



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

If calling please ask for: Democratic Services

16 September 2019

Wellington Regional Council

Order Paper for the meeting of the Wellington Regional Council to be held in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington on:

Wednesday, 18 September 2019 at 1.30pm

Membership

Cr Laidlaw (Chair)

Cr Blakeley
Cr Donaldson
Cr Kedgley
Cr Lamason
Cr Ogden
Cr Staples

Cr Brash
Cr Gaylor
Cr Laban
Cr McKinnon
Cr Ponter
Cr Swain

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

Wellington Regional Council

Order Paper for the meeting of the Wellington Regional Council to be held on Wednesday, 18 September 2019 in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington at 1.30pm.

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greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

Report 19.372

21/08/2019

File: CCAB-8-2436

Public minutes of the Council meeting held on Wednesday, 21 August 2019 in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington, at 9.30am.

Present

Councillors Laidlaw (Chair), Blakeley, Brash, Donaldson (from 11.31am), Gaylor, Kedgley, Laban, Lamason, McKinnon, Ogden, Ponter, Staples, and Swain.

Public Business

1 Apologies

Moved

(Cr Laidlaw/ Cr Lamason)

That the Council accepts the apology for lateness from Cr Donaldson.

The motion was **CARRIED**.

2 Declarations of conflict of interest

There were no declarations of conflict of interest.

3 Public participation

George Preddey spoke to agenda items 5, *Setting a carbon neutrality target*, and 6, *Declaring a climate emergency*.

Thomas Nash spoke to agenda items 5, *Setting a carbon neutrality target*, and 6, *Declaring a climate emergency*.

Victoria Rhodes-Carlin spoke to agenda items 5, *Setting a carbon neutrality target*, and 6, *Declaring a climate emergency*.

Sigurd Magnusson spoke to agenda items 5, *Setting a carbon neutrality target*, and 6, *Declaring a climate emergency*.

Sarah Free spoke to agenda item 9 - *NZ Bus timetable changes for 26 January 2020*.

4 **Confirmation of the Public minutes of 8 August 2019**

Moved (Cr Staples/ Cr Blakeley)

That the Council confirms the Public minutes of 8 August 2019, Report 19.335.

The motion was **CARRIED**.

Strategy/Policy/Major Issues

5 **Setting a carbon neutrality target for GWRC**

Jake Roos, Climate Change Advisor, and Andrea Brandon, Programme Lead, Climate Change, spoke to the report.

Report 19.364

File: CCAB-8-2413

Moved (Cr Blakeley/ Cr Kedgley)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Adopts the following greenhouse gas (carbon) reduction targets for its corporate operations and areas of direct influence, using the 2018-19 year as a baseline:*
 - *40% net reduction in 2024-25 financial year*
 - *100% net reduction (carbon neutral) in 2029-30 financial year and thereafter*
 - *Become a net producer of carbon credits (carbon negative) by the 2034-35 financial year*
4. *Agrees that organisational carbon budgets be developed to guide emission reduction work and measure performance for the financial years ending in 2020 to 2025 and 2026 to 2030. The second budget will be equivalent to a linear reduction in net emissions between the 2025 and 2030 targets over the period.*
5. *Endorses the Corporate Carbon Neutrality Action Plan outlined in Section 3.*
6. *Agrees that the Greater Wellington Regional Council identifies the Wellington Region's current carbon footprint, the main sources of carbon emissions and develops a pathway plan for public, mana whenua and corporate consultation on our Region's aspirations for a Wellington Regional Action Plan for Carbon Neutrality.*

7. *Agrees that the draft Wellington Regional Carbon Neutrality Plan for consultation be presented to the Greater Wellington Regional Council for consideration in Q3 2020.*
8. *Requests the Chief Executive to report back to Council by December 2019 on the modalities and cost of the programme of action.*

The motion was **CARRIED**.

The meeting adjourned at 11.20am and resumed at 11.31am. Cr Donaldson arrived at the meeting at 11.31am.

6 **Declaring a climate emergency**

Andrea Brandon, Programme Lead, Climate Change, and Jake Roos, Climate Change Advisor, spoke to the report.

Report 19.342

File: CCHSTR-5-98

Moved

(Cr Kedgley/ Cr Blakeley)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Acknowledges that climate change and sea level rise are already seriously impacting fragile eco-systems and communities around the world, including in the Wellington Region, with increasingly frequent and severe storms, floods and droughts, melting polar ice sheets, sea level rise and coastal inundation and erosion, and impacts on biodiversity, including species' loss and extinction.*
4. *Accepts local and international scientific evidence, including the UN's Intergovernmental Panel on Climate Change report of October 2018, that there remains around a decade to take urgent action to limit global warming to the Paris Agreement target of 1.5 degrees and avert the most damaging effects of climate change.*
5. *Notes that the costs of inaction, including the costs of sea level rise in the Wellington Region, as identified in Attachment 2 of Report 19.364, entitled Setting a carbon neutrality target for GWRC, far outweigh the costs of taking action now.*
6. *Agrees to declare a climate emergency and commits to continue to:*
 - a. *Incorporate climate change considerations into all Council work programmes and decisions.*
 - b. *Provide strong and effective leadership in the face of climate change, including working with iwi, regional partners, the scientific community, local communities and business, to ensure a collaborative response.*

