This is mostly because...

- The service makes a significant difference to people's lives
- The financial support eases pressure on budgets/makes trips affordable
- Users deeply value Te Hunga Whaikaha Total Mobility and the scheme's support



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

Respondents were satisfied with all aspects of Te Hunga Waikaha Total Mobility	Total Positive
Quality/comfort	99%
Safety/security	99%
Ease of paying for a trip	98%
Cost	97%
Availability of transport companies	96%
Ease of booking a service	95%

Te Hunga Waikaha Total Mobility customers continue to use the service most often for...	Total
Medical trips	83%
Shopping trips	59%
Social outings	57%

Conducted in July/August 2024

Completed by Greater Wellington Te Hunga Whaikaha Total Mobility users

Commissioned and funded by Greater Wellington

Run by GravitasOPG

Objectives and policies

P17. Objective: Improve the accessibility of public transport for all

Policies	Actions
a. Review regional fare caps in line with Greater Wellington Long Term Planning processes and NZTA requirements	i. Maintain the maximum fare subsidy, which is currently set at \$60 per fare (Greater Wellington subsidises a maximum of 75% of the fare) until any review of the Total Mobility programme is completed by central government ii. Review the maximum subsidy amount every 3 years in line with NZTA requirements.
b. Enabling hoist-equipped vehicles	i. Continue to provide an opportunity for operators to apply for a contribution towards the purchase or modification of wheelchair accessible vehicles for use in the service.
c. Transport provider eligibility requirements	i. Ensure operators meet Greater Wellington's requirements, per our terms and conditions, outlined on the Metlink website ii. De-register operators as required.

Providers

Providers must be approved by Greater Wellington and provide for a certain amount of wheelchair accessible transport.

All vehicles used to provide Te Hunga Whaikaha Total Mobility contracted services must be registered with approved transport operators, be equipped with approved equipment and meet quality standards. All drivers must also complete an approved specialist training course.

Company name	Area where this is available	Wheelchair accessible
Driving Miss Daisy	Whole of region	Yes
Freedom Companion Drivers	Kāpiti Coast Wellington City – Porirua Lower Hutt and Upper Hutt	Yes
Golden Oldies	Upper Hutt	Yes
Hutt & City Taxis	Lower Hutt and Upper Hutt	Yes
Masterton Radio Taxis	Wairarapa	No
Masterton Shuttles	Wairarapa	Yes
Paraparaumu Taxis	Kāpiti Coast	Yes
Porirua Taxis	Porirua	Yes
Wellington Combined Taxis	Wellington City – Porirua	Yes

This list is kept up to date on the Metlink website.



31. Aronga Waka Tere

Ferry Focus

Wellington Harbour ferry services are run by East by West Ltd and provide services between Days Bay and Queens Wharf, with a stop at the Department of Conservation reserve on Matiu Somes Island.

Ferry services have a rich history in the region. The original ferry service to Days Bay goes back to 1893. The ferries on Wellington Harbour provide services that enable faster and more direct trips

than other modes to the locations that they serve and allows a tourist and social function in terms of providing access to Matiu Somes Island. The direct connection the ferries provide lead to reduced congestion on the highway, and local roads, improved productivity, and greater connectivity. While the harbour ferries have a small share of the total public transport trips in the region, they continue to provide a valuable niche service for commuters and visitors.



Operating model

With the pending introduction of Motu Move and a change in the way that revenue is collected, Greater Wellington commissioned a review of the ferry service to help inform the development of a sustainable contract model for this niche targeted service and options for greater integration with the wider public transport network. Following the review Greater Wellington commenced negotiations with the ferry operator, and following Council discussion and deliberations Greater Wellington entered into a gross PTOM contract with the ferry operator. This style of contract gives Greater Wellington more control over the fares and timetables.

Procurement

Ferry services commenced operating under a gross Public Transport Operating Model based unit contract from May 2025 and were directly appointed for a 3+4-year period. Expressions of interest to operate the ferry service will be sought before the expiration of the current contract in 2029.

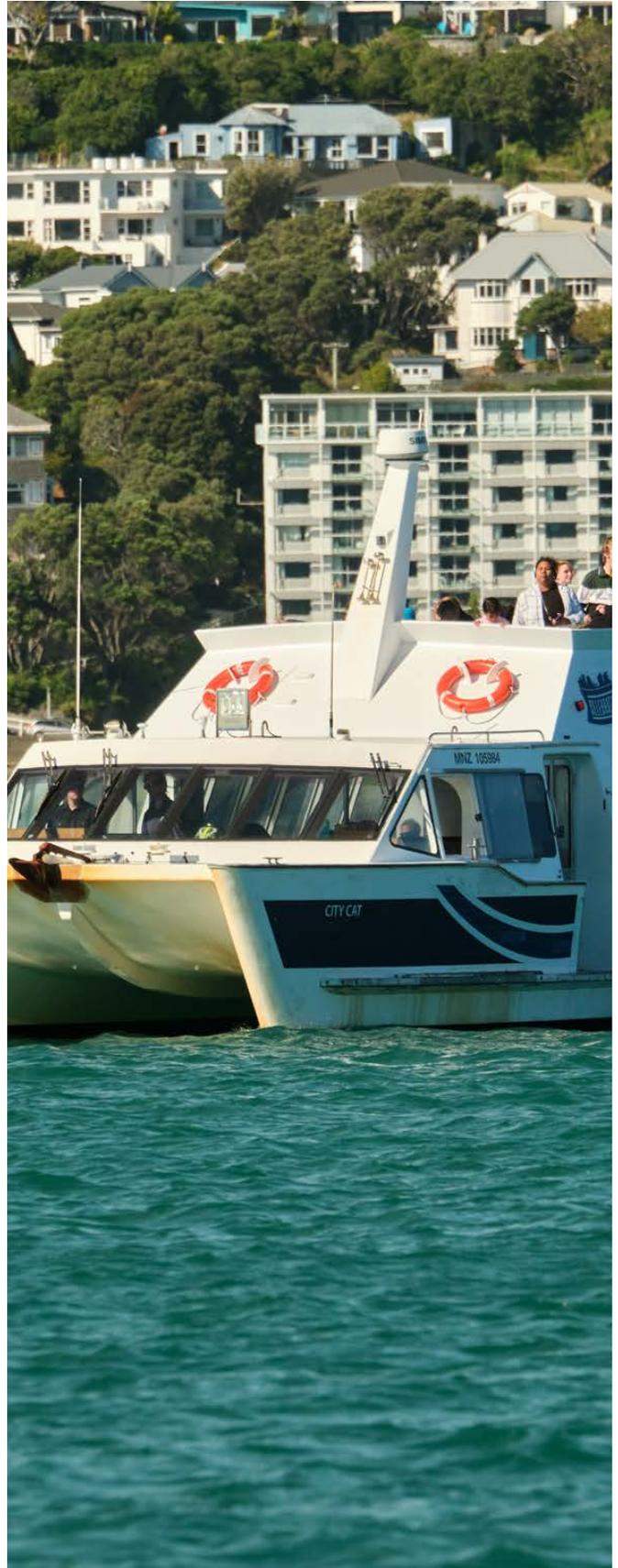
Service levels

The ferry fleet consists of three ferries (two diesel and one fully electric). The electric ferry is the first fully electric ocean-going commuter ferry in the southern hemisphere and supports Greater Wellington's decarbonisation goals.

The ferry service provides commuter services from Queens Wharf to Days Bay 7 days per week operating a summer and winter schedule.

- The winter schedule consists of 16 weekday and 4 weekend return services
- The summer schedule consists of 16 weekday (17 on Thursday and Friday) and 7 weekend return services.

The ferry service also stops at Matiu Somes Island, a significant site for local mana whenua and a Department of Conservation managed predator free historic reserve which is a key visitor destination on the harbour.



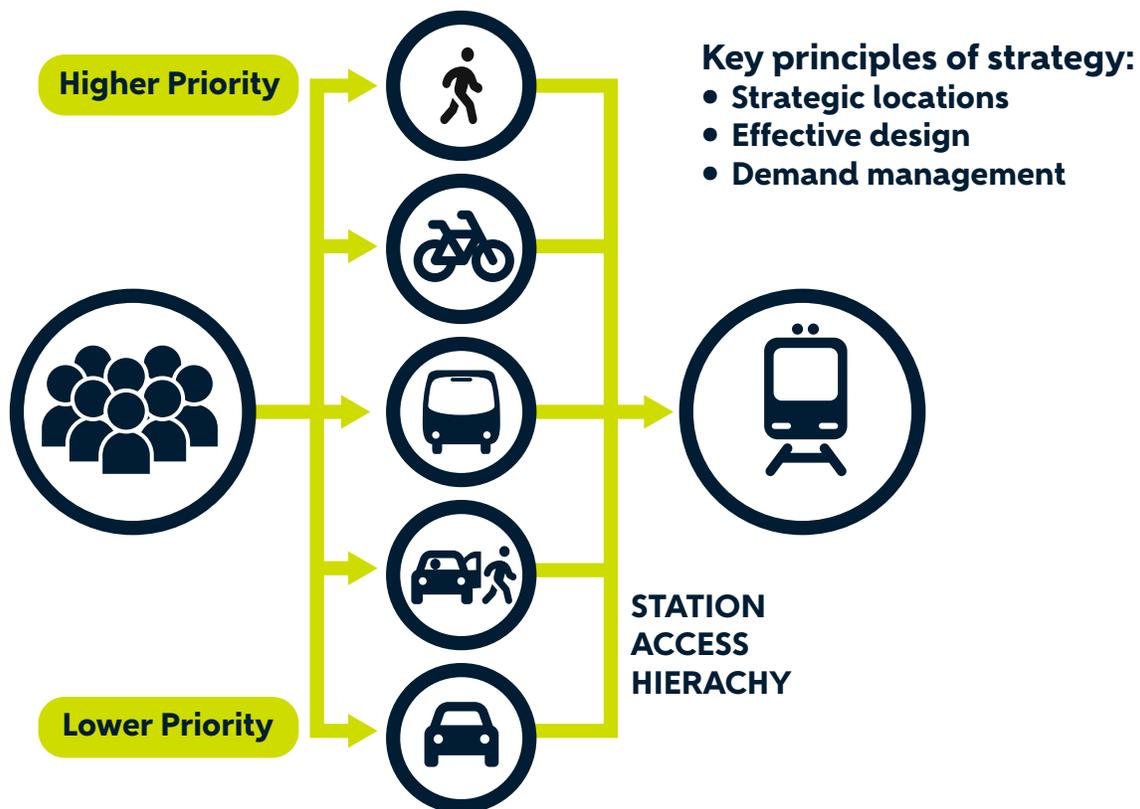
32. Tūnga Eke Park and Ride

Smarter Connections Strategy

Over 2023, and 2024, Metlink have continued to manage our Park and Ride facilities in line with the Smarter Connections Strategy which was developed as part of the RPTP 2021-2031. This strategy effectively sets out how Metlink intends to provide and manage Park and Ride locations across the public transport network. The Smarter Connections Strategy sets out 3 key elements:

- Strategic Location
- Effective Design
- Demand Management.

A key issue currently front of mind is that many Park and Ride locations across our network frequently reach capacity or are over capacity early in the morning peak. The heatmap on the following page shows how our Park and Ride sites typically reach capacity between 6.30am and 8.30am. Often when these sites reach capacity, we have found that spillover into the local streets occurs, and in some instances, dangerous parking practice occurs where people are parking in spots which are not intended to be parked in. Both of these issues are challenging for Greater Wellington, and our territorial authority partners to manage.



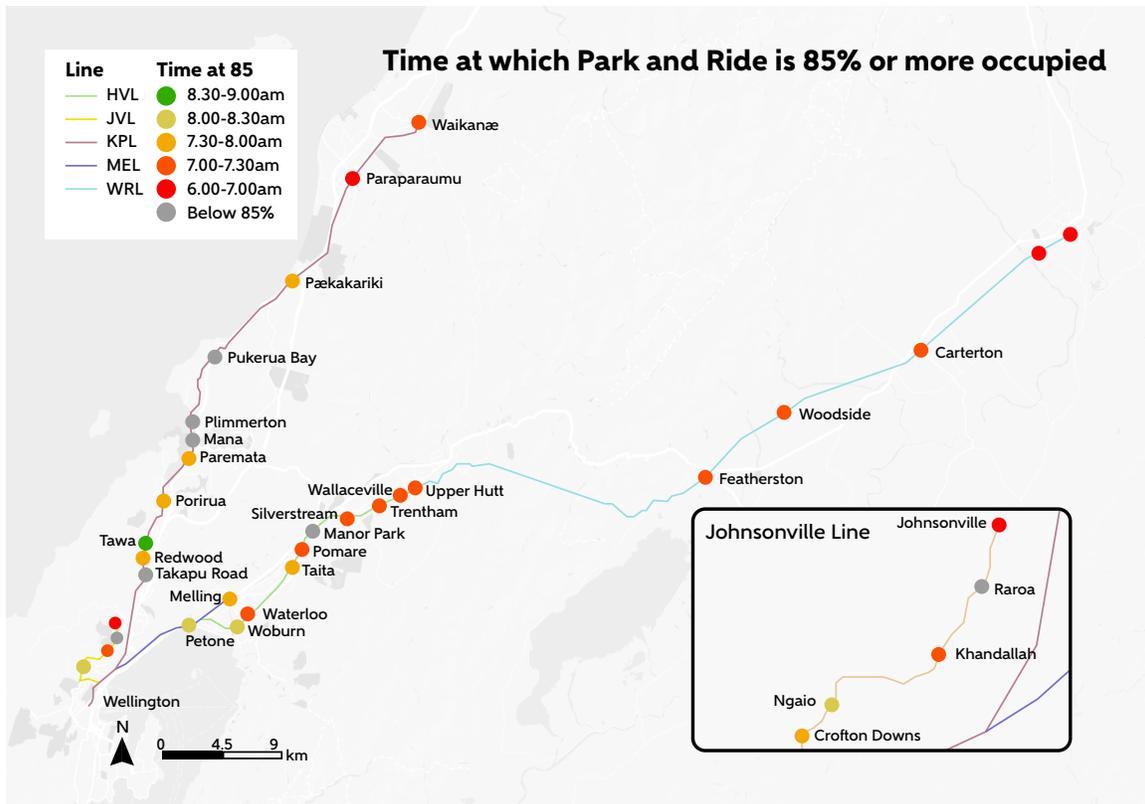
Context

Metlink provides over 6,100 car parks across 66 lots. 69% of these are in 10 of those lots including our large facilities in Waterloo, Porirua, Petone, Upper Hutt and Paraparaumu. Experience and evidence suggest that carefully planned and managed Park and Ride can generate significant benefits for the wider transport system, including;

- Increased public transport patronage
- Increased reach of the network
- Conversion of long-distance commuter car trips to public transport that would otherwise use motorways and arterial roads for the majority of their journey
- Increased attractiveness of key public transport corridors and higher density centres in advance of connecting bus services

- Increased multi-modal integration in lower density centres and/or topographically challenging areas where the scope for walk-up, cycling and connector bus services is limited
- Better access to public transport for individuals with mobility issues
- Reduced parking requirements at major centres.

