

Treasure our rohe ~ Grow our future

**HAVE
YOUR SAY!**



Long Term Plan Consultation | Hei Whiriwhiri | Te Pae 2024-34

Greater Wellington Regional Council Te Pane Matua Taiao





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We're passionate about this Region. *It's unique, diverse and it's growing.*



At a time when there's a spotlight on New Zealand's local infrastructure, we are committed to the ongoing maintenance and renewal of our core assets such as **stopbanks, bulk water pipes, trains and railway stations.**

Queen Elizabeth Park Wetlands before and after



He rohe taurikura – nui te ora o te taiao, he hapori kotahi, he manawaroa te āpōpō

An extraordinary region: Thriving environment, connected communities, resilient future

Here's some of the things we have been doing since our last long term plan:



Training our team to respond to emergencies across the Region



Using data and modelling to improve the public transport network



Upgraded the treated water supply reservoir to meet modern seismic standards



Waitohu stream project



Improving flood forecasting, staff training and flood recovery



Added new electric buses and an electric ferry



Undertook a Te Tiriti Audit to assess our performance in acting in line with Te Tiriti o Waitangi



Established a Te Tiriti Komiti in 2022 to enable Council, committees, and Greater Wellington to make robust decisions that uphold Te Tiriti o Waitangi



Established a Māori constituency to create a permanent place for a Māori voice at the regional governance table



The Kaitoke flume bridge is being built and will be completed in 2025. This critical asset takes approximately 50% of the water supply to our Region



Introduced Snapper cards for all our trains



Installed seismically resilient couplings at the Korokoro valve chamber on the esplanade in Petone, increasing the seismic resilience of the water supply network



Planting 100,000s of trees across the Region



RiverLink - progress on demolition of properties and gravel extraction making way for construction of Mills Road stopbank



Hired more bus drivers and paying them more



Predator Free Wellington has eliminated rats, stoats and weasels on the Miramar Peninsula



Improved the reliability of bus services



Restoring the Wairarapa Moana Wetlands and the native ecosystem in our Regional Parks

Whiriwhiri kōrerotia mai | Consultation - Have your say

**All Councils
create long term plans
and review them every
three years.**

A Long Term Plan sets out our plans and budget for the next ten years.

In the next 10 years, we will spend \$0.7 billion replacing assets that are reaching the end of their life and \$1.0 billion to improve or provide additional assets. **We are forecast to spend \$7.5 billion running the public transport network, providing bulk water, flood protection and looking after the region's environment.**

At Greater Wellington we look after **\$2.2 billion worth of diverse assets**, ranging from stopbanks and parks to bus shelters and bridges.



In this consultation, we explain our proposals and ask for your feedback on two key topics. We describe the impact of our proposals on rates, borrowing and levels of service. The first topic is Ownership of Public Transport Assets; the second topic is about buying shares in CentrePort.

Here are the topics we want your feedback on:



CONTROL
OF **PUBLIC**
TRANSPORT
ASSETS



OWNERSHIP
OF
CENTREPORT

There are links to details about our plans and also what we considered when developing our Long Term Plan budget.

Page 55 tells you how to send us your feedback in written form. You can also provide feedback using our Have Your Say page: www.gw.govt.nz/LongTermPlan.
If you need help with your submission contact us 0800 496 734.

He karere na te Heamana me Te Tumu Whakarae | *A Message from the Chair & CE*

Greater Wellington's vision for an extraordinary region, with a thriving environment, connected communities and a resilient future remains strong.

Helping us to deliver on our vision, are **four cross-cutting focus areas that guide the decisions over the next three years:**



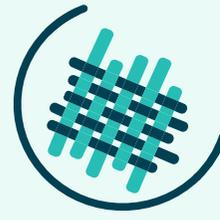
Environment

Holistic approaches to deliver improved outcomes for te taiao



Climate Change

Leading action for climate resilience and emissions reduction



Partnerships

Active mana whenua partnerships and participation for improved outcomes for Māori



Equitable Access

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

We are committed to an **active partnership with mana whenua** - Ngā Hapū o Ōtaki, Ātiawa ki Whakarongotai, Ngāti Toa Rangitira, Taranaki Whānui ki te Ūpoko o te Ika, Rangitāne o Wairarapa and Ngāti Kahungunu ki Wairarapa. Our partnership recognises and supports mana whenua as kaitiaki (guardians) of their broad whenua, freshwater and moana interests in their ancestral lands. We continue to work with our mana whenua partners in new ways by collaborating at all levels of our organisation including governance, management, and operations.

Like all councils in Aotearoa New Zealand, we're developing our 2024-34 Long Term Plan under difficult circumstances.

We're also facing concerns about our railway tracks. Without significantly increased investment to maintain the network, we face the likelihood of further disruption, delays and reduced service levels. To keep our rail services running as they should be, we're working with KiwiRail, the NZ Transport Agency and Ministry of Transport on this issue.