- c. *Lead by example, by agreeing to the target of becoming carbon neutral by 2030, and adopting the Carbon Neutrality Action Plan, outlined in section 3 of Report 19.364 and the 'Action Plan to Support the declaration of a Climate Emergency', Attachment 2 to Report 19.342.*
- d. *Advocate strongly for greater central government leadership and action on climate change.*

7. *Agrees to issue a statement outlining the reasons for this declaration.*

Moved as an amendment (to be additional motions) (Cr Ponter/ Cr Donaldson)

8. *Notes that the Climate Emergency declaration is made without explicit statutory authority or support.*
9. *Agrees to approach the Government for authority and tools for local government to more actively combat climate change.*

The amendment was CARRIED and became part of the substantive motion.

The substantive motion was put:

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Acknowledges that climate change and sea level rise are already seriously impacting fragile eco systems and communities arounds the world, including in the Wellington Region, with increasingly frequent and severe storms, floods and droughts, melting polar ice sheets, sea level rise and coastal inundation and erosion, and impacts on biodiversity, including species' loss and extinction.*
4. *Accepts local and international scientific evidence, including the UN's Intergovernmental Governmental Panel on Climate Change report of October 2018, that there remains around a decade to take urgent action to limit global warming to the Paris Agreement target of 1.5 degrees and avert the most damaging effect of climate change.*
5. *Notes that the costs of inaction, including the costs of sea level rise in the Wellington Region, as identified in Attachment 2 of Report 19.364, entitled Setting a carbon neutrality target for GWRC, far outweigh the costs of taking action now.*
6. *Agrees to declare a climate emergency and commits to continue to:*
 - a. *Incorporate climate change considerations into all Council work programmes and decisions.*
 - b. *Provide strong and effective leadership in the face of climate change, including working with iwi, regional partners, the scientific community, local communities and business, to ensure a collaborative response.*

- c. *Lead by example by agreeing to the target of becoming carbon neutral by 2030, and adopting the Carbon Neutrality Action Plan, outlined in section 3 of report 19.364 and the 'Action Plan to Support the declaration of a Climate Emergency', Attachment 2 to Report 19.342.*
 - d. *Advocate strongly for greater central government leadership and action on climate change.*
7. *Agrees to issue a statement outlining the reasons for this declaration.*
 8. *Notes that the Climate Emergency declaration is made without explicit statutory authority or support.*
 9. *Agrees to approach the Government for authority and tools for local government to more actively combat climate change.*

The substantive motion was **CARRIED**.

Noted: Crs Blakeley and Kedgley requested that their vote against part 8 of the motion be recorded.

The meeting adjourned at 12.35pm and resumed at 1.04pm. Cr Swain returned at 1.05pm, Cr Ponter at 1.06pm, and Cr Ogden at 1.08pm.

7 **Wellington Region Investment Plan**

Samantha Seath, Programme Lead, Wellington Regional Strategy Office, spoke to the report.

Report 19.339

File: WRIP-1623292765-65

Moved

(Cr Laidlaw/ Cr Donaldson)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Supports the Wellington Regional Investment Plan.*

Moved as an amendment (to be an additional motion)

(Cr Blakeley Cr Ogden)

4. *Notes that a regional spatial plan is to be prepared as the next step and requests that a report be brought back to Council by March 2020 on both the implementation of the Wellington Regional Investment Plan and the preparation of the Wellington Regional Spatial Plan.*

The amendment was **CARRIED** and became part of the substantive motion.

The substantive motion was put:

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Supports the Wellington Regional Investment Plan.*
4. *Notes that a regional spatial plan is to be prepared as the next step and requests that a report be brought back to Council by March 2020 on both the implementation of the Wellington Regional Investment Plan and the preparation of the Wellington Regional Spatial Plan.*

The substantive motion was **CARRIED**.

8 **Multi user ferry terminal**

Kim Kelly, Programme Director, spoke to the report.

Report 19.324

File: CCAB-8-2372

Moved

(Cr Lamason/ Cr Ponter)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Supports the Summary Programme Business Case (PBC) “Cook Strait Connectivity – Programme Business Case for the Wellington Ferry Terminals” (Attachment 1) which concludes with the preference for a Multi-User Ferry Terminal at Kaiwharawhara.*

The motion was **CARRIED**.

9 **NZ Bus timetable changes for 26 January 2020**

Greg Pollock, General Manager, Public Transport, spoke to the report.

Report 19.306

File: CCAB-20-745

Moved

(Cr Donaldson/ Cr Staples)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Endorses the proposed change principles, as set out in section 4 of this report, to guide the NZ Bus timetable amendments.*

4. *Notes that the proposed change principles will be used to amend current NZ Bus timetables to ensure that the timetables are able to, as far as practicable, provide adequate services for February/March 2020.*
5. *Notes that in order to be implemented in time for February/March 2020, officers are required to agree timetables with NZ Bus by 6 September 2019.*
6. *Notes that timetable changes based on proposed change principles will provide required capacity and improve reliability and punctuality to the extent possible within current vehicle and resource constraints.*
7. *Notes that officers continue to work with NZ Bus to align the proposed timetable amendments with available fleet and driver resources.*
8. *Notes that the changes required to align with available fleet and driver resources will have a customer impact but that officers will seek to minimise this as much as possible.*
9. *Notes that any NZ Bus timetable amendments will be funded from within existing service enhancement budgets.*

The motion was **CARRIED**.