Use of our Park and Ride facilities is high and reflective of the Wellington region’s urban form and the price (free). Although it is currently free for users, this means ratepayers are currently funding the purchase, and maintenance of all Park and Ride locations on the network. The average operating cost per car park space, per annum is about \$120. This means over \$700,000 is spent per year on maintaining the car parks.



Our research shows that 50% of users of our Park and Ride facilities live within 1-3km of their local Park and Ride. Furthermore, 50% use the closest station to them meaning 50% drive to a further Park and Ride location. Generally, this is to get

a cheaper fare on public transport by being one or more fare zones closer to their destination, or because they are aware that the closest Park and Ride is likely to be at or over full capacity and they are unlikely to find an available parking spot.

Some key considerations for the continued management of Park and Ride locations are that:

- It is becoming increasingly difficult to find affordable land to purchase
- The cost-effectiveness of providing each new Park and Ride is declining
- There is a greater emphasis on enhancing multi-modal access to the public transport network
- Emerging trends and technologies are focusing on the 'first mile, last mile' of a journey
- Key stations are providing the role of integrated 'mobility hubs'.

Space at stations is needed to provide a seamless interchange for passengers on feeder bus services, to provide facilities for pedestrians and cyclists, to provide for drop-offs, and to provide priority parking for particular users.

Disadvantaged users include parents who often find our Park and Rides full after their school drop-off has been completed.

We are aware that currently many users of the parking spaces, do not use public transport, effectively taking up space for users who we consider have a genuine need. We are therefore particularly focused on ensuring that certain users have priority access to our Park and Ride facilities. This includes those who:

- Are intending to use the public transport network
- Have a genuine need
- Are transport disadvantaged
- Have to travel further to access the public transport network
- Are willing to pay a premium to ensure they secure a parking spot.

Demand Management

In order to deal with the challenges outlined above, Greater Wellington have agreed to initiate the development and implementation of a demand management framework for Park and Ride across the Wellington region. This demand management framework will include a mechanism for charging for parking at our Park and Ride facilities across the network.

The solution considered will be developed and introduced to align with the timing of an integrated ticketing system. The solution will also consider other important factors including rail patronage stabilisation, and the introduction of congestion charging.

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

These principles are:

- a. The solution must have parking integrated with public transport travel
- b. Aims to support and incentivise other travel choice options, such as public transport and walking and cycling in line with Greater Wellington's strategic objectives
- c. Framework must be cost neutral at minimum over the life of the project
- d. We are not constrained with a single one size fits all approach to every site
- e. Project must be delivered in partnership with local Territorial Authorities
- f. Project will look at land utilisation outside commute times
- g. Demand management framework must be able to be structured to recognise travel patterns of all passengers, including those with limited or no access to public transport
- h. Evaluate other use opportunities for current land e.g. commercial or community opportunities
- i. Consider any equity implications for charging for Park and Ride
- j. Greater Wellington will include mana whenua in the design of the project.

Greater Wellington consulted on this in May 2025. The following outlines what we heard through consultation:

Statement: Introducing demand management to Metlink Park and Rides, including paid parking in the form of an integrated park and travel system, will improve customer access to the public transport network.

Level of agreement

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
9%	12%	16%	18%	38%	7%

21% Agree
56% Disagree

20.9% of submitters either agreed or strongly agreed with introducing demand management to Metlink Park and Rides. 56.7% of submitters either disagreed or strongly disagreed with introducing demand management to Metlink Park and Rides while 22.4% of submitters either were neutral or didn't know.

Most submitters did not support Greater Wellington introducing paid parking for Park and Ride facilities. The feedback focused on additional charges for parking discouraging people from using public transport services by making the costs of taking public transport services closer to that of private vehicle travel. People noted this seemed counter-intuitive to our goal of increasing public transport use.

Some submitters were in favour of paying for Park and Ride, but this was tied to the funding being used to expand the facilities or better public transport connections to the Park and Ride rather than managing the actual demand for parking spaces. This is different from our principle of the scheme being cost neutral (not being used to raise funding for other activities).

Next Steps

Greater Wellington will continue to investigate the feasibility of implementing a demand management framework, and charging mechanism alongside the introduction of integrated ticketing on the Metlink network.



Objectives and policies

P18. Objective: Develop asset and infrastructure management strategies

Policies	Actions
a. Ensure the Park and Ride solution is integrated with our public transport network	i. Align Demand Management mechanism with integrated ticketing and consider other factors including patronage stabilisation of the rail network and congestion charging
b. Work with territorial authorities and partner organisations on any approach to management of Park and Ride facilities	i. Work with territorial authority partners to develop an agreed approach to demand management, including a payment system, for Park and Rides in individual cities and districts ii. Implement a graduated approach to Park and Ride demand management, setting terms and conditions for use, enforcing measures, and implementing charging iii. Work closely with territorial authorities and stakeholders to ensure that access to public transport is considered in the planning of new development areas iv. Collaborate with territorial authorities and developers to design street and roading networks that accommodate public transport services and offer seamless connections with walking and cycling facilities.
c. Enhance travel choice options, multi modal access to the network, and environmental considerations	i. Purchase, manage, and invest in Park and Ride facilities based on the criteria and Investment Prioritisation Framework outlined in the Smarter Connections Strategy ii. Promote the integration of walking, cycling, and public transport services in the design, delivery, and upgrade of stations, interchanges, and other public transport facilities iii. Encourage convenient connections between public transport and walking and cycling networks with visible signage iv. Facilitate the safe carriage of micro-mobility devices on appropriate bus, rail, and ferry services when passenger capacity is not constrained v. Design and improve Park and Ride facilities to enhance safety, accessibility, multi-modal connectivity, urban form and optimal land use, while also enabling future technologies vi. Incorporate environmentally sensitive design and stormwater management measures to minimise the negative impact of car parks on the surrounding environment.
d. Consider commercial opportunities and other land use opportunities	i. Explore additional revenue opportunities such as through digital billboard placements, collaboration with landowners, local councils, and NZTA ii. Investigate the potential for Transit Oriented Development at suitable Park and Ride sites.

Park & Ride spaces

Hutt Valley Line

Note: There are no mobility parks at Taita Station. There is no CCTV coverage of Naenae Station park & ride.

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

Melling Line

Note: There are no mobility parks at Melling Station.

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

Kāpiti Line

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

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

Johnsonville Line			Wairarapa Line		
Wellington	paid public parking nearby	Fare zone 1	Wellington	paid public parking nearby	Fare zone 1
Crofton Downs	54 parks	Fare zone 3	Petone	448 parks	Fare zone 4
Ngaio	49 parks	Fare zone 3	Waterloo	788 parks	Fare zone 4
Awarua Street	on-street parking	Fare zone 3	Upper Hutt	349 parks	Fare zone 7
Simla Crescent	on-street parking	Fare zone 3	Maymorn	limited parking space (gravel)	Fare zone 8
Box Hill	no parking available	Fare zone 3	Featherston	124 parks	Fare zone 11
Khandallah	14 parks	Fare zone 3	Woodside	98 parks	Fare zone 12
Raroa	45 parks	Fare zone 3	Matarawa	limited on-street parking	Fare zone 13
Johnsonville	35 parks	Fare zone 3	Carterton	98 parks	Fare zone 13
			Solway	87 parks	Fare zone 14
			Renall Street	limited on-street parking	Fare zone 14
			Masterton	87 parks	Fare zone 14



33. Ko ngā Ratonga Whakawātea

Exempt Services

Exempt services are defined in section 114a of the Land Transport Management Act 2003. Metlink is required to keep current a register of exempt services.

Register of Wellington Region Exempt Services – Process and Location

- The Register for the Wellington region Exempt services is managed by Metlink
- The Register is publicly available on our website: <https://www.metlink.org.nz/getting-started/non-metlink-services>
- For new Exempt Service registrations, variations, withdrawals, or any enquiries relating to the register contact Metlink via our website for further information
- Metlink will assign an Application Number and consider the request
- Only a member of Metlink's Senior Leadership team (any tier 3 manager in Metlink and the Group Manager), have the delegated authority to approve or decline any registration, variation or withdrawal of an Exempt Service from the Register
- The reason for any approval, or refusal of any registration, variation, or withdrawal will be made available to the requestor
- Documents concerning the Register, including applications, variations and/or withdrawals of an Exempt Service will be saved in our internal document management system.



34. Ko te Hokohoko, te Ratonga me te Arotake Procurement, Service Delivery, and Monitoring

The procurement-related policies and actions in the 2014 and 2021 RPTPs were developed for the transition to the Public Transport Operating Model (PTOM) and have largely been completed.

The Land Transport (Regulation of Public Transport) Amendment Act 2023 has implications for Public Transport Authorities (PTAs), operators, and the public transport workforce including refining the procurement approach for contracts and allowing PTAs to have greater control over strategic public transport assets.

The policies now need to be updated to reflect where we are at in the procurement cycle, the introduction of future frameworks set by central government, and where the focus has moved to ensure the efficient and effective delivery of services under the new operating framework.

Procurement of unit contracts

A unit refers to a Metlink service or group of services established for contracting purposes. During the lifespan of the current operator contracts there will be variations to existing unit contracts and/or new units established to provide for future service changes, including the deployment of new vehicles.

Metlink's public transport network currently consists of 21 units - 18 bus units, 2 rail units and 1 harbour ferry unit.

Rail services are operating under a PTOM-based unit contract with the initial 9-year period expiring mid-2025. This was extended by 6-years through to 2031. Bus services commenced operating under Gross PTOM based unit contracts from mid-2018. In May 2025, the ferry service was moved from a net PTOM based contact, to a gross contract for a period of 7 years with an expiry date in 2032.

The bus services contracts have been in place since 2018, and the majority of these expire between 2027 and 2030. With the expiry dates for Metlink's bus contracts fast approaching and pending changes to NZTA's national procurement policies from legislative changes, Greater Wellington is developing the approach that it wants to take to future procurement.

Service Delivery

A high quality, accessible public transport system that gets passengers quickly to where they want to go and provides reliable whole-of-journey travel times.

Surveys and research show that the most important consideration for public transport users is having a reliable and punctual service. This means that services are not cancelled and are run, and that they leave at and arrive on their scheduled time. Reliability and punctuality are particularly important when trips require connections with other services. Other important considerations for users are that the service arrives, services on a route are evenly spaced with a consistent time between services, and passengers are not left behind because services are too full at the times they choose to travel.

Operational and fleet improvements will reduce journey times and increase service reliability and punctuality. Minor timetable adjustments can also reduce waiting times and improve the reliability and punctuality of connections between services and can be undertaken as needed subject to operator agreement.

Communication objectives and policies

As part of our commitment to continuously improve the reliability, punctuality and efficiency of our public transport network, we will be reviewing the design and approach to our future bus contracts prior to going out to market. Our outcomes-based approach will aim to deliver:

- Improved passenger experience including improved accessibility
- Improved network reliability and punctuality
- Safe, fair, and equitable employment for people across our transport network
- An affordable public transport network that offers value for money
- An environmentally sustainable public transport network through the transition to a zero-tailpipe emissions fleet.