We have worked hard this year to improve the reliability of our buses. Now top of our to do list is a future-proofed public transport network and doing the groundwork to be well prepared for extreme weather events now and in the future.

The big issues of flood prevention, maintaining bulk water supply and public transport demand a region-wide approach. We are committed to continuing to deliver our core services well. In some instances, we're increasing our investment to make improvements.

Our goal to be carbon neutral by 2030 is unchanged. We will continue to reduce and offset our greenhouse gas emissions through this Long Term Plan, with the aim to be climate positive by 2035.*

We'll do this with our mana whenua partners, communities, Wellington, Porirua, Wairarapa, Kāpiti Coast and the Hutt Valley councils and our team of public transport specialists, planners, engineers, environmental regulators and advisors, scientists, park and river rangers.

Our approach is careful and considered to ensure the best possible investment, and to prevent future generations being burdened with debt and a big clean up job. Please have your say to help us make decisions on the topics outlined in this consultation document.



Nigel Corry
Te Tumu Whakarae
Chief Executive



Daran Ponter
Heamana
Chair

*In August 2019, Greater Wellington joined a growing community of local governments around the world by declaring a climate emergency. This declaration signalled a step change in how Greater Wellington addresses its response to the climate crisis. Our leadership is crucial, and the closing window of opportunity to prevent the worst effects of climate change demands an extraordinary response. As part of this response, Greater Wellington set ambitious greenhouse gas (GHG) emission reduction targets for itself. The ultimate goal of the organisation is that by 2035 we will remove more GHG emissions from the atmosphere than we emit (also known as being 'climate positive'), with an interim goal of being 'carbon neutral' from 2030. Carbon neutrality is reached when GHG emissions and the uptake of carbon dioxide by trees or other means (known as 'offsetting' or 'insetting') cancel each other out. All Greater Wellington activities, and the activities of our Council Controlled Organisations, are included in our GHG emissions targets, using an 'equity share' approach. By 'equity share' we mean: we own 76.9 percent of CentrePort Limited, so we account for 76.9 percent of their GHG emissions.

He aha ā matou whiriwhiringa me te putea tautoko

What we consider and how we fund it

The rates you pay contribute to the services we provide. We also fund our work through a range of sources, like central government funding, grants, income from bus and rail services and our current shareholding in CentrePort.

39%

Regional rates

This includes both General and Targeted Rates*. How these are split by territorial authority will be determined next year.

19%

Grants and subsidies

Grants received from Central Government and other parties to fund operating expenditure

18%

Other operating revenue

This includes Transport Fare Revenue, Resource Consent Fees and other revenue sources

12%

Transport improvement grant

Grants received from Central Government for Public Transport Capital Expenditure

10%

Water supply levy

The Bulk Water Supply levy that is charged to Wellington City, Hutt City, Upper Hutt and Porirua City councils based on water consumption

2%

Interest and dividends

Interest earned on our investment and dividends received from Wellington Regional Holdings Limited

The above graphic provides an average figure for each source of funding over the next 10 years.

***General and Targeted Rates:** General rates are paid by all ratepayers in the Region. Targeted rates are paid by a specific group of ratepayers who receive a specific service, for example flood protection.

Forecast rates increases

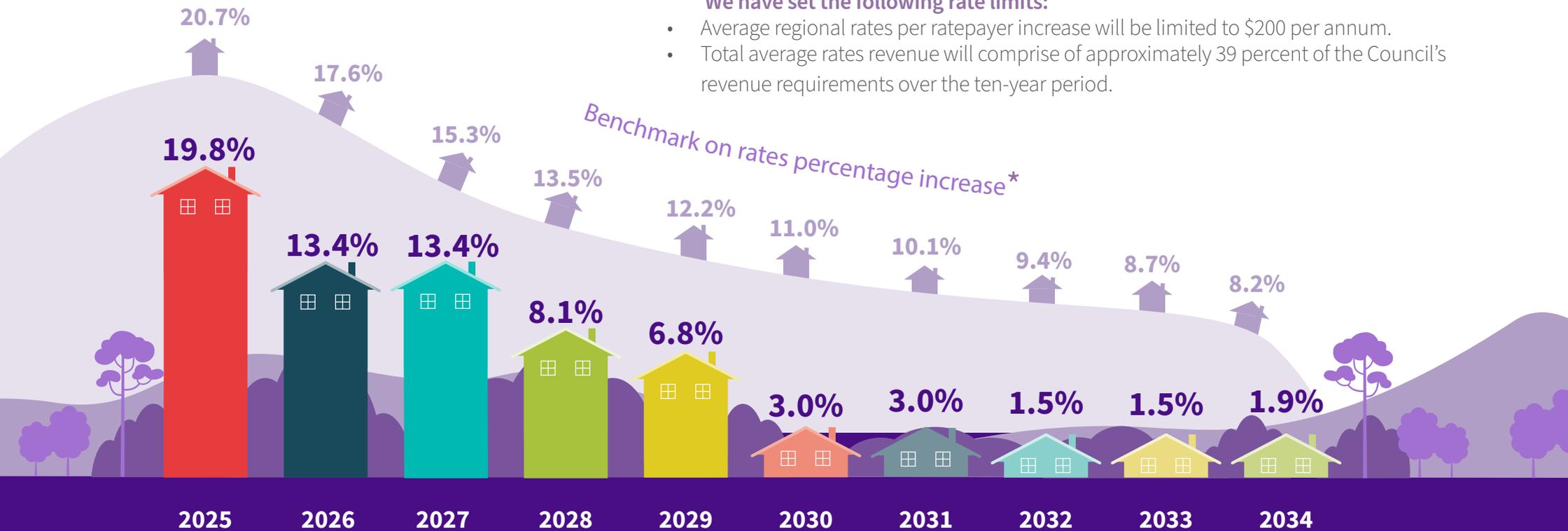
Since our 2021-31 Long Term Plan, we have seen inflation and interest rates reach levels no one anticipated.