10 **Wellington Water issue of shares to South Wairarapa District Council**

Samantha Gain, General Manager, Corporate Services, spoke to the report.

Report 19.354

File: CCAB-8-2402

Moved

(Cr Brash/ Cr Laidlaw)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees to South Wairarapa District Council becoming a shareholder in Wellington Water Ltd.*
4. *Resolves that resolutions 5, 6, 7 and 8 are not effective until all other shareholding councils agree.*
5. *Approves and consents to Wellington Water Ltd issuing the new shares to South Wairarapa District Council and entering into any documentation which is required from time to time to give full effect to such issue of the new shares, as described in the shareholder resolution, attached as Attachment 2 to this report.*
6. *Authorises the Chief Executive to sign the special resolution of shareholders, attached as Attachment 2.*
7. *Waives pursuant to clause 5.1 of the company's constitution, Council's pre-emptive rights under section 45 of the Companies Act in respect of new shares.*

8. *Confirms, approves and ratifies the company's board resolution, to issue the new shares, attached as Attachment 3 to this report.*

The motion was **CARRIED**.

11 **Wellington Water Committee mana whenua partners**

Samantha Gain, General Manager, Corporate Services, spoke to the report.

Report 19.355

File: CCAB-8-2406

Moved

(Cr Brash/ Cr Laidlaw)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees that Te Runanga o Toa Rangatira be appointed as a Mana Whenua Partner Entity, and that Te Taku Parai be its nominated representative and Naomi Solomon be its nominated alternate on the Wellington Water Committee.*
4. *Agrees that Taranaki Whānui ki Te Upoko o Te Ika be appointed as a Mana Whenua Partner Entity, and that Kim Skelton be its nominated representative and Kirsty Tamanui be its nominated alternate on the Wellington Water Committee.*

The motion was **CARRIED**.

12 **Local Government (Community Well-being) Amendment Act 2019 and amended Significance and Engagement Policy**

Francis Ryan, Manager, Democratic Services, spoke to the report.

Report 19.309

File: CCAB-8-2400

Moved

(Cr Donaldson/ Cr Lamason)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Adopts the amended Significance and Engagement Policy in Attachment 1.*

The motion was **CARRIED**.

Corporate

13 Summary report for the fourth quarter 2018/19

Report 19.366

File: CCAB-8-2416

Moved

(Cr Laidlaw/ Cr McKinnon)

That the Council:

- 1. Receives the report.*
- 2. Notes the content of the report.*

The motion was **CARRIED**.

14 Health, Safety and Wellbeing update

Report 19.369

File: CCAB-8-2396

Moved

(Cr McKinnon/ Cr Blakeley)

That the Council:

- 1. Receives the report.*
- 2. Notes the content of the report.*

The motion was **CARRIED**.

14 Exclusion of the Public

Report 19.371

File: CCAB-8-2425

Moved

(Cr Laidlaw/ Cr Donaldson)

That the Council:

Excludes the public from the following part of the proceedings of this meeting namely:

- 1. Confirmation of the Public Excluded minutes of 8 August 2019*
- 2. Greater Wellington Regional Council – future accommodation update*
- 3. Chief Executive’s full year performance review for 2018/19*
- 4. Chief Executive’s full year remuneration review for 2018/19*

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:

General subject of each matter to be considered:	Reason for passing this resolution in relation to each matter	Ground under section 48(1) for the passing of this resolution
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1. *Confirmation of the Public Excluded minutes of 8 August 2019*

The information in these minutes relates to proposed offer to acquire property relates to information provided by third parties that is the subject of the negotiation of documents related to the proposed change of ownership consent. Release of this information would likely prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied. GWRC has not been able to identify a public interest favouring disclosure of this particular information that would outweigh that likely prejudice.

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information which the Council would have good reason for withholding under sections 7(2)(b)(ii), (c) (i), (i) and/or (j) of that Act.
2. *Greater Wellington Regional Council – future accommodation update*

The information contained in this report relates to commercial contracts for the design, construction and furniture supply of the tenancy fitout which are still under negotiation. Having this part of the meeting open to the public would disadvantage the Council in the negotiations as it would reveal information on the Council's negotiation strategy. The 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 this prejudice.

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(i) of the Act (i.e. to carry out negotiations without prejudice).
3. *Chief Executive's full year performance review for 2018/19*

The information contained in this report contains information relating to the Chief Executive's full year performance review for 2018/19. Release of this information would prejudice Greg Campbell's privacy by disclosing details of his full year performance review for 2018/19. GWRC has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(a) of the Act (i.e. to protect the privacy of natural persons).

override his privacy.