Objectives and policies

P19. Objective: An approach to procurement and monitoring of services that supports the efficient delivery of services and provides value for money

Policies	Actions
a. Procure contracts for units in accordance with a contracted service provider approach	<ul style="list-style-type: none"> i. Take a contractual approach to procuring contracts for new units or amending existing unit contracts ii. Ensure Greater Wellington considers the relevant legislation and, where appropriate, seeks opportunities for greater control over strategic public transport assets iii. Ensure Greater Wellington Procurement Strategy and relevant Procurement Plans are current and reflect the stage we are at in the procurement cycle iv. Ensure the updated Procurement Strategy and transition plans take into account the impacts on competition, including mitigation of barriers to entry for incoming operators v. Comply with NZTA procurement requirements, Greater Wellington's Procurement Strategy and local government requirements when procuring or amending units vi. Comply with the procurement requirements/rules in all relevant international agreements and treaties signed by the Government vii. Apply Greater Wellington's Social Procurement Strategy to achieve better social, environmental, and economic outcomes and increase ability for diverse business to tender for our contracts.
b. Phase procurement and change over to new contracts to achieve an orderly transition with limited disruptions	<ul style="list-style-type: none"> i. Implement a rolling procurement programme for public transport services consisting of a tranche of bus contract each year for three years, followed by the rail contract the following year and the ferry contract in the final year ii. Develop pragmatic and passenger-focused transition plans in collaboration with partners as required.
c. Develop and implement effective financial incentives and other regulatory mechanisms and performance regimes to ensure compliance with service level requirements	<ul style="list-style-type: none"> i. Ensure the appropriate allocation of roles, responsibilities, and risk between Metlink and operators within the contract framework ii. Develop an appropriate financial model so that the payment to the operator is the contract price for the services to be delivered, adjusted by the application of any rebates for cancelled services, abatements for failing to meet Key Performance Indicators, and bonus payments for meeting nominated performance indicators (performance above the contract level) iii. Maintain a performance and enforcement regime to reflect NZTA's requirements and incentivise contract performance and continually improved passenger experience.
d. Apply a contracted service provider approach to the planning and operation of services	<ul style="list-style-type: none"> i. Apply contract principles and objectives to guide successful partnering with operators and effective joint annual business planning ii. Develop and approve joint annual business plans iii. Work with partners to ensure the successful delivery of planned network improvements.

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| e. Monitor performance of services and network, and passenger satisfaction | <ul style="list-style-type: none"> i. Ensure Metlink has the necessary capability to collect, manage, utilise, and share public transport travel and performance data and passenger insights and feedback and use this to inform improvements to planning and delivery of service ii. Utilise effective data and knowledge management technologies and services to streamline access, use, and sharing of public transport data, information, and knowledge iii. Publish service quality and performance information iv. Work with operators to ensure that they collect and use reliable and sufficient performance information and passenger insights to continually improve the services they provide to passengers v. Under contracts, require operators to provide timely operational and performance data, information, and reporting as required, including on: <ul style="list-style-type: none"> • Patronage • Passenger kilometres • Reliability and punctuality • Farebox revenue • Safety, security, and incidents • Driver training and behaviour • Compliance with vehicle quality standards • Provide contractual mechanisms to vary and improve standards of services, products, and processes • Other measures as required. |
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RLTP projects

Name: Bus and Rail Contract Tendering and Operating Model Changes
Lead: Greater Wellington
Desc: Includes the costs to review, design, develop, and tender the future bus contracts.
Cost: \$20.8 million
Status: NLTP Unfunded

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35. Ngā Rōpū

Units

Organising public transport services into units provides a logical structure for procurement, monitoring, reporting, and enables transparency of information about public transport services provided by Public Transport Authorities.

Unit Table

Unit	Operator	Method	Commencement date	End date
1 - North-South Spine	Tranzit Group	Tender	15 July 2018 9-year term	15 July 2027
2 - East-West Spine	Kinetic	Direct Appointment	15 July 2018 12-year term	15 July 2030
3 - University	Kinetic	Direct Appointment	15 July 2018 12-year term	15 July 2030
4 - Khandallah/Aro	Tranzit Group	Tender	15 July 2018 9-year term with potential for a 6-year extension	15 July 2027
5 - Central	Kinetic	Direct Appointment	15 July 2018 9-year term	15 July 2027
6 - Taranaki	Kinetic	Direct Appointment	15 July 2018 9-year term	15 July 2027
7 - Brooklyn/Ōwhiro	Tranzit Group	Tender	15 July 2018 9-year term	15 July 2027
8 - Newlands	Mana Coach Services	Direct Appointment	15 July 2018 9-year term	15 July 2027
9 - Lower Hutt	Tranzit Group	Tender	17 June 2018 9-year term	17 June 2027
10 - Upper Hutt	Tranzit Group	Tender	17 June 2018 9-year term	17 June 2027
11 - Wainuiomata	Tranzit Group	Tender	17 June 2018 9-year term	17 June 2027
12 - Eastbourne	Kinetic	Direct Appointment	17 June 2018 12-year term	15 July 2030
13 - Porirua	Tranzit Group	Tender	15 July 2018 9-year term	15 July 2027
14 - Kāpiti	Madge Coachlines (trading as Uzabus)	Tender	08 July 2018 9-year term	08 July 2027

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

Greater Wellington is currently in the process of developing new bus contracts. The following table details the new proposed Unit numbers, names, and year commencing.

Unit	Unit Name	Year Commencing
22	North-South	2028
23	Porirua-Tawa	2028
24	Hutt Valley	2029
25	Wairarapa	2029
26	East-West	2030
27	Kāpiti	2030

Objectives and policies

P20. Objective: The creation and design of units supports the efficient delivery of services and provides value for money

Policies	Actions
a. Establish new units or amend existing units for the Metlink public transport network as required	<ul style="list-style-type: none"> i. Work with operators to establish any new or amended units for the Metlink public transport network in line with legislative and major network planning requirements, including inter-regional initiatives to support regional economic development ii. Consolidate the existing bus units tendered by Greater Wellington from 17 to 6 for the start of the future bus services contract round iii. Work with Horizons Regional Council on unit design and procurement for inter-regional initiatives between Wellington and Manawātū iv. Actively review current exempt services to determine whether they are now integral to the public transport network and ensure the Exempt Services Register remains up to date.



36. Tūāhanga Waka Tūmatanui

Public Transport Infrastructure

Public Transport Infrastructure

A high quality, reliable, accessible and modern public transport network relies on the provision of fit for purpose, well designed and maintained infrastructure and facilities. This includes roads, bus stops and shelters, depots and layovers, transport interchanges and hubs, rail tracks and associated infrastructure, train stations, ferry terminals and wharves, Park and Ride facilities, cycle paths and footpaths, and door-to-door transport services for those with limited access to public transport.

Infrastructure and facilities need to provide good access, safety and personal security at all stages of the journey, particularly for people with impairments. Public transport elements also require clear and consistent branding with services and levels of service and information to meet passenger needs for an integrated, easy-to-use passenger focused system. As different agencies have ownership or control of various elements of the system, communication and cooperation between all parties is required to achieve this.

Due to how we contract our public transport services, Metlink currently does not own all the public transport infrastructure used to deliver our services. With our bus services, we have not to this point in our public transport journey owned depots or buses; these are predominantly owned by our operators who are compensated for the use of these assets through our contracts. However, we do own a lot of bus shelters and associated bus infrastructure.

In the Greater Wellington LTP, the council endorsed our Strategic Public Transport Asset Control Strategy. The main objective of the Strategy is for Greater Wellington to play a more active and strategic role in the planning and management of key public transport infrastructure through a range of potential commercial arrangements (not necessarily confined to outright ownership).

This is a major shift in our approach to significant infrastructure/assets that are critical to the operation of our public transport network, and this will influence our approach to managing bus infrastructure and assets going forward.

In the rail space, Greater Wellington Rail Limited (GWRL), a wholly owned subsidiary of Greater Wellington, owns all our rail assets including the Electric Multiple Unit (EMU) depot on Thorndon Quay. The land the EMU depot and the associated buildings are on is owned by KiwiRail. GWRL has a long-term lease on this land. The railway tracks and platforms are also owned by KiwiRail but we have a long-term access agreement with KiwiRail so we can operate our public transport services on the rail network

Public Transport Asset Control Strategy

The Public Transport Asset Control Strategy provides a long-term framework and direction for Greater Wellington control, in its role as a Public Transport Authority (PTA), of key public transport assets. The strategy will help shape the size and location of significant infrastructure investments across the Wellington region, these investments will largely be required, regardless of whether they are publicly or privately held.

The objective of the Asset Control Strategy is for Greater Wellington to play a more active and strategic role in the planning and management of key public transport infrastructure through a range of potential commercial arrangements (not necessarily confined to outright ownership).

The strategy influences how Greater Wellington pays for the investments needed rather than the quantum of investment needed and will reduce barriers to entry for new competitors resulting in improved competition.

With a move to the electrification of our bus fleet and depots, the project will aim to make savings to operational costs in the long term, through cheaper local government financing and improved competition while supporting long term network planning and improved network resilience.

Strategic enabling infrastructure and assets

Strategic enabling infrastructure and assets refers to the foundational elements necessary to deliver efficient and effective public transport services. Examples include depot land, access to motive energy (such as diesel, electricity, and hydrogen), rolling stock (such as buses, trains, and ferries), vehicle maintenance facilities, and workforce facilities. The way these assets are planned and provisioned can influence:

- Competition for unit contracts in both the short and long term
- Flexibility in enabling service changes over time
- Service resilience and continuity over time.

The following criteria as set out by NZTA have been used to classify enabling infrastructure and assets:

- **Tier 1 assets:** Foundational long-term strategic enabling assets such as land and access to energy. Lifecycles measured in decades and/or strategically important for enabling competitive and efficient markets and obtaining best long-term value for money
- **Tier 2 assets:** Medium-term enabling assets essential to service delivery (generally >10-year lifecycles) and the treatment of which can significantly influence obtaining best value for money

- **Tier 3 assets:** Commodity type assets (generally <10-year lifecycles) routinely renewed and replaced as part of normal business processes.

Tier 1 and 2 assets are defined as strategic enabling assets in line with NZTA guidance in this section.

We have also outlined the time horizon within which some of our strategic enabling infrastructure assets will be provided, renewed or upgraded in order to enable the delivery of integral services. The time horizons used (where applicable) are:

- **Short term** – assets that should be provided, renewed or upgraded within a three-year window of the plan being adopted
- **Medium term** - activities that should be provided, renewed or upgraded within a 10-year window of the plan being adopted
- **Future state** - activities that should be developed over a long-time horizon to give effect to longer term strategies or land use plans. Short- and medium-term initiatives should be steps towards a future state.

Metlink's approach to asset management is detailed in our Asset Management Plan (AMP). The AMP can be found on our Greater Wellington website here:

[Greater Wellington Regional Council – Metlink 2024 Asset Management Plan](#)



Network Infrastructure to support integral services

Network infrastructure comprises infrastructure located “out on the network” that enables passengers to utilise integral services and/or enable efficient service delivery. Examples include (but are not limited to) bus stops, train stations, ferry terminals, interchanges, special vehicle lanes like bus lanes, rail lines, vehicle layover locations, workforce rest and meal break facilities, and opportunity charging locations.

Any gaps in the network infrastructure are identified in discussions with our key partners (KiwiRail, operators and TLAs). Work to address any network infrastructure issues identified is then considered by Greater Wellington and prioritised based on funding available and the classification of the route affected.

Vehicle standards

Bus

All buses entering the contracted public transport fleet need to comply with NZTA’s Requirements for Urban Buses (national standards for bus quality and accessibility) and other relevant standards.

Rail

Trains in New Zealand need to adhere to a number of standards to ensure safe and efficient operation, including those related to safety, operations, and infrastructure. These standards are primarily managed by NZTA Waka Kotahi in accordance with the Railways Act 2005.

Safety and Operational Standards:

Rail Operating Rules and Procedures

These rules, developed by KiwiRail, cover aspects like signaling, track usage, speed limits, communication, and emergency procedures.

National Rail Safety Standards (NRSS)

These standards, maintained by KiwiRail, provide high-level requirements for safe rail vehicle operation and information exchange.

Infrastructure and Engineering Standards:

Track Evaluation

Regular inspections of the track using specialised equipment (like the Track Evaluation Car) are crucial for maintaining compliance with engineering standards.

Ferry

Maritime NZ, the New Zealand maritime authority, implements international conventions into domestic regulations. These rules cover various aspects of ferry design, construction, equipment, and operation, including safety management systems and environmental standards.

Objectives and policies

P21. Objective: Prioritise safety through continuous improvements to both infrastructure and operations

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

Objectives and policies

P22. Objective: Provide commercial offerings and opportunities linked to our public transport services and infrastructure

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



Bus Infrastructure

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

Rail Infrastructure

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



Tier	Infrastructure	Current
Tier 3 (includes network infrastructure)	Other rail assets	• 1302 light fittings
		• 897 light poles
		• 318 seats
		• 92 litter bins
		• 2432 signs
		• 79 totems and flat panels
		• 24 beacons
		• 92 BRT LED signs
		• 56 RTI screens
		• 144 CIS systems including the digital displays.

All information in the tables above is correct as at June 2025. These are subject to change over the course of this RPTP.

RLTP projects

Name: Asset Control - Other Depot Opportunities

Lead: Greater Wellington

Desc: Identifying and evaluating long-term options for bus depots, with locations dependent on land availability and/or opportunities. Greater Wellington ownership would remove the need for operators to provide a depot, therefore removing a barrier to entry for operators.

Cost: \$82.02 million

Status: NLTP Unfunded

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Name: Asset Control - Depot Development

Lead: Greater Wellington

Desc: Delivering a long-term option for a southern bus depot in Miramar, to replace the earthquake-prone depot that is reaching end of life in Kilbirnie.

Cost: \$101.53 million

Status: NLTP Unfunded

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37. Ko te Ine i ā Mātou Mahi Performance and Monitoring

As a publicly funded service, it is important that Greater Wellington monitors our Operators' service performance. Certain elements of an Operator's performance are therefore measured and reported against.