Cyclone Gabrielle has had insurers rethinking their charges and we have seen double-digit increases in our insurance premiums. Unfortunately, there's no sign of increases slowing down in the short-term. This has put significant pressure on the first year of our 2024-34 Long Term Plan.

Rising inflation and insurance have also affected our public transport operators. These costs, along with driver wage increases (to remedy the shortage of drivers), have added to operating costs. These factors are casting doubt over the future, so we provide ratepayers with certainty regarding rates over the 10-year period.

We have set the following rate limits:

- Average regional rates per ratepayer increase will be limited to \$200 per annum.
- Total average rates revenue will comprise of approximately 39 percent of the Council's revenue requirements over the ten-year period.



We are investing in flood protection through the RiverLink project (\$166m) and increasing maintenance of the rest of our flood protection network by 50%. This work ramps up in the first two years of the Long Term Plan and helps to keep our communities safe from significant weather events.

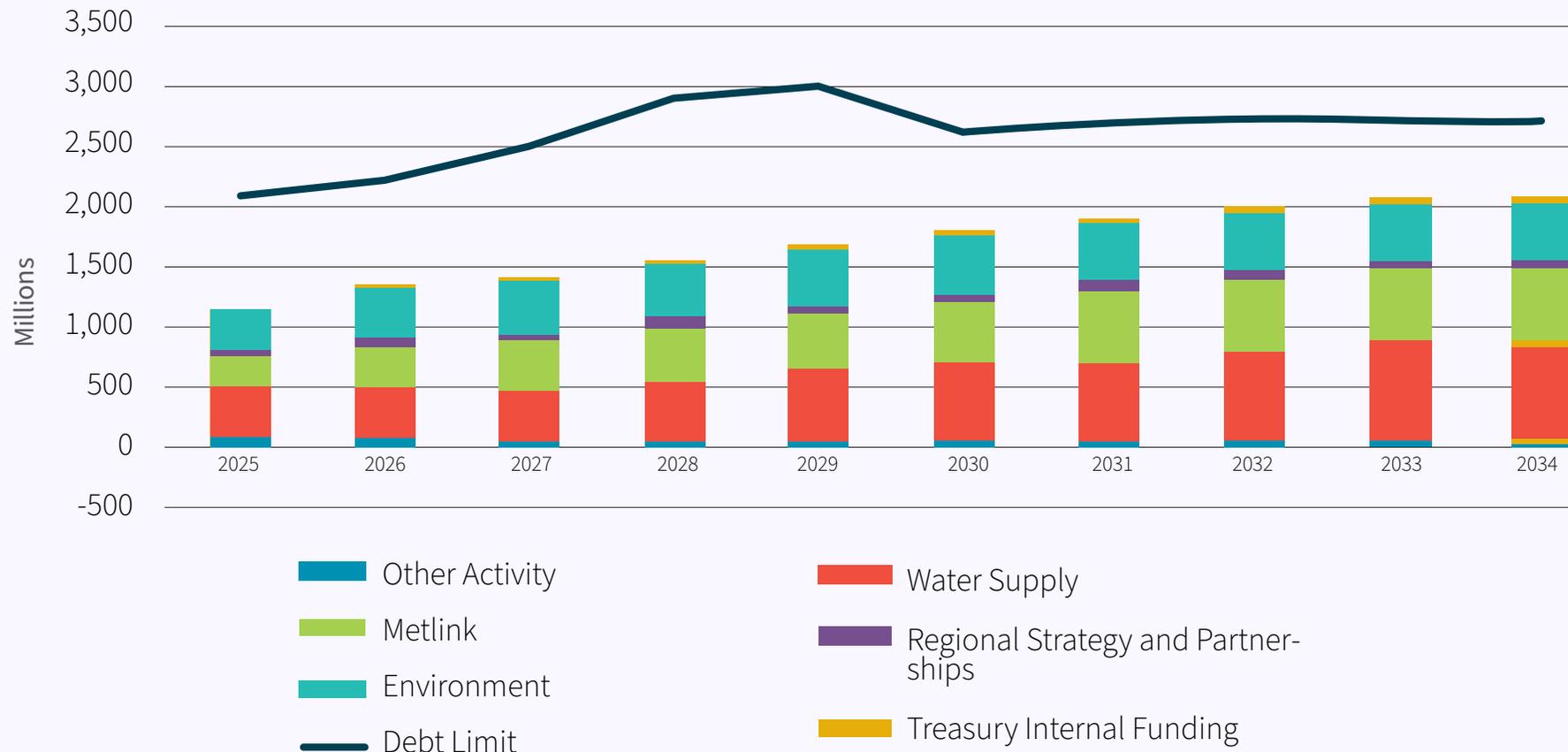
Financial forecasts are predictable in the short-term, (1-3 years). Project costs and economic factors are uncertain over out years. We have based our forecast on the best information available right now.