4. *Chief Executive's full year remuneration review for 2018/19*
- The information contained in this report contains information relating to the Chief Executive's full year remuneration review for 2018/19. Release of this information would prejudice Greg Campbell's privacy by disclosing details of his full year remuneration review for 2018/19. GWRC has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override his privacy.*
- That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(a) of the Act (i.e. to protect the privacy of natural persons).*

This resolution is made in reliance on section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified above.

The motion was **CARRIED**.

The public part of the meeting closed at 2.25pm.

Cr C Laidlaw
(Chair)

Date:

Report	19.388
Date	12 September 2019
File	CCAB-8-2443
Committee	Council
Authors	Luke Troy, General Manager, Strategy

Action items from previous meetings

Attachment 1 lists items raised at Council meetings that require actions or follow-ups from officers. All action items include an outline of current status and a brief comment. Once the items have been completed and reported to the Committee they will be removed from the list.

No decision is being sought in this report. This report is for the Council's information only.

Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*

Report approved by:

Luke Troy
General Manager, Strategy

Attachment 1: Action items from previous meetings

Attachment 1 to Report 19.388

Action items from previous Council meetings

Meeting date	Action item	Status and comment
21 August 2019	<p>Resolution – Setting a carbon neutrality target for GWRC</p> <ol style="list-style-type: none"> 1. Agrees that the Greater Wellington Regional Council identifies the Wellington Region's current carbon footprint, the main sources of carbon emissions and develops a pathway plan for public, mana whenua and corporate consultation on our Region's aspirations for a Wellington Regional Action Plan for Carbon Neutrality. 2. Agrees that the draft Wellington Regional Carbon Neutrality Plan for consultation be presented to the Greater Wellington Regional Council for consideration in Q3 2020. 3. Requests the Chief Executive to report back to Council by December 2019 on the modalities and cost of the programme of action. 	<p>Status: <i>This work is underway</i></p> <p>Comments: <i>The regional inventory is already underway, this is due for completion in Feb 2020. We are exploring options to develop a regional mitigation plan through the regional climate change working group.</i></p>
21 August 2019	<p>Resolution – Declaring a climate emergency</p> <ol style="list-style-type: none"> 1. Incorporate climate change considerations into all Council work programmes and decisions. 2. Agrees to issue a statement outlining the reasons for this declaration. 3. Provide strong and effective leadership in the face of climate change, including working with iwi, regional partners, the scientific community, local communities and business, to ensure a collaborative response. 4. Advocate strongly for greater central government leadership and action on climate change. 5. Agrees to issue a statement outlining the reasons for this declaration. 6. Agrees to approach the Government for authority and tools for local government to more actively combat climate change. 	<p>Status: <i>This work is ongoing and will require further discussions with the new Council</i></p> <p>Comments: <i>We have communicated the direction from Council internally and externally, including a media statement.</i></p> <p><i>Generally this has been well received. We are working on the implementation and further analysis of the initial ten point plan, this work will be ongoing and will require further discussions with the new Council.</i></p>

<p>21 August 2019</p>	<p>Resolution – Wellington Region Investment Plan</p> <p><i>Notes that a regional spatial plan is to be prepared as the next step and requests that a report be brought back to Council by March 2020 on both the implementation of the Wellington Regional Investment Plan and the preparation of the Wellington Regional Spatial Plan.</i></p>	<p>Status: <i>This work is underway</i></p> <p>Comments: <i>The regional spatial plan work is underway. We have recently advertised for a Programme Director role to lead the work.</i></p>
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Report 19.374
Date September 2019
File TRPL-10-639

Committee Council
Author Helen Chapman, Senior Transport Planner

Proposed variation to the Wellington Regional Land Transport Plan 2018-21 programme

1. Purpose

For Council to approve two proposed variations to the Wellington Regional Land Transport Plan 2018-21 programme for:

- The next phase of Let's Get Wellington Moving (LGWM) – business cases, investigation and design; and
- Implementation of the Speed Management Guide on state highways.

2. Consideration by Committee

The matters raised in this report were considered by the Regional Transport Committee (RTC) at its meeting on 10 September 2019 (Report 19.373 refers). The recommendations contained in this report have been endorsed by the RTC, for the Council's consideration and decision.

3. Background

3.1 The Regional Land Transport Programme

The current Regional Land Transport Plan (RLTP) was prepared in 2015 and subsequently updated by the mid-term review in June 2018. Part of that update was the development of a new programme section for 2018-21. The RLTP programme contains all the land transport activities proposed to be undertaken throughout the region, and the regional priority of significant activities (costing >\$5m). The activities in the RLTP are submitted by the NZ Transport Agency

(NZTA) and ‘Approved Organisations’ (including the eight territorial authorities and Greater Wellington Regional Council (GWRC)).

4. Process for considering a variation

Section 18D of the Land Transport Management Act (Act) states that if a good reason exists to do so, RTC may prepare a variation to its RLTP during the six years to which it applies. This can be at the request of an Approved Organisation, the NZTA, or on the RTC’s own motion. Section 18D (4) of the Act requires the RTC to consider any variation request promptly. Section 18D (5) of the Act notes that consultation is not required for any variation that is not significant or that arises from the declaration or revocation of a state highway.