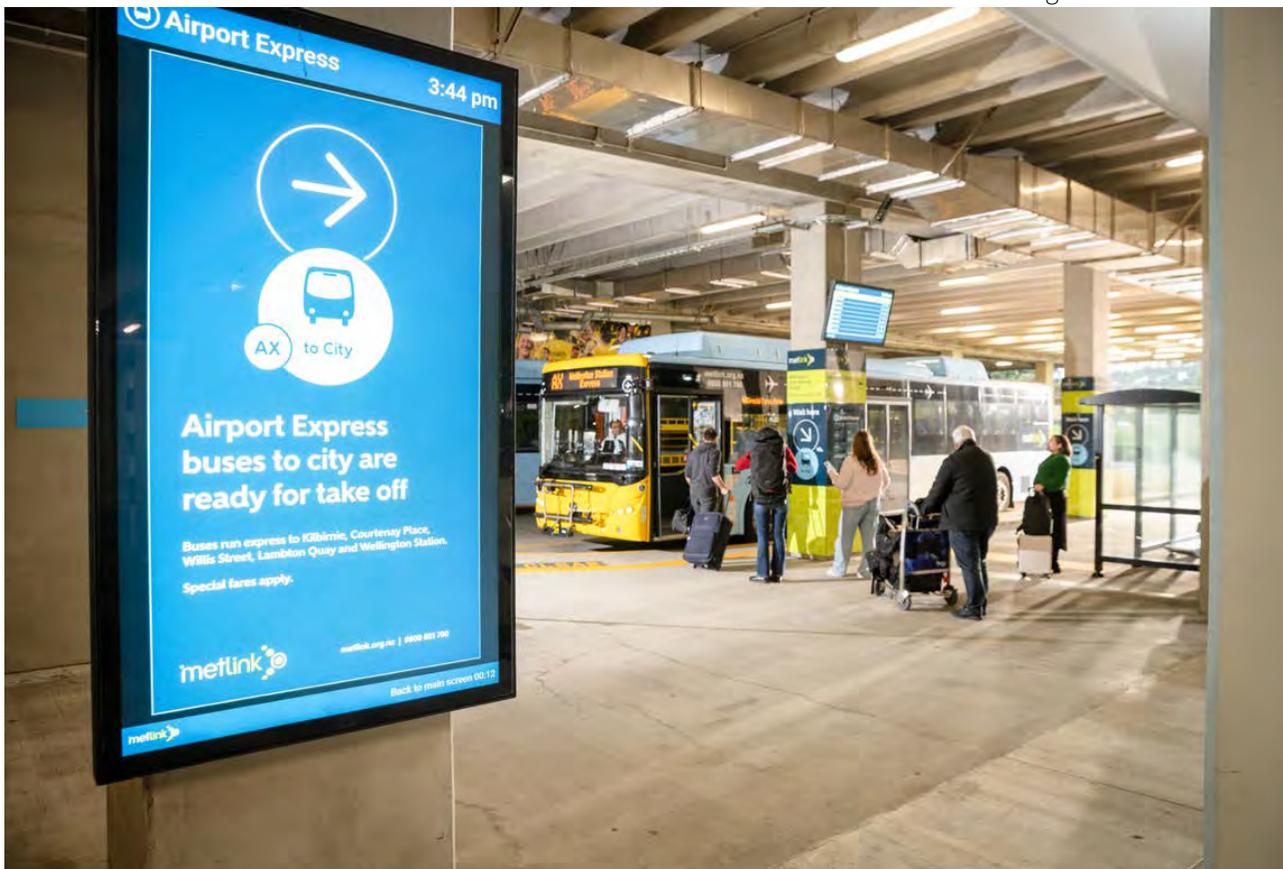
Metlink's performance measures are set out in the Greater Wellington Long Term Plan and our actual performance against those targets is published in the Greater Wellington Annual Report. Metlink has specific measures in the LTP relating to:

- Passengers' overall satisfaction with the Metlink public transport network
- Wellington public transport and active mode share of journeys
- The tonnes of carbon emissions emitted per year on Metlink Public Transport Services.

Metlink also collect data on the following:

- Service reliability
- Service punctuality
- Patronage
- Financial
- Fare revenue
- Cost per service Km
- Cost per passenger boarding; and
- Other measures as set out in our Partnering Agreements with operators.

Monthly performance reports are published on Metlink's website which provide public access to much of this information. More information can also be found in our Partnering Agreements with operators. Versions of these have been publicly released on the Greater Wellington website.





Service performance expectations

Reference Number	Community outcome	Levels of Service	Performance Measures	Baseline 2022/23	2024/25 target	2025/26 target	2026/27 target	2027-34 target
1	Connected Communities	Provide a consistent and high-quality passenger experience across the public transport network	(1) Passengers' overall satisfaction with the Metlink public transport ⁶	Bus 92% Rail 94% Ferry 97%	Bus 93% Rail 95% Ferry 98%	Bus 94% Rail 96% Ferry 98%	Bus 95% Rail 96% Ferry 98%	Bus >95% Rail >96% Ferry 98%
			(2) Passenger satisfaction with convenience of paying for Metlink public transport ⁷	87%	87%	87%	89%	= / > 90%
			(3) Passenger satisfaction with Metlink information currently available ⁸	75%	85%	87%	89%	> 90%
			(4) Passenger satisfaction with Metlink public transport being on time ⁹	69%	> 80%	> 82%	> 85%	> 90%
			(5) Percentage of scheduled bus trips that depart their timetabled starting location on time (punctuality) – to 5 minutes ¹⁰	94.4%	95%	95%	95%	95%
			(6) Percentage of scheduled bus services delivered (reliability) ¹¹	92.4%	98%	98%	98%	98%
			(7) Percentage of scheduled rail service delivered on-time (punctuality) – to 5 minutes ¹²	80%	95%	95%	95%	95%
			(8) Percentage of scheduled rail services delivered (reliability) ¹³	91.1%	99.5%	99.5%	99.5%	99.5%

<p>2</p> <p>Resilient Future</p> <p>Promote and encourage people to move from private vehicles to public transport</p>	<p>Annual Public Transport boardings per capita</p> <p>61.9</p> <p>64.2</p> <p>66</p> <p>67.8</p> <p>75.4</p>
<p>4</p> <p>Resilient Future</p> <p>Provide fit-for-purpose vehicles, infrastructure and services to continually deliver a high-quality core network that meets ongoing demand</p>	<p>(1) Percentage of passengers who are satisfied with the condition of the station/ stop/wharf¹⁴</p> <p>91%</p> <p>88%</p> <p>89%</p> <p>90%</p> <p>>92%</p> <p>(2) Percentage of passengers who are satisfied with the condition of the vehicles (fleet)¹⁵</p> <p>94%</p> <p>94%</p> <p>>94%</p> <p>>94%</p> <p>>96%</p>
<p>5</p> <p>Resilient Future</p> <p>Gross emissions for Metlink's public transport fleet will be minimised, reducing the offsets required to reach net carbon neutrality</p>	<p>21,019 tonnes</p> <p>19,300 tonnes</p> <p>17,900 tonnes</p> <p>17,800 tonnes</p> <p>16,300 tonnes¹⁶</p> <p>Tonnes of CO₂ emitted per year on Metlink Public Transport Services</p> <p>*2021/22 verified result</p>
<p>7</p> <p>Connected Communities</p> <p>Maintain and improve access to public transport for all</p>	<p>Percent of people within a 5-10 minute walk of an all day, 7 day a week public transport service with minimum 60-minute daytime frequency</p> <p>74.4%</p> <p>Increase on baseline</p> <p>Increase on baseline</p> <p>Increase on previous</p> <p>Increase on previous</p>
<p>8</p> <p>Connected Communities</p> <p>Increased patronage of PT by disabled people (people with an activity limitation)</p>	<p>New measure</p> <p>Current baseline (Dec22 – June 23)</p> <p>0.9%</p> <p>>1%</p> <p>1.5%</p> <p>2%</p> <p>=/ >4%</p>

38. Ko te Kaupapa Here Hirahira

Significance Policy

The RPTP can be varied at any time. However, if a variation is found under our significance policy to be 'significant', consultation will take place in accordance with our special consultative procedure. The approach to consultation will reflect the level of significance of any proposed variation. Significance is a continuum, from variations of high significance through to variations of low significance. If the significance threshold under this policy is not met, Greater Wellington will undertake targeted consultation on matters affecting specific communities and stakeholders. Greater Wellington will determine the significance of variations to the RPTP on a case-by-case basis, taking into account the extent to which the variations:

- Signal a material change to the planned level of investment in the public transport network
- Affect the purpose of the Land Transport Management Act 2003
- Affect residents (variations with moderate impacts on a large number of residents, and those with major impacts on a small number of residents will be more significant than those with minor impacts)
- Affect the integrity of the RPTP, including its overall affordability
- Are in response to central government direction or national policy changes.

Consideration will be given to the costs and benefits of any consultative process or procedure and the extent to which consultation has already taken place.

Significant and non-significant matters

Matters that will always be considered 'significant' are:

- Variations that amend the significance policy
- Any increases in fares above those provided for in the revenue, financing and fare policies and Greater Wellington's Long-Term Plan
- Major reorganisation of Units.

Matters that will always be considered 'not significant' are:

- Minor editorial and typographical amendments to the RPTP
- Minor changes to fare levels in accordance with current policy and funding levels, as set out in Greater Wellington's Long-Term Plan.

Matters that will usually be considered 'not significant' are:

- Those that have recently been consulted on, including the addition, removal or amendment of any matter on which there has already been consultation in accordance with the special consultative procedure
- Minor changes to service descriptions after a service review, for example changes to the frequency and hours of a service that result in the same, or a better, level of service
- Changes to the descriptions of services or service groupings as a result of an area-wide service review, as long as there is no significant increase in cost.

Targeted consultation on non-significant variations

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

Consultation for service reviews: as service reviews affect only a part of the region, full consultation will generally not be required. Instead, key stakeholders (including the relevant operators, territorial authorities and community boards or committees) will be included in preliminary consultation as the sector plan is developed. Targeted public consultation may follow once options have been identified.

Consultation for minor changes in the delivery of public transport services:

minor changes in service delivery that are required to improve efficiency, such as the addition or removal of trips and minor route changes, have only local impacts. In these cases, consultation will generally be undertaken at a low level with the operators involved and may also include the relevant local councils and passengers who use the services.

Changes in procurement policies: Greater Wellington may be required to update its procurement policy in response to national or local government policy changes. Targeted consultation will be undertaken once updated draft policies are available.

Other non-significant variations: Greater Wellington may work through any proposals for changes that affect only a sector of the community or the industry with those most likely to be affected, as well as other relevant stakeholders.



39. He Aha te RPTP me Tōna Pūtake?

What is the RPTP and Why is it Needed?

The Wellington Regional Public Transport Plan (RPTP) guides the design and delivery of public transport services, information, and infrastructure within the Wellington region (Wellington).

This RPTP describes:

- What we want our public transport system to achieve (long-term goals and objectives)
- How we propose to get there (our strategic focus areas, policies, and actions to achieve our goals)

- The public transport services we currently provide and propose to provide.

The RPTP has a ten-year strategic focus, with particular attention to the coming three-yearly operational cycle. This RPTP focuses on the period from mid-2025 to 2035.

RPTPs are statutory documents (required by legislation) under the Land Transport Management Act 2003 (LTMA). Regional councils like Greater Wellington who provide, or fund public transport must adopt a RPTP.

40. Ko ngā Here Ā-ture me ngā Hononga ki Mahere kē Atu

Legal Requirements and Links to Other Plans

The legal requirements

The statutory requirements for preparing the RPTP are set out in Part 5 of the Land Transport Management Act 2003 (LTMA).

The LTMA, places a significant emphasis on Public Transport Authorities planning and delivering public transport in consultation and collaboration with territorial authorities, and public transport operators.

This recognises, that to deliver consistently good journey experiences and attract and retain passengers requires a wide range of elements such as land use, network planning, infrastructure provision and efficient and effective operation of services. These elements must come together in an integrated way.

The RPTP's statutory purpose is to provide:

- A means for encouraging regional councils, territorial authorities, and public transport operators to work together in developing public transport services and infrastructure
- An instrument for engaging with the public in the region on the design and operation of the public transport network
- A statement of -
 - the public transport services that are integral to the public transport network
 - the policies and procedures that apply to those services
 - the information and infrastructure that support those services.

The review of our RPTP is based on five principles from section 115(1) of the LTMA.

1. Well-used public transport services reduce the environmental and health impacts of land transport, including by reducing reliance on single-occupant vehicles and using zero-emission technology
2. Public transport services support a mode shift from private motor vehicle use and equitable access to places, facilities, services, and social and economic opportunities if they are co-ordinated, integrated, reliable, frequent, accessible, affordable, and safe
3. Fair and equitable employment or engagement of people in the public transport workforce should ensure that there is a sufficiently robust labour market to sustain and expand public transport services

4. Regional councils, territorial authorities, and public transport operators should work together to co-ordinate public transport services, the provision of infrastructure, and land use as necessary—
 - to meet the needs of passengers
 - to encourage more people to use the services
5. Public transport services should be provided in a way that assists—
 - public transport investment to be efficient
 - public transport investment to give value for money.

These principles have guided Greater Wellington in the development of this RPTP. Greater Wellington is therefore satisfied that these principles, and requirements for collaboration and consultation with key partners and stakeholders (LTMA s.125), have been applied through development of the RPTP. Greater Wellington also applied NZTA's RPTP development guidelines to the development process of this RPTP.

Links to other plans

The RPTP 2025-35 considers and gives effect to a range of national and regional policies, strategies, and legislation.