*This benchmark connects the \$200 limit described above into a maximum regional rates percentage increase limit

Debt levels and explanation

We use debt to spread the cost of projects which have intergenerational benefits between current and future ratepayers. A portion of your rates is allocated to interest and principal repayments to fund this debt.

For example, if the lifespan of a stopbank beside a river is 100 years, using debt to pay for it means the ratepayers' investment is spread more fairly across the life of the stopbank and to those who benefit from the flood protection it offers.



Balanced Budget

Greater Wellington is planning to have a balanced budget throughout the 2024-34 Long Term Plan as required in section 100 of the Local Government Act. The balanced budget ensures that there is revenue to cover the operating expenses.

Our Balanced Budget



Whakawhiti whakaaro | We would like your thoughts on:



1. Control of Public Transport Assets



2. Ownership of CentrePort

Whakawhiti whakaaro

Consultation topic 1

Increasing Greater Wellington's control of strategic public transport assets.

Should we have more control over our public transport assets?

We think more control is the best route to take.

Many thousands of people rely on our public transport system to connect them across the Region and demand is increasing. We're working to provide public transport services the community can have confidence in and are proud of: a reliable, accessible, low-carbon public transport network.

We have limited control over key infrastructure

The challenge we face is our limited control over the key infrastructure needed to deliver public transport. Being in control of assets, like bus depots and electric bus charging stations, would make it easier for us to plan. These assets are currently owned by private operators, who are contracted by us to deliver services

We can take a more long-term view

If we increase the Council's control of public transport assets, we can take a more long-term view on the planning and continuity of bus services across the whole Region.

The availability of inner-city land and electricity supply is becoming increasingly challenging. Control over these would help us achieve our goal of decarbonising the bus fleet. Our proposed increased control will also ensure new bus operators are able to compete more fairly, and equitably, for future service contracts.



Bus depots are the first step

Greater Wellington has approved, subject to public consultation, a draft Public Transport Asset Control Strategy that would see our control of key public transport bus assets increase over the long term.

The first proposed step in this strategy is the development of bus depots in Lyall Bay and Northern Wellington. We're also talking with Wellington City Council about future arrangements for the Lambton Interchange, which is a vital public transport hub. The depot in Lyall Bay would replace the existing privately-owned Kilbirnie bus depot, whose future is uncertain. There would be another depot in Northern Wellington because we currently don't have long-term right of use over the privately-owned depot that services this area.

The benefits

Increasing our control of bus depots, charging infrastructure, and possibly buses, will have benefits. The most important are that strategic infrastructure is available for our bus passengers to use in the future, and decarbonisation of our bus fleet can be achieved.

Upfront: \$357 million



Long term: cost neutral



The costs

Our plan is intended to be cost neutral, or better, over the long term. This is because investment in depots is already funded by us, either directly or through the fees and charges paid to private operators.

Some upfront investment will be necessary in developing and securing depots and charging infrastructure. We'll also need to find the expertise to manage the depot and infrastructure investment. We have budgeted for \$357 million out of a total Metlink capital budget of \$731 million which will be funded by debt (excluding bus ownership).

NZ Transport Agency has already confirmed \$10.8 million of funding is available if we go ahead with Lyall Bay electrified bus depot development. The likely costs of new arrangements for the Lambton Interchange are uncertain but we believe they will be within our planned budget.