5. Proposed variations and significance

The details of the proposed variations to be considered by the Committee at this meeting are set out below along with an assessment of their significance.

The significance policy for proposed variations to the RLTP is set out in Appendix B (page 191) of the RLTP 2015. Officers have assessed the significance of the proposed variations, for the purpose of consultation, against the RLTP significance policy.

A record of the key factors considered by officers in making a determination of significance is provided in Tables one and two.

1. Let’s Get Wellington Moving

Request by: NZ Transport Agency on behalf of LGWM partnership

Details of the subject activity: The LGWM moving variation relates to a number of activities that sit under the broader programme to develop business cases for the next stage, and to enable the early delivery programme.

The next phase business cases will develop the activities to deliver the LGWM programme objectives to develop a transport system that

- Enhances the liveability of the central city;
- Provides more efficient and reliable access for users;
- Reduces reliance on private vehicle travel;
- Improves safety for all users; and
- Is adaptable to disruptions and future uncertainty.

A substantive component of the next phase of the LGWM programme development is the progressing of the recommended programme through the business case process. This will include a more detailed investigation of the recommended programme including the identification of the preferred route, form and timing of each individual element of the programme.

The Early Delivery programme will make a start on implementing the strategic approach of LGWM to move more people with fewer vehicles, while the larger and more complex components of the programme are being developed. It will focus on:

- Getting more out of the existing transport system and make it safer to use
- Encouraging people to walk, use public transport, and cycle for more trips, and make fewer trips by car

The Early Delivery Programme comprises three activities:

- Golden Mile public transport, walking, cycling and place-making improvements
- Thorndon Quay and Hutt Road public transport, walking, cycling and place-making improvements
- Central city and SH1 walking, cycling and safer speeds

Description of variation: To add new activities and phases that detail the next steps to develop the Lets Get Wellington Moving (LGWM) programme including Early Delivery activities to be implemented in this NLTP period. A placeholder for the LGWM programme exists in the RLTP programme 2018-21 (Tables 1, 2 and 7). The LGWM programme is identified as a priority one significant activity with a high contribution to regional priorities and inter-regional significance

Reason for the variation: The LGWM programme business case is now complete and identifies the detail of activities required to progress the LGWM programme. This variation covers the next steps phases for those activities.

Estimated total cost: The total cost for the next phase activities for LGWM covered by this variation is \$126.5m (excluding administration costs). This includes:

- \$6.5m for Early Delivery
- \$99m for the core business cases
- \$6m for property
- \$3.8m for the Integrated Delivery Vehicle

Further pre-implementation and implementation of quick wins for the Early Delivery programme amounting to around \$11.2m.

The 2018-21 cost of the proposed LGWM investment, relevant for this variation, is \$50.6m.

Proposed timing and cash-flow: The next phase of business cases is proposed to start in 2019/20, with the larger activities spreading beyond the 2020/21 year. The Early Delivery programme will see implementation of quick wins starting during the 2018-2021 RLTP period.

Further implementation phases will be put forward for inclusion in the 2021 RLTP once business cases are developed. .

Funding sources: These activities are subject to a LGWM cost share agreement of 60% from the National Land Transport Fund and 20% each from Wellington City Council(WCC) and GWRC.

Table one: Significance of the RLTP variation for Let's Get Wellington Moving

1) Key considerations in determining significance – Would the proposed variation:		
<ul style="list-style-type: none"> Materially change the balance of strategic investment? 	No	<i>The 2018-21 cost of the proposed LGWM investment is \$50.6m, with a \$75.8m total cost. These activities reflect a balance of state highway, local road, public transport and walking and cycling improvements as agreed by the partner organisations and the Minister of Transport. The total quantum of funding and split across a number of activity class areas means that this variation doesn't materially change the balance of the programme.</i>
<ul style="list-style-type: none"> Negatively impact on the contribution to Government or GPS objectives and priorities? 	No	<i>The LGWM moving programme is well-aligned with GPS objectives and priorities. The Government has considered the programme and indicated support for key elements of the recommended package of investment</i>
<ul style="list-style-type: none"> Affect residents? 	No	<i>The LGWM programme has significant benefits for the region. The Early Delivery projects will impact some residents and businesses. These groups will be consulted during the development phases. The single stage business cases will also consult affected parties as they identify options for implementation during the 2021 RLTP.</i>
<ul style="list-style-type: none"> Affect the integrity of the RLTP, including its overall affordability? 	No	<i>The 2018-21 cost of \$50.6m is 3% of the \$1.7B three year forecast RLTP expenditure. LGWM was already signalled as a key priority. This package of early delivery and business cases doesn't impact on the overall integrity of the RLTP. Major capital works required to deliver LGWM will be considered separately as part of the development of the 2021 RLTP. The LGWM partners have endorsed the activities and reached a cost share agreement with 60% funded from the NLTF and 20% each by WCC and GWRC.</i>
2) Several types of variations are considered to be generally not significant in their own right. Are the proposed variations:		
<ul style="list-style-type: none"> An activity in the urgent interests of public safety? 	No	
<ul style="list-style-type: none"> A small scope change costing less than 10% of estimated total cost, or less than \$20M 	No	
<ul style="list-style-type: none"> Replacement of a project within a group of generic projects by another project? 	No	<i>No, while the LGWM programme is included in the RLTP it does not contain detail about specific</i>