Legislation	Central government	Regional
Land Transport Management Act 2003	Government Policy Statement on Land Transport 2024	Greater Wellington's Long-Term Plan 2024 (LTP)
Land Transport Act 2017	National Policy Statement on Urban Design	Wellington Regional Land Transport Plan 2024 (RLTP)
Local Government Act 2002	Ministry of Transport's 2016 Accessibility of Public Transport for those with a Disability	Wellington Future Development Strategy (FDS)
Local Government Official Information and Meetings Act 1987	UN Convention on the Rights of Persons with Disabilities (ratified by New Zealand in 2018)	Greater Wellington Climate Change Strategy
Resource Management Act 1991	Emissions Reduction Plan	Greater Wellington Māori Economic Development Strategy
	NZTA's Public Transport Framework	Metlink's Public Transport Asset Management Plan
		Metlink's Accessibility Action Plan
		Territorial Authority plans and strategies
		Other Regional Public Transport Plans

41. Ko tō Mātou Aronga Rautaki

Our Strategic Direction

This section outlines the emerging strategic direction for land transport focusing on public transport, including:

- Government Policy Statement on Land Transport (GPS) 2024-34
- The strategic objectives of the RLTP
- The strategic objectives of the LTP
- The strategic objectives of the FDS
- The Land Transport Management Act 2003 as amended.

42. Ko te Kaupapa Kere ā-Kāwanatanga mō te Waka Whenua (GPS)

Government Policy Statement on Land Transport (GPS)

The Government Policy Statement on Land Transport (GPS) determines how investment into the land transport system from the National Land Transport Fund (NLTF) will contribute to achieving overall government outcomes. It outlines central government's strategy to guide land transport investment over the next 10 years. It also provides guidance to decision-makers about where and under what conditions government will focus resources.

Through the GPS, "The Government's overarching goal for transport is an effective, efficient, safe, secure, accessible, and resilient transport system that supports the growth of our country's economy in order to deliver greater prosperity, security and opportunities for all New Zealanders".

The GPS 2024-34 identifies four Strategic Priorities:

- Economic Growth and Productivity
- Increased maintenance and resilience
- Safety
- Value for money.

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

Revenue raised from the land transport system - Fuel Excise Duty, Road User Charges and motor vehicle registration and licensing fees - is put into the National Land Transport Fund (NLTF) to be used on transport projects including public transport.

The GPS influences decisions on how money from the NLTF will be invested across activity classes such as Public Transport Services. It also guides local government and NZTA on the type

of activities that should be included in RLTPs and the National Land Transport Programme.

Central government can also provide additional funding to progress specific transport activities or projects. In most cases, this funding is appropriated by Parliament outside of the NLTF and is spent by NZTA or KiwiRail acting as the Crown's delivery agent.

In November 2024 NZTA released to public transport authorities, requirements on increasing the 'private share' of public transport revenues. Private share is a measure of cost recovery and represents the proportion of public transport operating expenditure funded from private revenue sources like passenger fares and advertising. It is current Government policy to work on increasing private share to support increased levels of public transport expenditure

with the stated aim of reducing pressure on ratepayers and taxpayers.

For the past five years, Greater Wellington has been actively working on initiatives to increase non-fares revenue, particularly by increasing our share of the Wellington outdoors advertising market. Other initiatives relating to increasing revenue and actively managing costs are covered in this RPTP. Greater Wellington is actively working with NZTA on approaches to implement the Government’s private share policy while continuing to maintain service levels and keep fares affordable and attractive.

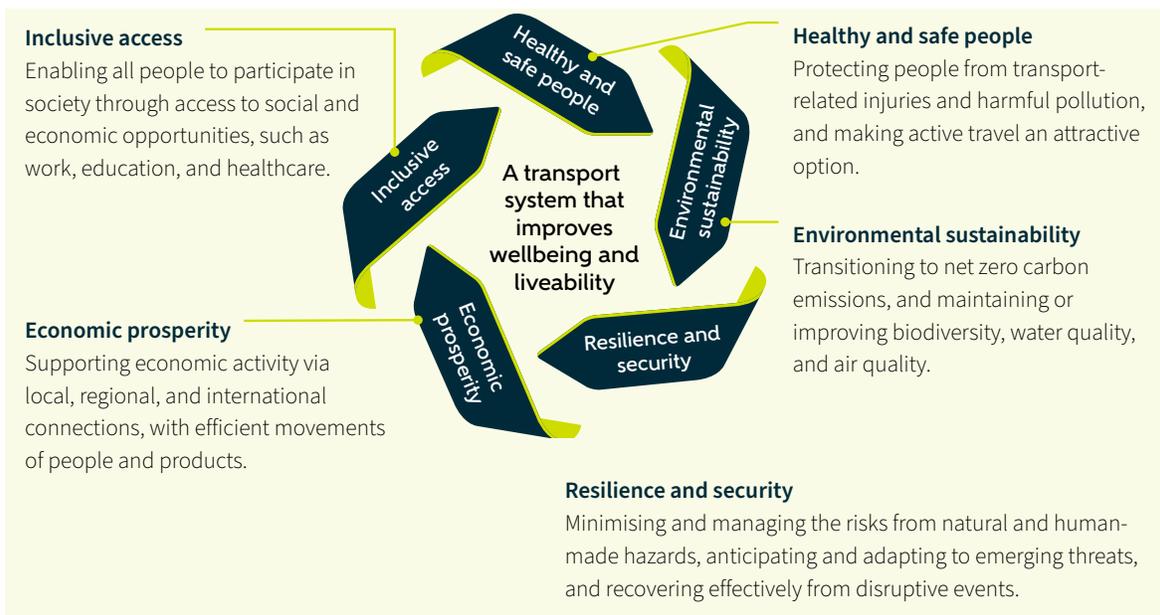
Ministry of Transport Outcomes Framework

The Ministry of Transport’s Transport Outcomes Framework outlines five outcome areas sought from the transport system. These are economic prosperity, inclusive access, healthy and safe people, resilience, and security and environmental sustainability. Public transport contributes to these outcome areas in various ways.

For example, public transport can:

- Enable efficient and productive use of high value urban space (economic prosperity, environmental sustainability)
- Alleviate congestion (economic prosperity)
- Improve access to markets, employment and areas that contribute to economic growth (economic prosperity, inclusive access)
- Enable access to employment, education, healthcare, social and cultural opportunities (economic prosperity, inclusive access, healthy and safe people)
- Ensure access to essential services for those unable to drive (economic prosperity, inclusive access, healthy and safe people)
- Provide resilience to rising transport and energy costs by providing an alternative to private motor vehicles (resilience and security, inclusive access, economic prosperity)
- Reduce harmful emissions to the environment and human health (environmental sustainability, healthy and safe people)
- Reduce deaths and series injuries as public transport is among the safest form of transport (healthy and safe people).

The role of public transport and the benefits it can offer differ by location and spatial context.



GPS 2024 projects in the Wellington region

Roads of National Significance (RONS)

- Otaki to North of Levin
- Second Mt Victoria Tunnel and Basin Reserve upgrade
- Petone to Grenada Link Road and the Cross Valley Link.

Roads of Regional Significance (RORS)

- State Highway 58 Improvements Stage 2
- State Highway 2 Melling Transport Improvements.

Public Transport projects

- Lower North Island Rail Integrated Mobility (LNIRIM) programme



43. Ko te Mahere ā-Rohe Waka Whenua

Regional Land Transport Plan 2021: 2024 Mid Term Review

The Regional Land Transport Plan 2021: 2024 Mid Term Review (RLTP) sets the direction for Wellington's transport network for the next 10 years. The RLTP 2024 Mid-Term review re-confirmed the strategic priorities, direction, and supporting policies including the importance of investing in public transport to deliver its outcomes. The RLTP 2024 Mid-Term Review also looked at the transport projects that the Wellington region prioritised for NLTF funding over the next triennium. The RLTP describes the region's long-term vision, identifies regional priorities and sets out the transport projects we intend to invest in. The RLTP is a collaboration between all territorial authorities in the Wellington region, NZTA, Department of Conservation and KiwiRail.

The RLTP recognises the significant role transport plays in shaping what Wellington is like as a place to live, work, play and learn. As the region grows, more people and increased economic activity will place greater demand on the transport network, including public transport. The RLTP sets the vision for investing in a transport network that:

- Offers good, affordable travel choices
- Supports compact centres, liveable places and a strong economy
- Is safe
- Minimises impacts on the environment
- Provides for connected, resilient and reliable journeys.

To achieve its vision, the RLTP sets out the region's priority areas for investment:

- **Public transport capacity:** Build capacity and reliability into the Wellington region's rail network and into Wellington City's public transport network to accommodate future demand
- **Travel choice:** Make walking, cycling and public transport a safe and attractive option for more trips throughout the region
- **Strategic access:** Improve access to key regional destinations, including the port, airport and hospitals, for people and freight
- **Safety:** Improve safety, particularly at high-risk intersections and on high risk urban and rural roads
- **Resilience:** Build resilience into the region's transport network by strengthening priority transport lifelines and improve redundancy in the system. The RLTP informs and is informed by the RPTP.

You can read the RLTP Mid Term Review on Greater Wellington's website [here](#).

44. Ko te Pae Tawhiti o Te Pane Matua Taiao

Greater Wellington's Long Term Plan

Every three years Greater Wellington creates a Long-Term Plan (LTP) which outlines what it will do over the next 10 years, how much it will cost, and who will pay for it. Public transport is a significant part of Greater Wellington's long term planning focus, accounting for approximately 65% of Greater Wellington's expenditure. LTP investment and funding for public transport 2024-34 is:

- Capital spending of \$712m
- Operational spending of \$4.8b
- Rates contribution of \$138m.

Greater Wellington's direction through the LTP integrates key strategic drivers and frameworks that link us together and guide us toward success. Everything we do contributes towards improving the environmental, social, cultural, and economic wellbeing of our region. We describe these long-term impacts through our Community Outcomes, which for the Metlink Group are:

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

The LTP forecasts ongoing impacts on the public transport system from climate change and natural hazards. Increased size and nature of weather events will drive increased transport infrastructure repair costs, increased insurance costs, and drive the need for increased capital expenditure.

You can read the Greater Wellington LTP on Greater Wellington's website [here](#).



45. Te Rautaki Whanaketanga ki tua a Wairarapa- Wellington- Horowhenua Future Development Strategy

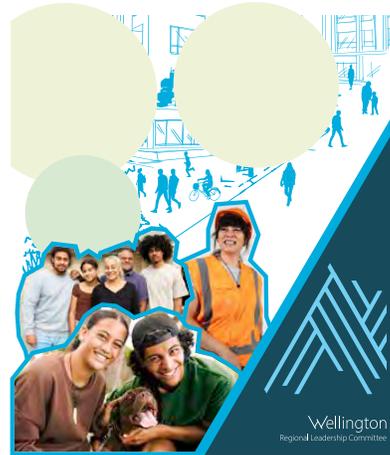
The Wairarapa-Wellington-Horowhenua Future Development Strategy (FDS) sets out how local government and its partners plan to deliver well-functioning urban environments in our existing and future towns and cities over the next 30 years. The FDS proposes where to prioritise housing and business development, as well as investment in infrastructure to support this development.

The FDS guides regional policy development, including Regional and District Plan changes in the future, as well as Land Transport Plans, infrastructure strategies, council budgets (Long Term Plans) and other policies. The Future Development Strategy builds on work done previously across the region and replaces the Wellington Regional Growth Framework.

Strategic direction for the FDS includes “ensuring urban development and infrastructure planning is integrated to create thriving communities”, resulting in Urban Development integrated with transport planning so that urban development is located within walking distance of rapid transit corridors, high frequency public transport and supports uptake of active transport modes to maximise travel choice.

The Waterloo Transit Oriented Development is a Priority Development Area under the FDS.

Wellington Regional Leadership Committee
Future development Strategy



The FDS is a statutory plan developed by the [Wellington Regional Leadership Committee](#), a union of councils, iwi and central government in the Wellington-Wairarapa-Horowhenua region, formed to work together to positively shape the future of the region. The FDS can be read [here](#). The FDS Implementation Plan can be read [here](#).



46. Land Transport Management Act 2003

In August 2023, the Land Transport Management Act 2003 (LTMA) was amended with the passing of the Land Transport Management (Regulation of Public Transport) Amendment Act 2023 (the Amendment Act). The amendments to the LTMA mean:

- There are new objectives for the planning, procurement and delivery of public transport to be established and embedded in the LTMA
- That in-house delivery of public transport services is enabled
- That there is transparency around aspects of service delivery including the procurement and contractual arrangements
- Different asset ownership, including public transport authorities owning assets directly, is enabled
- Greater collaboration is encouraged between regional councils and territorial authorities in preparing regional public transport plans
- The framework for exempt services has changed, expanding the scope to include commercial and inter-regional public transport services
- The definition of Public Transport is expanded to include On-Demand public transport services and shuttle services

- Some exempt On-Demand services are allowed, and all exempt shuttle services are to be operated without the requirement to be registered with the regional council
- That regional councils can procure, contract, and deliver on-demand services separately to timetabled services.

The Amendment Act acknowledges the need for public transport investment to be efficient and provide better value for money. It facilitates stronger measures for Territorial Authority involvement in the RPTP development process. The changes acknowledge that the previous operating model created a barrier for decarbonisation targets and improvement of employee terms and conditions.

Data used in this document

The data used in the development of this RPTP is informed by the 2018 Census information and household travel survey data and information from other authoritative sources including Sense Partners.

Some key points / caveats to note for the data we have used in the development of this RPTP:

- We have run projections, not forecasts
- The latest projections were developed in 2023 working with other Territorial Authorities
- The next update to projections will be in 2025 and will use the latest Census 2023 numbers as a baseline.