In summary

Why do this

- This option offers long term security of strategic assets
- Increased control of decarbonisation programme
- Increased ability of operators to enter the market
- Cost neutral over the long term

Why not do this

- The upfront funding required for depot development
- Finding the expertise to manage the depot and infrastructure investment

Public Transport Asset Control: Control it or keep as is?

Do you agree that Greater Wellington should, over the long term, increase control over public transport bus assets (charging stations and depots) as set out in the Draft Public Transport Asset Control Strategy?



Build a Depot

Do you support the proposed funding in this Long Term Plan period for the development of a Greater Wellington controlled bus depot in Lyall Bay (noting the financial commitments from NZ Transport Agency?)



Financial implications:	YES decision	NO decision
Cost over 2024-2034	From \$59m* to \$74m of operating costs, principal and interest payments (over 10 years)	From \$36m* to \$73m rental payments
Impact on rates	Largest increase of 0.65% (Year 1). Largest decrease in 1.88% Year 8	Largest increase in 1.88% Year 8. Largest decrease of 0.65% (Year 1)
Impact on debt	Additional \$51m* to \$104m	No additional debt
Impact on assets	\$104M depot and infrastructure assets	No asset ownership
Levels of Service	No Impact	No Impact

*With New Zealand Transport Agency Funding Assistance Rate (FAR) of 51%



Do you support funding in this Long Term Plan period for the development, purchase or increased Greater Wellington control of other strategic bus assets (including development of a bus depot in North Wellington?)

Financial implications:	YES decision	NO decision
Cost over 2024-2034	From \$35m* to \$68m of operating costs, principal, and interest payments	From \$47m* to \$96M rental payments
Impact on rates	Largest increase of 0.36% in Year 7. Largest decrease of 2.03% in Year 10	Largest increase of 2.03% in Year 10 Largest decrease of 0.36% in Year 7.
Impact on debt	Additional \$124m* to \$253m	No additional debt
Impact on assets	\$253m depot and infrastructure assets	No asset ownership
Levels of Service	No Impact	No Impact

See page 55 ,or visit www.gw.govt.nz/LongTermPlan, to have your say.

*With New Zealand Transport Agency Funding Assistance Rate (FAR) of 51%



Whakawhiti whakaaro

We would like your thoughts on

Consultation topic 2:

Buying shares to become a 100% shareholder of CentrePort.

CentrePort Limited is a strategic asset for the region. It provides a full range of port services, including imported goods and exports by container, bulk trade (such as logs, vehicles and cement), and

fuel imports. It also provides the northern hub for the Cook Strait ferry service. In 2022/23 it generated revenue of \$99 million and a profit of \$12 million before tax.

For more information, please see reports and publications provided on the CPL website. <https://www.centreport.co.nz/>

The services provided by CentrePort support businesses across the Region and into Taranaki, Manawatu and Marlborough. The Cook Strait ferry service is a nationally important link between the North Island and South Island. Over 137,136 passengers from 89 cruise ships were welcomed to Wellington harbour during the 2022/2023 season. CentrePort also has a critical role as a lifeline asset during an emergency, such as an earthquake – providing an essential service to import food, water, fuel, equipment, first responders and evacuation of people.





What's the decision?

Currently, we own 76.92% of CentrePort, with the remaining 23.08% owned by Horizons Regional Council.

Horizons are considering selling their shareholding and have approached us to purchase their shares. Purchasing these shares would enable us to be a 100% shareholder of CentrePort.

Benefits of ownership

As a majority shareholder we can currently control major decisions. A key advantage of becoming a 100% owner of CentrePort is that we would be able to determine the port's future direction more easily. We can consider how CentrePort can work with other partners, including options in the future to bring in other strategic investors to grow the business and increase the role of CentrePort in the national supply chain.

Not purchasing the shares represents a potential risk, as they could be purchased by an investor who isn't strategically aligned to us. If they were sold through a share market offering, this would also result in a dilution of the current full public ownership of CentrePort.

Risks of ownership

The port sector is still subject to considerable uncertainty following the impact of COVID-19 on supply chains and tourism. There are also the challenges of both domestic and international economic conditions.

There is risk in the cost and delivery of the Regeneration Plan at CentrePort following the Kaikōura earthquake. There is uncertainty associated with the

Interislander ferry terminal. These risks are currently shared to an extent with Horizons and would become our responsibility alone.

Increasing the shareholding will also increase our organisational carbon footprint. In 2022/23 a 100% shareholding would have added 770 tonnes or 2.3% of CO2 to our total emissions. Our financial exposure to climate impacts is also slightly increased.