	<i>activities that form the programme</i>
<ul style="list-style-type: none"> • A change of the duration or priority of an activity in the programme which does not substantially alter the balance of the magnitude and timing of activities in the programme? 	No
<ul style="list-style-type: none"> • The addition of an activity previously consulted on in accordance with sections 18 and 18A of the Act and which comply with section 20 of the Act? 	<i>No, while the LGWM programme was consulted as part of the RLTP development there was no detail provided on timeframes and costs</i>
<p><i>Note: A variation that is assessed as meeting any one of these criteria will generally not be considered significant, however the key considerations in the first table should still be assessed.</i></p>	
<p>3) Other considerations –</p>	
<ul style="list-style-type: none"> • What are the likely impacts, time delays or cost on public safety, economic social, environmental wellbeing as a consequence of undertaking consultation? 	<ul style="list-style-type: none"> • <i>Engaging in consultation will mean that the variation cannot be progressed prior to the Local Government elections leading to delays in the progression of the next phase business cases. Public consultation is proposed during the development of the next phases of these activities.</i>
<ul style="list-style-type: none"> • What are the relative costs and benefits of consultation? 	<ul style="list-style-type: none"> • <i>The benefits of additional consultation are limited. LGWM has been identified as a key priority for the region and has involved substantial public engagement and consultation. There is little benefit from engaging in further consultation in relation to inclusion of specific activities within the LGWM programme in the RLTP.</i>
<ul style="list-style-type: none"> • To what extent has consultation with the community or relevant stakeholders been undertaken already? 	<ul style="list-style-type: none"> • <i>Ngauranga to Airport (LGWM) was included in the 2015 RLTP and mid-term review consultation but had little detail on specific activities, timeframes and costs. The development of the LGWM programme business case undertook extensive public consultation and stakeholder engagement. The Minister of Transport has been consulted and indicated support for the LGWM programme. Each activity will undertake further consultation with stakeholder and the community as they progress.</i>
<p>Conclusion: While the activities to be added to the programme themselves are significant activities, the proposed variation to the RLTP programme 2018-2021 does not trigger the significance policy for the purpose of consultation.</p>	

2. State Highway Speed Management Guide implementation

Request by: NZTA

Details of the subject activity: The identification and implementation of the highest benefit safety improvements on the state highway network within the Greater Wellington Region as part of a three year nationwide Safe Network Programme.

Description of variation: To add a new, previously unidentified, activity to the RTLTP programme to give effect to the speed management guide on state highways.

Reason for the variation: The Safe Network Programme was developed to give effect to the the safety objectives in the Government Policy Statement on Land Transport after the development of the 2018-21 RLTP programme. To enable this to be delivered in the region a variation is required to add it to the programme.

Estimated total cost: \$1,643,341

Proposed timing and cash-flow: Pre-implementation is expected to commence in 2019/20 and carry over until the end of 2020/2021 with expenditure of \$321,035 in 2019/20 and \$920,593 in 2020/21. Implementation is expected to commence in 2020/21 and cost \$401,713.

Funding sources: National Land Transport Fund

Table one: Significance of the RLTP variation State Highway speed management guide implementation

4) Key considerations in determining significance – Would the proposed variation:		
• Materially change the balance of strategic investment?	No	<i>The proposed activity is under \$5million and will not materially change the overall balance of strategic investment in the region.</i>
• Negatively impact on the contribution to Government or GPS objectives and priorities?	No	<i>The proposed variation relates to a project that will make a positive contribution towards the Government Policy Statement safety objectives through the identification and development of improvements that will have a significant contribution to road safety</i>
• Affect residents?	Yes	<i>Some residents will be affected through changes to speed and safety on the network. Impacts are expected to be positive, resulting in improved safety</i>
• Affect the integrity of the RLTP, including its overall affordability?	No	<i>The proposed variation is not expected to affect the integrity of the RLTP or its overall affordability</i>

<p>5) Several types of variations are considered to be generally not significant in their own right. Are the proposed variations:</p>	
<ul style="list-style-type: none"> • An activity in the urgent interests of public safety? 	No
<ul style="list-style-type: none"> • A small scope change costing less than 10% of estimated total cost, or less than \$20M 	No
<ul style="list-style-type: none"> • Replacement of a project within a group of generic projects by another project? 	No
<ul style="list-style-type: none"> • A change of the duration or priority of an activity in the programme which does not substantially alter the balance of the magnitude and timing of activities in the programme? 	No
<ul style="list-style-type: none"> • The addition of an activity previously consulted on in accordance with sections 18 and 18A of the Act and which comply with section 20 of the Act? 	No
<p><i>Note: A variation that is assessed as meeting any one of these criteria will generally not be considered significant, however the key considerations in the first table should still be assessed.</i></p>	
<p>6) Other considerations –</p>	
<ul style="list-style-type: none"> • What are the likely impacts, time delays or cost on public safety, economic social, environmental wellbeing as a consequence of undertaking consultation? 	<ul style="list-style-type: none"> • <i>Engaging in consultation will mean that the variation cannot be progressed prior to the Local Government elections leading to delays in implementation of interventions designed to reduce deaths and serious injuries on the state highway network.</i>
<ul style="list-style-type: none"> • What are the relative costs and benefits of consultation? 	<ul style="list-style-type: none"> • <i>This programme is well aligned with RLTP and national priorities and is not anticipated to have a material impact on the RLTP. As the activity is under \$5million it is not considered a significant activity requiring prioritisation. Consultation on the scope of the activity will occur separately. Consequently the costs of consulting on this variation to the RLTP outweigh the benefits of informing the community.</i>
<ul style="list-style-type: none"> • To what extent has consultation with the community or relevant stakeholders been undertaken already? 	<ul style="list-style-type: none"> • <i>A national campaign addressing the Safe Network Programme commenced following the Minister’s announcement in December 2018.</i> • <i>Detailed engagement will continue as the programme evolves at a regional and community level</i>
<p>Conclusion: The variation is therefore not considered to be significant for the purpose of requiring consultation.</p>	