47. He Rārangi Kupu

Glossary

Accessibility	The ability to reach a destination by a transport mode. Another meaning used more narrowly in relation to public transport is “the ease with which all categories of passenger can use public transport” as defined by the Human Rights Commission in The Accessible Journey 2005. Of specific relevance to people with disabilities.
Bus Rapid Transit	A network of corridors with priority measures (including dedicated lanes and signal priority) used by high quality, high-capacity buses.
Farebox recovery rate	The proportion of the cost of operating a public transport service that is covered by public transport fares paid by passengers.
GPS	Government Policy Statement on Land Transport outlines the government’s strategy for investment in land transport over the next 10 years, which is then implemented by NZTA through the National Land Transport Programme.
Greater Wellington	Greater Wellington Regional Council.
NTS	National Ticketing Solution (Motu Move).
NLTF	National Land Transport Fund is the dedicated fund for maintaining and developing local and national transport services.
NLTP	National Land Transport Plan - A three-year programme that sets out how NZTA invests in national land transport funding.
LTMA	Land Transport Management Act 2003.
Metlink	Greater Wellington public transport.
Motu Move	The National Ticketing Solution
Off-peak period	For the purposes of fare charging, it is weekdays before 7am (bus only), between 9 am and 3 pm and after 6.30 pm and all-day weekends and public holidays. Operational definition of ‘peak’ and ‘off-peak’ may vary by service.
ONF	One Network Framework.
Peak Period	All time periods other than off-peak periods.
Rapid transit	The Government Policy Statement on Land Transport defines rapid transit as “A quick, frequent, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic.” The National Policy Statement for Urban Development (NPS-UD) shares the same definition for ‘rapid transit service’, but extends it to “any existing or planned” service. “Planned” means planned in a regional transport plan such as this plan.
PTOM	The Public Transport Operating Model developed by central government and NZTA.
Public transport route	A grouping of related public transport services.

Public transport service	A public transport service scheduled to operate at a specified time and available to the public generally.
Regional Transport Committee	The Committee promotes the objectives of the LTMA within the Wellington region, linking it to other regions of New Zealand and other transport systems. It provides the Regional Council with any advice and assistance the Regional Council may request in relation to its transport responsibilities. The Regional Transport Committee has specific responsibility for developing the RLTP.
RLTP	Regional Land Transport Plan. Provides the strategic direction for land transport in the region. The RPTP must give effect to the public transport service components of the RLTP.
RPTP	Regional Public Transport Plan - guides the design and delivery of public transport services, information, and infrastructure in the Wellington region.
Route	Public transport route, a grouping of related public transport services.
Service review	A review of public transport routes and services within an area or a review of any other grouping of services.
Total Mobility	Total Mobility subsidises door-to-door transport for disabled people who cannot independently use regular public transport services, all or some of the time.
Transport disadvantaged	People whom Greater Wellington believes are least able to get to basic community activities and service for example, work, education, health care, welfare and food shopping.
Unit	A grouping of related routes operating within a certain geographic area or along a shared corridor.
Vehicle	A public transport service vehicle, including bus, train and ferry.

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January 2025



Edits to Final RPTP from Draft

Change	Detail	Reference old page	Reference new page
Change to Māori title	Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke <ul style="list-style-type: none"> Changed 'Pōneke' to 'Te Upoko o te Ika a Maui' as Pōneke is a transliteration of Port Nicholson and relates only to Wellington City. Te Upoko o te Ika a Maui means the head of the fish of Maui and is the appropriate way to describe the Wellington region. 	Front page (and footer)	Front page (and footer)
Contents table has updated	<ul style="list-style-type: none"> New sections added, page numbers updated, numbers added to each section starting from introduction 	3-5	3-5
Chairs Message	Rewritten following hearings and deliberations	6-7	6-7
Transport Chair's Message	Rewritten following hearings and deliberations	7-8	8-9
Greater Wellington public transport policy framework	<ul style="list-style-type: none"> Outlines all the pages where our policies are contained for ease of access. 	N/A	11
Vision – New Strategic Priority	<p>New Strategic Priority as point 5 - “Promoting more efficient land use and urban development that maximises access to public transport services and minimises the cost of delivering them”</p> <ul style="list-style-type: none"> With further explanation following: <ul style="list-style-type: none"> “Exploring a development levy for public transport infrastructure to support public transport infrastructure and services and incentivise urban development that is cost effective for public transport” Added Key measure: 50% increase in Rapid Transit Bus Corridors by 2035 across Wellington, Porirua, and Hutt City and Region's first Transit-Oriented-Development delivered by 2030 Have included themes from attractiveness of PT strategic priority - three of the themes in there relate to urban development and so are also included in this strategic priority as a theme Updated graphic to include the new strategic priority 	14	12-15
Inserted baselines for	<ul style="list-style-type: none"> Inserted baselines from page 140 to strategic priorities table to be clear about the changes we are aiming to make. Baselines are from years 2022-2023. 	15	13-14

Change	Detail	Reference old page	Reference new page
strategic priorities	<ul style="list-style-type: none"> • Not all measures have baselines – they have only been included where applicable. 		
Added another theme to increasing attractiveness of public transport	<ul style="list-style-type: none"> • Added: Advocate for and working with central and local government on strategies to encourage increased public transport use 	15	13
Strategic priority regarding Urban development policy and action added to P1 table	<p>Added policy and action to vision table relating to</p> <ul style="list-style-type: none"> • Policy <ul style="list-style-type: none"> ○ “Promoting more efficient land use and urban development that maximises access to public transport services and minimises the cost of delivering them” • Action <ul style="list-style-type: none"> ○ Exploring a development levy for public transport infrastructure to support public transport infrastructure and services and incentivise urban development that is cost effective for public transport 	N/A	12
Targets changes for CO2	<ul style="list-style-type: none"> • Changed from 50% to 52% 	14	12
Length / Height for Airport bus corrected	<ul style="list-style-type: none"> • Have adjusted to: Length = 12.8m and Height = 2.9m 	19	17
Territorial Land Authorities corrected	<ul style="list-style-type: none"> • Corrected to Territorial ‘Local’ Authorities 	23	21
New subsection added to Integrated Planning and Delivery – Urban Development	<ul style="list-style-type: none"> • Paragraphs added to highlight the contribution public makes to urban development and Greater Wellington’s role 	24	22

Change	Detail	Reference old page	Reference new page
and Public Transport			
Include bullet points on role of Public Transport support	<ul style="list-style-type: none"> • New bullet: “encouraging more people to use public transport services” • New bullet: “efficiency and value for money” 	26	26
Included an Objective for P3	<ul style="list-style-type: none"> • Added Objective: Balance patronage (capacity) and coverage-oriented services 	27	27
Include description of the One Network Framework	<ul style="list-style-type: none"> • ONF further described and a link to NZTA website added. • “The One Network Framework (ONF) brings transport and land use together to help guide investment decisions. The framework consists of three pillars: movement and place classification, levels of service and future network planning” 	28	28
Removal of consultation focus – Bus corridors	<ul style="list-style-type: none"> • Removed consultation focus and moved description into the main body of the Service Description, New Terms, and Integral Determination section • Included analysis from consultation 	33	33
Section on Enhanced Journey Integration added	<ul style="list-style-type: none"> • New section added relating to connections between journeys and modes • Focus on three key aspects: technology, timetable, and commercial / contractual 	N/A	34
Strategic Event Support policy	<ul style="list-style-type: none"> • Have included a consideration of regionally significant venues in the policy. This allows for Metlink to consider places such as Brewtown to cater to UHCC submission. • Flexibility in the strategic event support policy applied meaning each of the criteria can be considered separately and they do not all need to be achieved for the policy to be triggered. • Included an acknowledgement of opportunity for Metlink to generate third party revenue while supporting events. 	37	39

Change	Detail	Reference old page	Reference new page
Council agreed Fares Strategic Priorities	<ul style="list-style-type: none"> Included new subsection under Fares map Councils Fares Strategic Priorities: <ol style="list-style-type: none"> Mode shift / de-carbonisation Social good Network efficiency Consistency and fairness Simplicity 	40	43
Consultation focus – Phase out cash on board buses	<ul style="list-style-type: none"> Removed the consultation focus aspects and moved into main body of Fares and pricing section Included that officers will investigate acceleration of phase out of cash prior to integrated ticketing 	43	44-45
Farebox recovery – private share targets	<ul style="list-style-type: none"> Rewritten Farebox recovery section to be Private Share target section Outlines agreed targets with NZTA for private share targets 	44	49
Explanation of ‘rewarding fare products’	<ul style="list-style-type: none"> Explanation provided for each of the fare products currently listed on the page: Fare capping, distance-based fare, account-based payments, commercial employer schemes 	45	51
Clarifications regarding National Ticketing Solution / Motu Move	<ul style="list-style-type: none"> Removed mention of Motu Move Separated Motu Move from the new integrated fares and ticketing system 	45-46	51
Added in GW social procurement strategy to mana whenua section	<ul style="list-style-type: none"> GW has recently adopted social procurement strategy- added context to this around increasing diversity in our business Added an action to policy a regarding applying the social procurement strategy 	47	53
Decarbonisation targets	<ul style="list-style-type: none"> Targets checked, reviewed, and updated with newest target regarding becoming climate positive and reducing net emissions by more than 100% by 2044/2045 	49-51	55

Change	Detail	Reference old page	Reference new page
	<ul style="list-style-type: none"> Added target to reduce gross emissions by 84% in 2039/2040 compared to 2018/2019 Changed dates from 2030 to 2038 		
ZEB strategy added	<ul style="list-style-type: none"> New subsection on Zero Emission Bus Strategy including the roadmap included 	N/A	55
Network Operations Centre project information added	<ul style="list-style-type: none"> New subsection added with information on NOC project – timeline, cost, brief outline of function Reduce size of ‘journey’ graphic. 	52	58
Pets on PT consultation focus box removed	<ul style="list-style-type: none"> Removed Dogs on PT consultation information Added consultation analysis 	54	59
Updated On Bus Announcements project	<ul style="list-style-type: none"> Updated the section as the project has finished 	58	64
Supporting Transport Disadvantaged	<ul style="list-style-type: none"> Rewrote and re-structured transport disadvantaged section to try and reframe as more of a system / network issue as opposed to an individual / person issue Moved Equity / equality sub-section up front Added in officers investigating accessibility measures and action other accessibility measures 	59-63	65-68
Equality vs Equity	<ul style="list-style-type: none"> Clarified the trade-off between equality and equity in public transport Removed bullet regarding On Demand. 	62	65
Added new section regarding Bus Priority Action Plan	<ul style="list-style-type: none"> Provides context on project and consultant work done Provide map of the bus priority corridors for Wellington, Hutt City, Porirua 	64	71-72

Change	Detail	Reference old page	Reference new page
Added new section on Time of Use Charging	<ul style="list-style-type: none"> New subsection on Time of Use Charging added to the Greater Wellington regional overview 	64	73
Made minor change to Wellington Regional Public Transport map	<ul style="list-style-type: none"> Realigned Kapiti rail line on the map to be more sensical 	65	74-75
Population and Growth	<ul style="list-style-type: none"> Reviewed and updated growth information Added information regarding why we have used both Sense Partners and Stats NZ data 	66	75-76
Added an Our Plan section to Regional Overview section	<ul style="list-style-type: none"> Outlines our response to feedback provided by key partners including considering the addition of new rail stations, reviewing rail stations, accessibility enhancements, rail improvements 	N/A	80
Explicit support for Brewtown	<ul style="list-style-type: none"> Included a paragraph in Upper Hutt regional section as a destination for regionally significant events and have linked to Strategic Support Policy 	82	92
Te Wai Takamori o Te Awa Kairangi (RiverLink)	<ul style="list-style-type: none"> Riverlink paragraph added to Lower Hutt regional focus section – outlines the project and timelines for Melling station 	87	97
Focus on Wainuiomata enhancements	<ul style="list-style-type: none"> Increase in frequency of services and better connections to Hutt hospital added to Our plan in Lower Hutt regional focus section 	87	97
Waterloo Transit-Oriented Development	<ul style="list-style-type: none"> Removed reference to Waterloo as a consultation question in Lower Hutt regional focus section Added in consultation analysis from consultation 	88	98-99
Ōwhiro bay improvements	<ul style="list-style-type: none"> Have added “Implement changes already proposed for Ōwhiro Bay” and “investigate further changes and extensions” to the Our Plan section in Wellington City regional focus 	93	105

Change	Detail	Reference old page	Reference new page
Tawa service improvements	<ul style="list-style-type: none"> Have added “extend Tawa services into Grenada North and increase frequency” to the Our Plan section in Wellington City regional focus 	93	105
Added Aotea to Our Plan in Porirua Regional focus section	<ul style="list-style-type: none"> Amended to add Aotea to the following point: “plan for improved public transport connections to Eastern Porirua, including Aotea” 	99	111
Minor changes to Kāpiti map	<ul style="list-style-type: none"> Amended Kāpiti Network map to show double tracking at N/S Junction and Waikanae 	101	113
N/S junction, Levin station	<ul style="list-style-type: none"> Added point to Our Plan section in Kāpiti Regional Focus advocating for North / South Junction and Waikanae double tracking Added point regarding the movement of Levin station and supporting Horowhenua District Council on this 	103	117
Added content from Wellington Strategic Rail Plan to Kapiti section	<ul style="list-style-type: none"> Added relevant overview information from the WSRP to Kapiti section including improvements 	103	117
Change to Inter-regional services	<ul style="list-style-type: none"> Removal of mention of ‘diesel’ trains as they are confirmed to be hybrid 	105-106	118
Rewrite of On-Demand section – replaced with demand-responsive section	<p>NZTA made a point in their submission regarding the value for money aspect of this section – if our independent review has found fixed services would provide better value for money, we should not be considering on demand at all.</p> <ul style="list-style-type: none"> New section still leaves door open for On-Demand but acknowledges that it is costly to run Have included further information regarding community transport. 	109-110	121-122
Ferry focus reviewed and updated	<ul style="list-style-type: none"> Changes made to reflect contract type change 	115-116	127-128
Park and Ride	<ul style="list-style-type: none"> Updated to account for new direction recommended at Deliberations: 	117-121	129-133