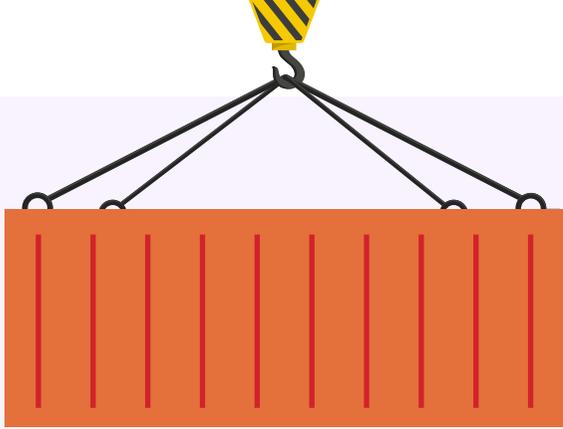
Purchasing the shares

To purchase the shares, we would need to borrow funds. We would benefit from an increased shareholder dividend*, but there would be additional costs for ratepayers. These costs depend on the purchase price agreed with Horizons Regional Council, which is not yet agreed. We estimate the impact of purchasing the shares would be an increase of up to 1.2% average region-wide rates per annum. This would mean an increase in our overall borrowing requirement, but we would still be well within our agreed borrowing limits, and this would not affect our excellent Standard and Poor's financial rating of AA+.

This would mean an increase in our overall borrowing requirement, but we would still be well within our agreed borrowing. It would not affect our Standard and Poor's financial rating of AA+ with a negative outlook.**

*In the 2022/23 financial year CentrePort paid out a \$6m dividend and expect this to grow 6% per year over the long term.

**At the same time as issuing the Greater Wellington's long-term credit rating, Standard and Poor's unusually and importantly also released a report on the weakening of the Local Government Institutional Framework. This environment change had a significant influence on the negative outlook attached to our rating but has no impact on our ability to raise debt nor does it have an impact on our access to best rates with the Local Government Funding Agency.



Do you agree with the proposal for Greater Wellington to buy additional shares of CentrePort and be 100% shareholder?

Financial implications:	YES decision	NO decision
Cost over 2024-2034	At this stage a purchase price has not been agreed. Horizons have a current valuation of \$63m for their shareholding. \$63m purchase price would result in a total cost of \$19.63m over the 10 years	No impact
Impact on rates	Up to 1.2% average region-wide rates per annum (depending on the purchase price)	No impact
Impact on debt	Up to \$63m (subject to purchase price)	No impact
Impact on assets	Increase investments to purchase price.	No impact
Levels of Service	No Impact	No Impact

Ētahi atu taipitopito kōrero | Other things you need to know

RiverLink

RiverLink's key delivery milestones are being achieved.

There has been good progress on demolition of properties and gravel extraction to make way for the stopbank between Melling Bridge and Mills Street. Along with site preparation on the SH2 side of the river between Kennedy Good and Melling Bridges.

All partners (Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira, NZ Transport Agency and Hutt City Council) are committed to work together to ensure the project can be delivered effectively and affordably.

www.teawakairangi.co.nz

Water Storage Lakes

We are planning for continued ownership of water supply as part of the Government's move from Three Waters to 'Water done well'.

Our role is to supply safe drinking water in bulk to Wellington, Porirua, and the Hutt Valley which Wellington Water Limited does on our behalf. We do not do stormwater or wastewater management.

Beyond the period of this Long Term Plan, we need to increase the amount of water we supply to the Wellington, Porirua and the Hutt Valley councils by building two more storage lakes. These lakes will ensure we have enough water supply in the summer to meet demand.

Over the next three years, Wellington Water Limited will develop concept designs, and work through consenting for these storage lakes. The cost to build the lakes will be high and, as a Region, we need to reduce our use of water over the next 10 years. Construction will be subject to community consultation and resource consent approvals.

We will support Wellington Water Limited's wider regional strategy to **manage water demand and supply:**



Keeping the water in the pipes

Wellington Water Limited plans to continue finding and fixing leaks, managing water loss, and replacing old infrastructure on behalf of Wellington, Porirua and Hutt Valley councils.

Greater Wellington's storage and water treatment parts of the system don't have a large level of water loss and will continue to be maintained to a good standard.

Reducing water demand through water metering

Wellington, Porirua and Hutt Valley councils are planning to invest in universal smart water meters through Wellington Water Limited.

Meters are an industry best-practice tool for managing water loss, assisting with the reduction of leaks and encouraging better water conservation habits. These steps are part of local council activity.

Adding more supply

Completing the existing project to optimise Te Mārua Water Treatment Plant capacity which is part of Greater Wellington's job supplying bulk water to the local councils. Creating another pair of storage lakes in the future (10-15 years), so we have sufficient supply of water in the summer and during drought periods.



Sky Stadium Earthquake Strengthening

Events held at Sky Stadium, like concerts and sports games, bring social, cultural and economic benefits to Wellington City and the wider region.

Because of these benefits, it's important that we support earthquake strengthening and maintenance of this 25-year-old building. We are doing what we need to keep the stadium safe with the least impact on rates possible.