6. Next Steps

If Council agrees to the variation requests, they will be forwarded to the NZTA for consideration of inclusion in the NLTP for funding.

There is no obligation for the NZTA to vary the NLTP by including the new activities. However, it must give written reasons for any decision not to do so.

7. The decision-making process and significance

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002. Part 6 sets out the obligations of local authorities in relation to the making of decisions.

7.1 Significance of the decision

The matters for decision in this report are subject to the legislative requirements of the Land Transport Management Act 2003. Section 18D(5) of the Land Transport Management Act 2003 requires the RTC to determine if a proposed variation to the RLTP is significant, in accordance with its significance policy adopted under 106(2) of the Land Transport Management Act 2003 and included in the programme.

An assessment of the variation against the RLTP significance policy is set out in section 5 of this report and concludes the matter **does not** trigger the requirement to carry out consultation.

8. Recommendations

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Adopts the variation to the Wellington Regional Land Transport Plan 2018-21 programme, as set out in **Attachment 1**.*
4. *Agrees to the variation to the Regional Land Transport Plan 2018-21 programme being forwarded to the NZ Transport Agency, requesting it be included in the National Land Transport Programme.*

Report prepared by:

Helen Chapman
Senior Transport Planner

Report approved by:

Harriet Shelton
Manager Regional Transport

Report approved by:

Luke Troy
General Manager Strategy

Attachment 1: Proposed variations to RLTP 2018-21 programme

Attachment 1 – Proposed variations to RLTP 2018-21 programme

Table One: Significant activity priority, and contribution to regional objectives

Priority band	Organisation	Project name	A high quality, reliable public transport network	An increasingly resilient transport network	An attractive and safe walking and cycling network	A safe system for all users of the regional transport network	An efficient and optimised transport system that minimises the impact on the environment	A well planned, connected and integrated transport network	A reliable and effective strategic road network	An effective network for the movement of freight
1	NZTA	LGWM Regional Highway Access								
1	NZTA	LGWM Reconfigure Urban Corridors								
1	NZTA	LGWM Public Transport System/Mass Transit								
1	NZTA	LGWM Early Delivery Golden Mile								
1	NZTA	LGWM Early Delivery Central City and SH1 walking cycling and safer speed								

Table Two: Significant activities costs and timing

Organisation	Project Name	Description	Activity Stage	Expected start year	End year	Cost (\$m) 2018/19	Cost (\$m) 2019/20	Cost (\$m) 2020/21	3 year cost (\$m)	Total projected cost (\$m)	Funding source	BCR	Profile
NZTA	LGWM Regional Highway Access	Investigation of travel improvements for reliable access to the north and east, optimisation, safety and tunnel improvements, improved access for bus/high occupancy vehicles, walking and cycling facilities for attractive and safe way of reaching the CBD while reducing conflicts with vehicles.	Single-stage business case	2019/20	2023/24		5.11	5.11	10.21	40.48	Local-National	0.6-1.7	VH_L

		Property purchase for early route protection as required	Property	2019/20	2020/21		3.00	3.00	6.00	6.00	Local-National	0.6-1.7	VH_L
NZTA	LGWM Reconfigure Urban Corridors	Investigations taking a corridor approach to walking, cycling and public transport improvements, reflecting both the place and movement aspirations, including <ul style="list-style-type: none"> •High-quality, high frequency, bus priority services along core public transport corridors to the city from the north, west, south, and east •Accessibility and amenity improvements – including widened footpaths, improved crossing and priority, shelter, signage, lighting •Implement cycleways as part of corridor improvements 	Single-stage business case	2019/20	2023/24		1.72	1.72	3.44	13.74	Local-National	0.6-1.7	VH_L
NZTA	LGWM Public Transport System/Mass Transit	Investigation of a dual public transport spine through the central city, to provide high-capacity, high-quality, high-frequency mass transit from Wellington Railway to the Hospital, Newtown, and Airport. Key Scope Items: <ul style="list-style-type: none"> •Confirming alignment and mode options •Designing wider PT network •Interface with utility owner/operators •TOD strategy and supporting urban realm 	Single-stage business case	2019/20	2023/24		5.35	5.35	10.69	42.77	Local-National	0.6-1.7	VH_L
NZTA	LGWM Early Delivery Golden Mile	To develop improvements for bus priority enhancements, walking and amenity improvements, cycling facilities focused on Courtenay Place, traffic management, reduce conflicts and provide safety improvements. Delivery of quick wins and trials identified and agreed through the business case phase.	Single-stage business case	2019/20	2020/21		1.44	1.44	2.69	2.69	Local-National	0.6-1.7	VH_L
			Pre-implementation	2020/21	2021/22		1.44	1.25	2.69	4.42	Local-National	0.6-1.7	VH_L