Change	Detail	Reference old page	Reference new page
	<ul style="list-style-type: none"> ○ The solution needs to align with integrated ticketing and needs to consider other things including patronage stabilisation and congestion charging. ● Add in consultation analysis 		
Procurement, Service Delivery, and monitoring	<ul style="list-style-type: none"> ● Minor changes to ferry contract aspect. 	125	137
New action added to Procurement, Service Delivery, and Monitoring section	<ul style="list-style-type: none"> ● Action regarding application of Social Procurement Strategy added to section 	126	138
Units	<ul style="list-style-type: none"> ● Proposed new Bus units added to Units. 	128-129	141
Vehicle Standards updated	<ul style="list-style-type: none"> ● Brief Rail and Ferry standards now included too 	N/A	145
Infrastructure	<ul style="list-style-type: none"> ● Added in that information in tables is correct as of June 2025 but may be subject to change 	N/A	150
Funding status for RLTP projects added	<ul style="list-style-type: none"> ● Added funding status, timeline updates, lead updates, title of project updates across projects listed in RPTP 	N/A	Relevant RLTP project tables in the RPTP
Punctuation, grammar, spelling etc.	<ul style="list-style-type: none"> ● Full stops, capitals / lower case, spacings, macrons for certain Māori words ● Abbreviations, elaborations, minor format changes, minor clarifications, minor structure changes throughout entire document 	N/A	Whole document

Council
26 June 2025
Report 25.278



For Decision

PINEHAVEN FLOODPLAIN MANAGEMENT PLAN STRUCTURAL WORKS IMPLEMENTATION - REVIEW

Te take mō te pūrongo

Purpose

1. To update Council on the Pinehaven Floodplain Management Plan (FMP) structural works implementation and the recommendations of the Environment Committee and the Te Awa Kairangi Hutt River Valley Subcommittee (the Subcommittee).

He tūtohu

Recommendations

That Council:

- 1 **Agrees** to the construction of Stages 3 to 5 of the Pinehaven FMP structural works remaining on hold.
- 2 **Requests** officers to develop, over the next 12 months, alternative options for Stages 3, 4, and 5 of the Pinehaven FMP structural works, and report to Council and its relevant Sub/committees on the options.

Consideration by Committee

2. The Subcommittee, at its 13 May 2025 meeting, discussed Report 25.186, "*Pinehaven Floodplain Management Plan Structural Works Implementation – Review*", and specifically noted the cost increase from a total of \$10.9 million to an estimated \$58.6 million. Affordability and return on investment for Upper Hutt City Council (UHCC) and Greater Wellington Regional Council (Greater Wellington) ratepayers was a consideration for the Subcommittee recommendation up to the Environment Committee. The Subcommittee has requested an update on the alternative option development at their meeting on 5 August 2025.
3. Report 25.270, "*Pinehaven Floodplain Management Plan Structural Works Implementation – Review*", is being considered at the Environment Committee on 19 June 2025. At the time of writing this report, the Environment Committee has yet to meet. Officers will provide an update at the Council meeting if the resolutions made by the Environment Committee differ from the recommendations contained in this report.

Te horopaki

Context

4. In 2017, Greater Wellington and UHCC agreed to work together to implement the Pinehaven FMP, with costs to be shared 50% to UHCC and 50% to Greater Wellington agreed in a Memorandum of Understanding (MoU).
5. The Pinehaven Stream has a long history of regular flooding, with the largest flood occurring in 1976. Streets and properties alongside the stream have since been flooded in 2004, 2005 and 2009 and 2019. Greater Wellington and UHCC have partnered to address the risk of flooding. Led by Greater Wellington, the Pinehaven FMP project has two primary objectives:
 - a. Provide in-channel capacity to accommodate a 1-in-25-year return period flood event (4% Annual Exceedance Probably (AEP)); and
 - b. Protect habitable homes within the catchment from flooding up to a 1-in-100-year (1% AEP) return period event.
6. Implementation of the Pinehaven FMP is being led by UHCC as they will own and maintain the assets upon completion of the works as outlined in the MoU. UHCC appointed Wellington Water Limited (WWL) as its agent to undertake the implementation of the structural measures on behalf of both Councils.
7. The works area extends over a length of approximately 1,200m in the lower catchment of the Pinehaven Stream, extending from the Pinehaven Reserve to the inlet where the Pinehaven Stream is piped to Hulls Creek.
8. In addition to the project's primary objectives, the works are designed to reduce risk of injury or harm from flood flows, integrate overland flow paths into the stormwater network, and enable efficient and effective construction and ongoing maintenance of the structures.
9. The structural works are to be completed in five phases shown in Figure 1; Phases 1 and 2 are complete:

Project Phases



Phase	Stages	Description
Phase 2	9 – 10	Willow Park
Phase 3	7 – 8	Reclamation of land at 28 Blue Mountains Road (BMR)
Phase 4	5 – 6	Vertical wall stream channel construction and driveways to 30 – 40 BMR
Phase 5	1 – 4	Vertical wall stream channel construction and driveways behind 8 – 11 Birch Grove



Figure 1: Phase location plan.

- 10. A workshop was held with the Subcommittee on 11 February 2025 for the purpose of explaining why the construction of the structural works for the Pinehaven FMP was on hold and to propose an alternative way of achieving the FMP outcomes.
- 11. In summary, the structural works are on hold due to the significant cost escalation and these costs are discussed in the Financial Implications section of this report
- 12. The remaining works in Stages 3, 4 and 5 are largely on private property and include several private driveway bridges as well as lengths of concrete walled channel.
- 13. An alternative option involving a more natural channel form with fewer structures could offer a viable alternative to what is currently proposed, and this is being explored.

**Te tātaritanga
Analysis**

- 14. As delivery of the works evolved from the concept design conceived in the FMP, significant cost escalations have occurred. This is due to increasing scope and complexity as detailed design was completed and the full scale of the works became apparent, as well as construction costs generally increasing over this period.
- 15. Notwithstanding the above, Stages 1 and 2 of the project have been completed for a cost of \$22.5m. These stages included the works on the main public infrastructure including the Sunbrae and Pinehaven Road culvert crossings as well as a channel upgrade through Willow Park.
- 16. The more detailed modelling completed as part of the structural works design identified 70 buildings at risk of inundation in a 1% annual exceedance probability (AEP) plus climate change flood event. This was significantly greater than the 33 buildings identified as being at risk in the FMP.

17. The completed Stage 1 and 2 works have reduced the flood risk to 13 buildings with 57 remaining at risk. The works currently proposed for Stages 3, 4 and 5 reduce the flood risk to a further 28 buildings taking the total number of buildings relieved of flood hazard in the modelled 1% AEP plus climate change flood event to 41 buildings.
18. At the completion of the currently proposed FMP structural works, 29 buildings will remain at risk of inundation in the 1% AEP plus climate change flood event.
19. In August 2024, Wellington Water were instructed to pause any further construction work on Stages 3, 4 and 5 in light of the significant cost increases and the Subcommittee requested a review of the project.
20. This review has identified the following:
 - a. Costs have increased from \$10.9 million when the Pinehaven FMP was developed to \$58.6 million.
 - b. Remaining work for Stages 3 to 5 of the project are estimated to cost \$36.1 million.
 - c. Benefits after completion of Stage 2 are that 13 habitable floors are relieved from flooding from a modelled 1% AEP plus climate change flood event.
 - d. It is an opportune time to take stock of the benefits achieved from the first two stages, document the learnings from the work to date, and consider more cost-effective delivery options for Stages 3 to 5 that still meet the objectives of the FMP.
 - e. Consideration is needed of options for future stages and how they will be funded including longer term maintenance.
 - f. A review of governance and project management arrangements is required.
 - g. Consideration should be given to asset ownership and maintenance, including responsibilities for river management.
 - h. Project timescales need to be revised.
21. Following on from this review, the Pinehaven Steering Group now consider that the structural works proposed in the FMP should be re-evaluated and alternative, more cost-effective options be developed.

Nga kōwhiringa Options

22. Three options are to be analysed so that an informed decision can be made as to the scope of the remaining FMP structural works:
 - a. Option 1 – Proceed with works as currently proposed
 - b. Option 2 – More naturalised channel enlargement with minimal structures
 - c. Option 3 – Do no further structural works but enhance maintenance and emergency management provisions to manage flood risk
23. To enable these options to be evaluated, modelling and design work is required to develop realistic cost estimates. This would then be used as the basis for a cost benefit analysis to help inform which option provides the best overall outcome.

Ngā hua ahumoni Financial implications

24. The FMP was originally forecast to cost \$10.9 million. In 2017 this estimate was revised to \$18.2 million and work started on Stage 1. In 2020, the cost increased to an estimated range of \$37 million to \$45 million. The current estimate to complete is \$58.6 million total. \$22.5 million has been spent to date leaving \$36.1 million remaining to be spent.
25. Greater Wellington has allocated approximately \$18 million in their 2024-2027 Long Term Plan.
26. Upper Hutt City Council has a total capital budget of \$6.53m in their 2024-2027 Long Term Plan. This amount represents the total cost, with 50% of the revenue budget expected to come from Greater Wellington. Consequently, the net budget amounts to \$3.27 million. Assuming a 50:50 cost share, this leaves a shortfall of \$14.83 million.
27. The recommended option will require some expenditure to undertake redesign work but is expected to reduce overall project costs, realising savings back to both councils.

Ngā Take e hāngai ana te iwi Māori Implications for Māori

28. The more naturalised option (Option 2) would generally be considered to be more aligned with the principles of Te Mana o Te Wai and it would also be positive for Māori that live in any of the houses that are to benefit in terms of reduced flood hazard.

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

29. Matters discussed in the report are considered in accordance with the process set out in Greater Wellington Climate Change Consideration Guide.

Ngā tikanga whakatau Decision-making process

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

Te hiranga Significance

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

**Te whakatūtakitaki
Engagement**

32. The Pinehaven community shall be informed that the structural works are on hold for at least the next 12 months while alternative options are being considered. A communications plan is being developed by the Pinehaven Steering Group and is to be led by Upper Hutt City Council.

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

33. Modelling and design of alternative options over the next six months followed by cost benefit analysis and reporting to present a business case for the preferred option.

**Ngā kaiwaitohu
Signatories**

Writers	Tina Love – Team Leader Infrastructure Projects
Approvers	Jack Mace – Director Delivery Lian Butcher – Group Manager, Environment

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council’s roles or with Committee’s terms of reference</i></p> <p>Management of flood risk and provision of flood risk infrastructure are fundamental responsibilities of both Greater Wellington and UHCC.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>Management of flood risk and provision of flood risk infrastructure are fundamental responsibilities of both Greater Wellington and UHCC.</p>
<p><i>Internal consultation</i></p> <p>Pinehaven Steering Group membership provides internal representation. Internal consultation has also been undertaken with the Knowledge and Insights Function of the Environment Group.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>The risk of investing too much in a structural works that benefit relatively few properties is considered greater than the risk of delaying structural flood risk improvements to Pinehaven Stream.</p>

Council
26 June 2025
Report 25.298



For Information

FINANCE REPORT UPDATE - MAY 2025

Te take mō te pūrongo

Purpose

1. To provide Council with Greater Wellington Regional Council's (Greater Wellington) summary financial reports for the period ended 31 May 2025.

Te tāhū kōrero

Background

2. The Council is responsible for overseeing and evaluating Greater Wellington's performance.
3. Regular review of financial results is needed for effective management enabling informed decision making, performance evaluation, and for compliance and accountability while highlighting potential risks to assets and services.
4. This report and [Attachment 1](#) provide a summary of the financial performance of Greater Wellington's activities for the 11 months to 31 May 2025. All amounts in this report and attachment are GST exclusive.
5. The full year forecast has been incorporated in this report based on the third quarter numbers and a review of the last quarter.

Te tātaritanga

Analysis

6. The result to end of May 2025 is a \$19 million operating surplus before fair value movements. Greater Wellington had budgeted for an operating surplus of \$47 million. The main drivers for the variance are outlined below.

Total Operating Revenue is currently \$70 million lower than budgeted, materially driven by the following items:

7. Year to date Grants and Subsidies revenue is lower by \$70 million due to reassessed milestones with Lower North Island Rail Integrated Mobility (LNIRIM), delays in the National Ticketing Solution (NTS) project and the decision on the National Land Transport Plan (NLTP) projects. The trends flow into the full year variance of \$73 million - LNIRIM \$54 million, NTS delays \$5 million and the NLTP funding reduction of \$21 million. This is partially offset by additional Crown revenue

for flood protection and a lower amount payable to NZTA for reduced farebox revenue.

8. Year to date Other Revenue is lower by \$1 million, driven by farebox revenue being lower than anticipated (\$14.6 million), materially offset by higher interest revenue and subvention payment. Farebox revenue full year variance is forecast to reduce slightly to \$14.5 million by year end. We will continue to closely monitor it and provide an update accordingly in the next report.

Total Operating Expenditure is currently \$43 million lower than budgeted, materially driven by the following items:

9. Year to date Grants and Subsidies are under by \$28 million primarily due to changes in the accounting treatment for the NTS project moving from an expense to a Prepaid Asset \$25 million (Full Year \$28 million). This will be released when the NTS system goes live. Currently, the project is \$19 million behind budget due to Cubic CSAM solution and integration delays. This is forecast to reduce to a \$10 million full year underspend.
10. Year to date Consultants, Contractors and Suppliers are lower than budget by \$21 million, primarily due to lower spending across Environment and Public Transport. The underspend is expected to reduce to \$14 million by year-end.