Wellington Regional Stadium Trust is responsible for Sky Stadium. Our portion of this co-funded investment is \$19 million over the next 10 years.

www.skystadium.co.nz/contact-us/about-us/stadium-trust

Increasing funding to deliver critical flood protection work

The number of extreme weather events is on the rise, and we need to continue our flood prevention work to keep our communities safe.

We build and maintain structures and undertake protective planting to reduce the risk of floods affecting our communities. We also plan for future protection, provide information to the community about flood risk, and prepare to respond to floods.

A priority for us is the maintenance of our flood protection infrastructure and we are increasing investment in this area. We also plan to continue exploring nature-based solutions, which offer options to restore our ecosystems at the same time as reducing flood risk. Nature-based solutions can include increasing room for river movement, using more native species in riverbank planting and creating new wetlands to slow water flow. Planting results in better water quality by filtering runoff, providing cleaner air, and improved habitat and biodiversity for wildlife. We are doing this work alongside our mana whenua partners.



Increasing pest management

We want to protect our native wildlife and the places they live to create a thriving environment that is more resilient to the effects of climate change.

Goats and deer do a lot of damage to forest floor plants and our threatened species. Working with our partners Ngā Hapū o Ōtaki, Ātiawa ki Whakarongotai, Ngāti Toa Rangatira, Taranaki Whānui ki te Ūpoko o te Ika, Rangitāne o Wairarapa and Ngāti Kahungunu ki Wairarapa and communities, we have made excellent progress in reducing the harm done by pests to our native plants and animals. We plan to increase our investment in the control of goats and deer.

We have started large-scale planting programmes in our Regional Parks and a bit of extra funding will help us to protect these plants. We also look after threatened birds in special places around the region and we will be able to boost this protection.



Update on restoration in Regional Parks

The Recloaking Papatūānuku project was funded through the 2021-31 Long Term Plan to carry out major environmental restoration in our Regional Parks.

The project has grown this past winter, with over 360,000 native plants being planted across 130 hectares. We plan to continue planting large numbers of trees each winter for the next three years. The project will continue to be funded by an additional \$2.6m from our Low Carbon Acceleration Fund (this funding comes from money we borrow against our carbon credits).

The project fits into longer term landscape-scale planning for our Regional Parks. Partnerships with mana whenua are being established to set clear priorities for restoration and the future of the parks.



Public transport fares

The costs of running our public transport services have increased, along with the rising cost of living.

We are increasing public transport fares by 10% in Year 1 of our Long Term Plan to cover current and historic inflationary costs. Increasing fares will also help offset the size of the current proposed rates increase.

The 'Community Connect' scheme, (which included 1/2 price fares for Community Services Card holders) along with other fare concessions and discounts will continue to provide lower fares for those who need them most.

Our aim is to keep fares as low as possible to encourage people to use public transport. We invest fares revenue in our public transport and, when available, supplement this with funding from Central Government. Public transport fare increases are decided by Greater Wellington separate to the Long Term Plan.



More bus services and existing diesel allowed in tenders

Use of buses has returned to pre-pandemic levels, and use of trains has returned to 80% of pre-pandemic levels.

We are planning for an additional 100 buses, to create new bus routes, and to increase the frequency and capacity of our services to cater for the expected population growth in the Region.

As part of our bus growth strategy, we'll continue to use our existing diesel buses until all core service buses are electric by 2030. Compared to our 2021-2031 plan, this option means higher emissions in 2028-29 but we can still meet our carbon neutral target for 2030. We see this new growth forecast and temporary use of diesel buses as a balance between continued, sustainable growth and overall rates affordability.

Working to get buses moving faster

The Government, Wellington City Council and Greater Wellington agreed to dissolve Let's Get Wellington Moving.

Individual agencies will be responsible for funding their components of the programme under usual national-local government share arrangements contained in the Land Transport Management Act. We are working with Wellington City Council and the NZ Transport Agency to look at how to get our buses moving through Wellington City faster. We have budgeted for up to \$88m over ten years to contribute towards bus priority.



Lower North Island Rail Integrated Mobility

In the last Long Term Plan, we set aside funding in our budget for a business case on the future of rail services in Wairarapa and Manawatū.

The business case considered infrastructure and services for modern long distance fully electric-powered commuter trains and stations. Procurement is now underway for these trains and stations. The new trains will quadruple services between Palmerston North and Wellington on the Manawatū line and double peak services between Masterton and the capital on the Wairarapa line. You'll start to see these trains on the tracks from 2030.

Central Government has agreed to contribute funding for 18 four-car, tri-mode trains (which will be operated by Metlink) for the Wairarapa and Manawatū rail lines as part of the Lower North Island Rail Integrated Mobility project. However, there is uncertainty due to there being no signed agreement in place for the funding. If we don't receive Central Government funding, the rail programme will have to be significantly revised.