NZTA	LGWM Early Delivery Central City and SH1 walking cycling and safer speed	To develop and deliver improvements for walking/cycling severance reduction and safe speeds to improve pedestrian amenity and safety including signal changes at key locations along busy CBD pedestrian routes, bus detection and prioritisation.	Single-stage business case	2019/20	2020/21		1.83	0.38	2.21	2.21	Local-National	0.6-1.7	VH_L
			Implementation	2019/20	2020/21		1.45	5.31	6.76	6.76	Local-National	0.6-1.7	VH_L

Table five: Non-prioritised activities

Project Name	Description	Activity stage/phase	Expected start year	End year	Cost (\$m) 2018/19	Cost (\$m) 2019/20	Cost (\$m) 2020/21	3 year cost (\$m)	Total projected cost (\$m)	Funding source
NZTA										
LGWM Managing Travel Demand	Develop a programme of supporting TDM initiatives to promote use of travel choices to move more people in fewer vehicles.	Single-stage business case	2019/20	2023/24		0.25	0.25	0.49	1.96	Local- National
LGWM Early Delivery Thorndon Quay and Hutt Road	Investigation of interventions to improve bus reliability and cycle connections, provide system optimisation to prioritise bus, walk and cycle movements at key locations and to manage speed to make Wellington a more liveable city that is easier to access, less car reliant, safer, and more resilient.	Single-stage business case	2019/20	2020/21		0.74	0.87	1.61	1.61	Local- National
LGWM Integrated Delivery Vehicle Joint Management Costs	Establishment and running costs of an integrated delivery vehicle for further investigation and delivery of the LGWM programme.	Single-stage business case	2019/20	2020/21		1.92	1.92	3.83	3.83	Local- National
Wellington SH Speed Management Implementation Guide	Deliver safety treatments such as speed management, delineation improvements, and threshold/channelization treatments to reinforce the safe and appropriate speed of the state highway.	Pre-implementation	2019	2021		0.32	0.92	1.24	1.24	National
		Implementation	2020	2021		0.00	0.40	0.40	0.40	National

Exclusion of the public

Report 19.405

That the Council:

Excludes the public from the following part of the proceedings of this meeting namely:

1. *Confirmation of the Public Excluded minutes of 21 August 2019*
2. *Consent to change of ownership*
3. *Fleet Acquisition*
4. *Confirmation of the Restricted Public Excluded minutes of 21 August 2019*

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:

General subject of each matter to be considered:	Reason for passing this resolution in relation to each matter	Ground under section 48(1) for the passing of this resolution
<p>1. <i>Confirmation of the Public Excluded minutes of 21 August 2019</i></p>	<p><i>The information contained in these minutes relates to commercial contracts for the design, construction and furniture supply of a tenancy fitout which are still under negotiation. Having this part of the meeting open to the public would disadvantage the Council in the negotiations as it would reveal information on the Council's negotiation strategy. The 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 this prejudice.</i></p>	<p><i>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(i) of the Act (i.e. to carry out negotiations without prejudice).</i></p>
<p>2. <i>Consent to change of ownership</i></p>	<p><i>The information in this report relates to information provided by third parties that is the subject of the negotiation of documents related to the proposed change of ownership consent. Release of this information would likely prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information</i></p>	<p><i>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information which the Council would have good reason for withholding under sections 7(2)(b)(ii),</i></p>

should continue to be supplied. GWRC has not been able to identify a public interest favouring disclosure of this particular information that would outweigh that likely prejudice.

(c) (i), (i) and/or (j) of that Act.

3. Fleet Acquisition

Certain information contained in this report relates to 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 Regional Council (GWRC) to carry on negotiations with bus operators and/or other suppliers of future fleet for the Metlink public transport network. GWRC 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.

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(j) of the Act (i.e. to protect the privacy of natural persons).

4. Confirmation of the Restricted Public Excluded minutes of 21 August 2019

The information contained in these minutes relates to the Chief Executive's full year performance and remuneration reviews for 2018/19. Release of this information would prejudice Greg Campbell's privacy by disclosing details of his full year performance and remuneration reviews for 2018/19. GWRC has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override his privacy.

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(a) of the Act (i.e. to protect the privacy of natural persons).

2. Permits Richard Longman, Partner, PwC New Zealand, and Alex Guy, Partner, Ashurst, to remain at this meeting after the public has been excluded because of their knowledge of matters related to the request for change of ownership consent. Their knowledge will be of assistance in relation to the matter to be discussed.

This resolution is made in reliance on section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6

or section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified above.