Total Capital Delivery is currently \$86 million lower than budgeted, materially driven by the following items:

11. Year-to-Date capital expenditure is \$86 million lower than budgeted due to delays in Riverlink, budget rephasing of Te Marua Water treatment plant project and an agreed reduction in the Metlink capital programme to align with the NLTP funding decision is also contributing to the underspend.
12. The full year capital forecast is indicating \$66m underspend driven by the unapproved funding from Waka Kotahi on NLTP projects of \$21m. Water's capital projects are expecting \$32m underspend and a \$12m underspend in Riverlink will be partially offset by additional flood resilience works \$7m (crown funded). The remaining amount of \$8m is composed of smaller projects across the GW.
13. LNIRIM spend profile and cashflow has changed from the initial business case due to revised revenue recognition milestones. The 24/25 reduction in spend (\$8 million from \$67 million) does not indicate a material delay or reduction in overall programme cost.

Key Risks

14. The Public Transport activity is currently forecasting a balanced result, using a modest amount of reserves. However, any further significant cost pressures may require additional debt or additional reserve funding.
15. Key external cost risks remain, particularly in relation to Bus contracts, Capital Connection and Transdev contract.
16. These risks continue to be actively monitored, and an update will be provided to the Council should any material impacts arise.

Ngā tūāoma e whai ake nei

Next steps

17. The draft full year financial report will be presented to Council on 28 August 2025.

Ngā āpitihanga

Attachment

Number	Title
1	Council Financial Report – 31 May 2025

Ngā kaiwaitohu

Signatories

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

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Council has governance oversight of the robustness of the organisation's financial performance.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The report reviews performance against the budget set in the first year of 2024-34 Long Term Plan.
<i>Internal consultation</i> This report has been drafted following contributions from Finance Business Partners of Metlink, Environment and Corporate Services.
<i>Risks and impacts - legal / health and safety etc.</i> There are no risks arising from this report.

Council Report May 2025

This report provides the financials for the period ended 31 May 2025 with,

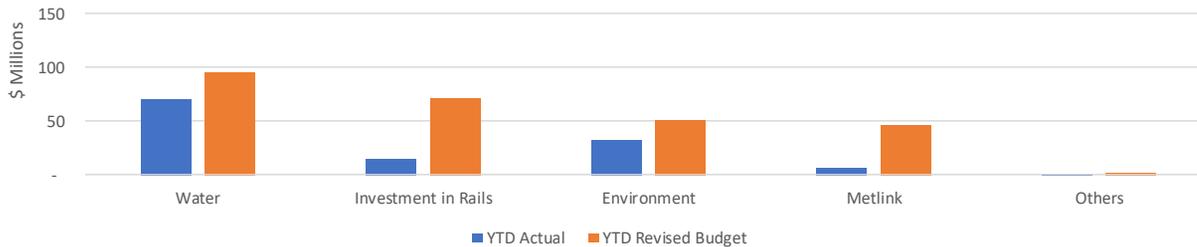
1. Comparisons are to the budget set in the first year of 2024/2034 Long Term Plan and includes re-budgets approved by Council.
2. Projected variance for the full-year compares the approved full year budgets to the current forecast updated in April 2025.
3. The figures in this report reflect best accounting practice. The overall funding surplus or deficit will differ due to non-cash items and capital grants.

Summarised Profit and Loss as at May 2025

	Year to date				Full Year			
	Actual \$000s	Revised Budget \$000s	Variance \$000s		Forecast \$000s	Revised Budget \$000s	Variance \$000s	
Operating Revenue								
Rates and Levies	294,937	294,467	471	0%	321,821	321,531	290	0%
Grants and Subsidies	167,966	237,807	(69,841)	-29%	186,888	259,515	(72,627)	-28%
Other Revenue	128,919	129,810	(890)	-1%	147,338	147,866	(528)	0%
Total Operating Revenue	591,823	662,084	(70,260)	-11%	656,047	728,912	(72,865)	-10%
Operating Expenditure								
Personnel	92,431	93,031	(601)	-1%	100,523	101,168	(645)	-1%
Grants and Subsidies	264,247	292,326	(28,079)	-10%	288,840	319,708	(30,868)	-10%
Consultants, Contractors and Suppliers	126,836	147,737	(20,900)	-14%	148,806	162,739	(13,932)	-9%
Finance Costs	54,554	51,113	3,441	7%	60,246	56,154	4,092	7%
Depreciation	34,835	31,204	3,631	12%	38,524	34,149	4,374	13%
Total Operating Expenditure	572,903	615,411	(42,508)	-7%	636,939	673,918	(36,979)	-5%
Operating Surplus/(Deficit) before other items	18,920	46,673	(27,753)	-59%	19,108	54,994	(35,886)	-65%
Fair Value Movements	(18,918)	-	(18,918)	0%	(20,857)	-	(20,857)	0%
Operating Surplus/(Deficit)	02	46,673	(46,671)	-100%	(1,749)	54,994	(56,743)	-103%
Capital Expenditure	111,146	196,911	(85,765)	-44%	150,621	216,360	(65,739)	-30%
Investment in Greater Wellington Rail	15,075	71,788	(56,714)	-79%	17,859	78,315	(60,455)	-77%

** Revised budget is budget set in the first year of 2024-34 Long Term Plan plus re-budgets approved by Council

Capital Expenditure by Group



*All amounts in this report are GST exclusive.

GM Finance and Risk Overview

Economic and Financial Overview

The economic outlook hasn't changed much since April. On 28 May 2025, the Reserve Bank of New Zealand lowered the Official Cash Rate (OCR) to 3.25% to help boost the economy. This should encourage people to spend more and improve business confidence. However, global trade tensions and low demand within New Zealand are still holding back growth. Rising inflation—especially from the U.S.—is also a risk. We continue our cautious approach in budgeting and treasury management due to the uncertain economic outlook.

New Zealand's March quarter GDP (due on 19 June 2025) will offer a clearer view of current conditions.

Full-Year Forecast Summary

Revenue remains below budget, driven by revised LNIRIM milestones, delayed NLTP funding decisions, and continued shortfall in farebox recovery. The Transport and Finance teams have implemented cost controls to help offset the shortfall. A modest funding gap is still forecast and remains manageable through existing reserves. However, the risk of a larger-than-anticipated deficit persists if revenue performance does not improve. We are actively monitoring the situation and will continue to adjust operating expenditure as required to mitigate impacts.

Potential Risks and Funding Considerations

The 2025/26 Annual Plan, which includes a proposed 9.72% rates increase, is on track for adoption. Work has commenced on the 2026/27 Plan, which continues to face significant cost pressures. The organisation remains focused on tight cost management and identifying savings opportunities to respond to these financial challenges.

Capital Expenditure

The capital expenditure variance continues to follow the same trends observed last month. Delays across multiple Water Supply projects, RiverLink property purchases, and the agreed reduction in the Metlink capital programme to align with NLTP funding have contributed to a year-to-date underspend of \$86 million.

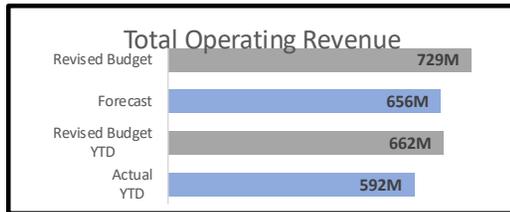
Treasury Highlights

Council's investments (excluding subsidiaries) have increased from **\$315 million** at the start of the financial year to **\$346 million**, including:

- Water contingency investments: **\$56 million** (June 2024: \$50 million)
- Pre-funding: **\$125 million** (June 2024: \$116 million)

Council's gross external debt stands at **\$1.2 billion**, with a net debt position of **\$841 million**, including **\$125 million** in pre-funded debt.

Key Variance Commentary

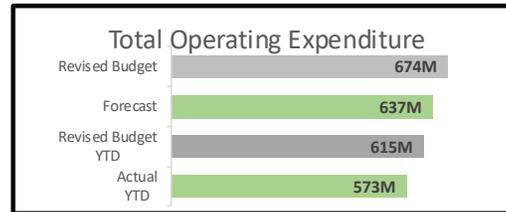


Metlink PT – YTD grants and subsidies revenue are below budget primarily due to reassessed milestones with LNIRIM, the NLTP projects funding decision and delays in the NTS programme, **\$78 million**. Full year forecasts remains at **\$78 million** - \$54 million relating to LNIRIM, \$21 million relating to the NLTP, \$5 million related to delays in NTS and \$3 million lower operational spending. This is partially offset by lower amount payable to NZTA for lower farebox revenue.

Farebox revenue is under budget by **\$14.6 million** year-to-date due to changing travel patterns, with fewer longer distance customers lowering the average ticket price and patronage numbers compared to budget assumptions. The full-year variance is forecast to reduce slightly to **\$14.5 million**.

Environment – YTD grants and subsidies is **\$6 million** above budget mainly due to unbudgeted Crown revenue for the Flood Resilience capex programme (FY forecast of **\$6 million** favourable).

Investment – YTD other revenues are **\$14 million** favorable due to higher subvention payments and interest revenue. This is partially offset by additional financing costs.

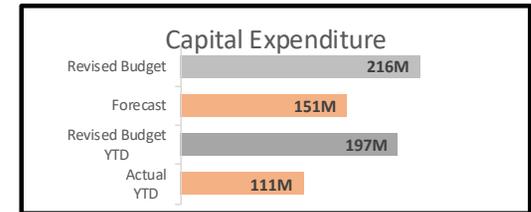


Metlink PT – YTD grants and subsidies are under by **\$29 million** primarily due to changes in the accounting treatment for the NTS project moving from an expense to a Prepaid Asset and delays in rail network renewals and decarbonisation. This will be released when the NTS system goes live. Of the **\$32 million** full year variance, \$28 million is due to NTS.

Currently NTS project is **\$19 million** behind budget due to Cubic CSAM solution and integration delays. This is forecasted to reduce to a **\$10 million** underspend for the full year.

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

Investment – YTD Finance costs are **\$3 million** higher, mainly due to prefunding. This is offset by additional interest revenue.



Metlink PT – NZTA’s decision to withhold funding for NLTP projects delayed their start times while funding prioritisation decisions were made, resulting in a **\$17 million** underspend year to date. Full year NLTP forecasts have had the NZTA funding portion of **\$21 million** removed.

Environment – RiverLink projects are currently **\$20 million** behind budget, mainly due to contractor cost savings on below ground demolition and Millis Street stop bank, the timing of EVA cable relocation costs, and delays in property acquisitions. This variance is expected to reduce to **\$12 million** by year end.

Water Supply – Te Marua project is currently **\$8 million** behind budget, with full year underspend of **\$16 million** expected. **\$10 million** of the forecasted underspend has been carried forward on the project and the remainder being carried forward to other projects.

Council
26 June 2025
Report 25.306



For Decision

RESOLUTION TO EXCLUDE THE PUBLIC

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

Confirmation of the Public Excluded minutes of the Council meeting on 12 June 2025 – Report PE25.282

Bus procurement: Transition update – Report RPE25.265

Lower North Island Rail Integrated Mobility: Funding arrangements for future assets – Report RPE25.292

Lower North Island Rail Integrated Mobility: Contract update – Report RPE 25.266

Chief Executive Performance Indicators for 2025/26 – Report RPE25.207

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

Confirmation of the Public Excluded minutes of the Council meeting on 12 June 2025 – Report PE25.282	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
<p>Information contained in these minutes relates to future rail service procurement and contracting in the Wellington Region. Excluding the public from the proceedings of this part of the meeting is necessary as considering this information in public would be likely to prejudice or disadvantage the ability of Greater Wellington to carry out, without prejudice or disadvantage, negotiations.</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>

<p>override the need to withhold the information.</p>	
<p>Bus procurement: Transition update – Report RPE25.265</p>	
<p><i>Reason for passing this resolution in relation to each matter</i></p>	<p><i>Ground(s) under section 48(1) for the passing of this resolution</i></p>
<p>Certain information contained in this report relates to future bus service procurement and contracting in the Wellington Region. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on negotiations and may affect the probity of the bus services procurement process.</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>
<p>Lower North Island Rail Integrated Mobility: Funding arrangements for future assets – Report RPE25.292</p>	
<p><i>Reason for passing this resolution in relation to each matter</i></p>	<p><i>Ground(s) under section 48(1) for the passing of this resolution</i></p>
<p>Certain information contained in this report relates to future rail service procurement and contracting in the Wellington Region. Excluding the public from the proceedings of the meeting is necessary as considering this information in public would be likely to prejudice or disadvantage Greater Wellington to carry out, without prejudice or disadvantage negotiations.</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>

Lower North Island Rail Integrated Mobility: Contract update – Report RPE 25.266	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
<p>Certain information contained in this report relates to future rail service procurement and contracting in the Wellington Region. Excluding the public from the proceedings of the meeting is necessary as considering this information in public would be likely to prejudice or disadvantage the ability of Greater Wellington Regional Council (Greater Wellington) to carry out, without prejudice or disadvantage negotiations.</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>
Chief Executive Performance Indicators for 2025/26 – Report RPE25.207	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
<p>This report contains information relating to the current Chief Executive’s performance agreement. Release of this information would prejudice the privacy of the Chief Executive, by disclosing information pertaining to the employment relationship between the Chief Executive and the Council.</p> <p>Greater Wellington Regional Council has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the Chief Executive’s privacy.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(a) of the Act (to protect the privacy of natural persons, including that of deceased natural persons).</p>

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