Our response to the draft Government Policy Statement on Land Transport 2024-34 (GPS)

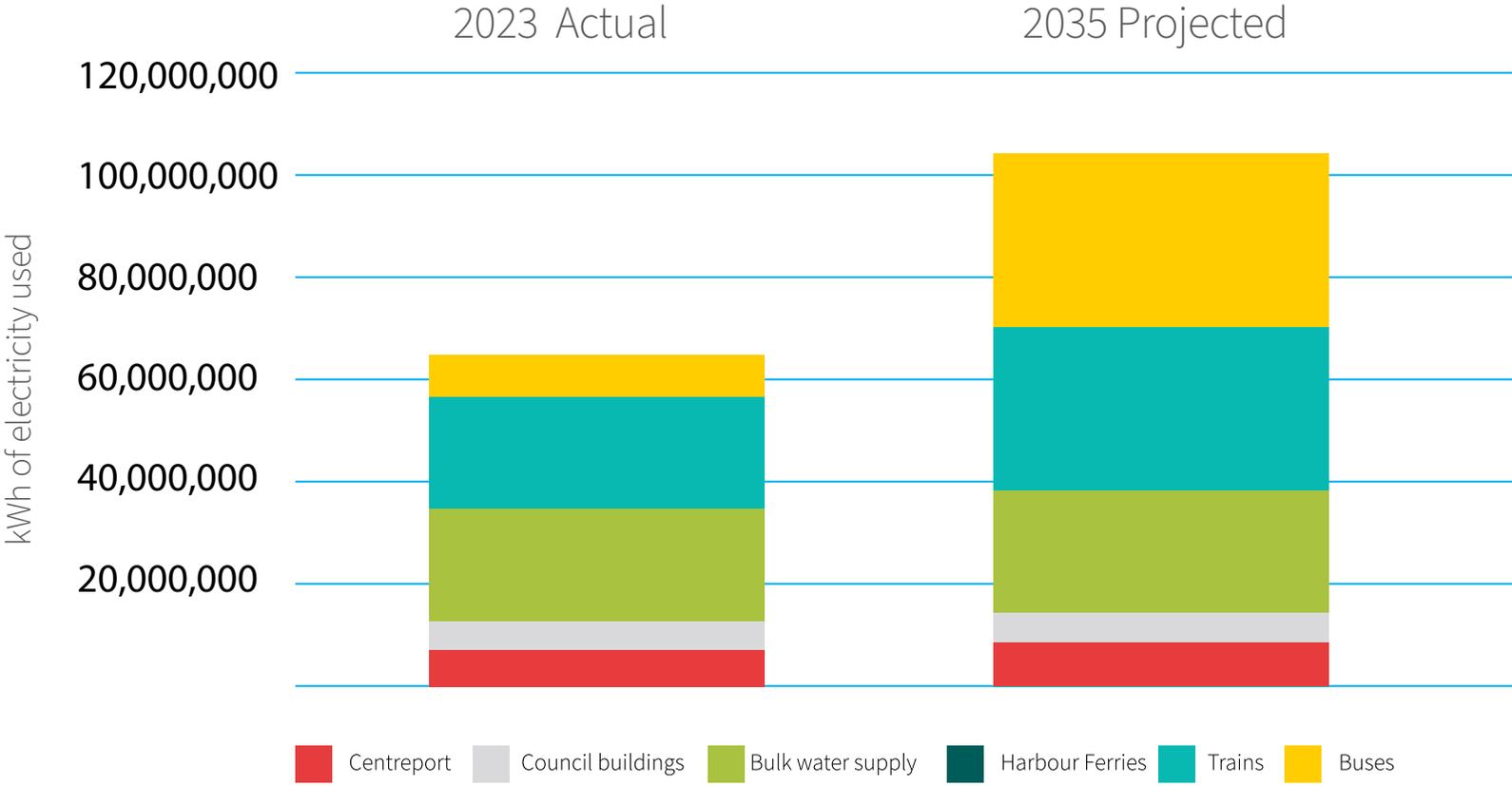
The direction indicated in the draft GPS has implications for our ability to fund public transport. What we know to date is that there will be an increased focus on the efficiency of services and the level of cost recovery expected from fares. We will consult with you on any significant changes to our services.

Energy Transformation Initiative

The Energy Transformation Initiative is about how we build renewable electricity generation to meet Greater Wellington's growing electricity needs for things like the rail network, electric buses and bulk water supply. We plan to do this by putting solar arrays on buildings and solar farms on open flat land; either on our own land or by leasing private land. This has the potential to avoid thousands of tonnes of carbon emissions each year and help us and the country achieve our climate goals. New renewable electricity assets should be able to recoup investment costs from the value of the electricity produced. We plan to avoid an impact on rates, although there will be a degree of commercial risk.

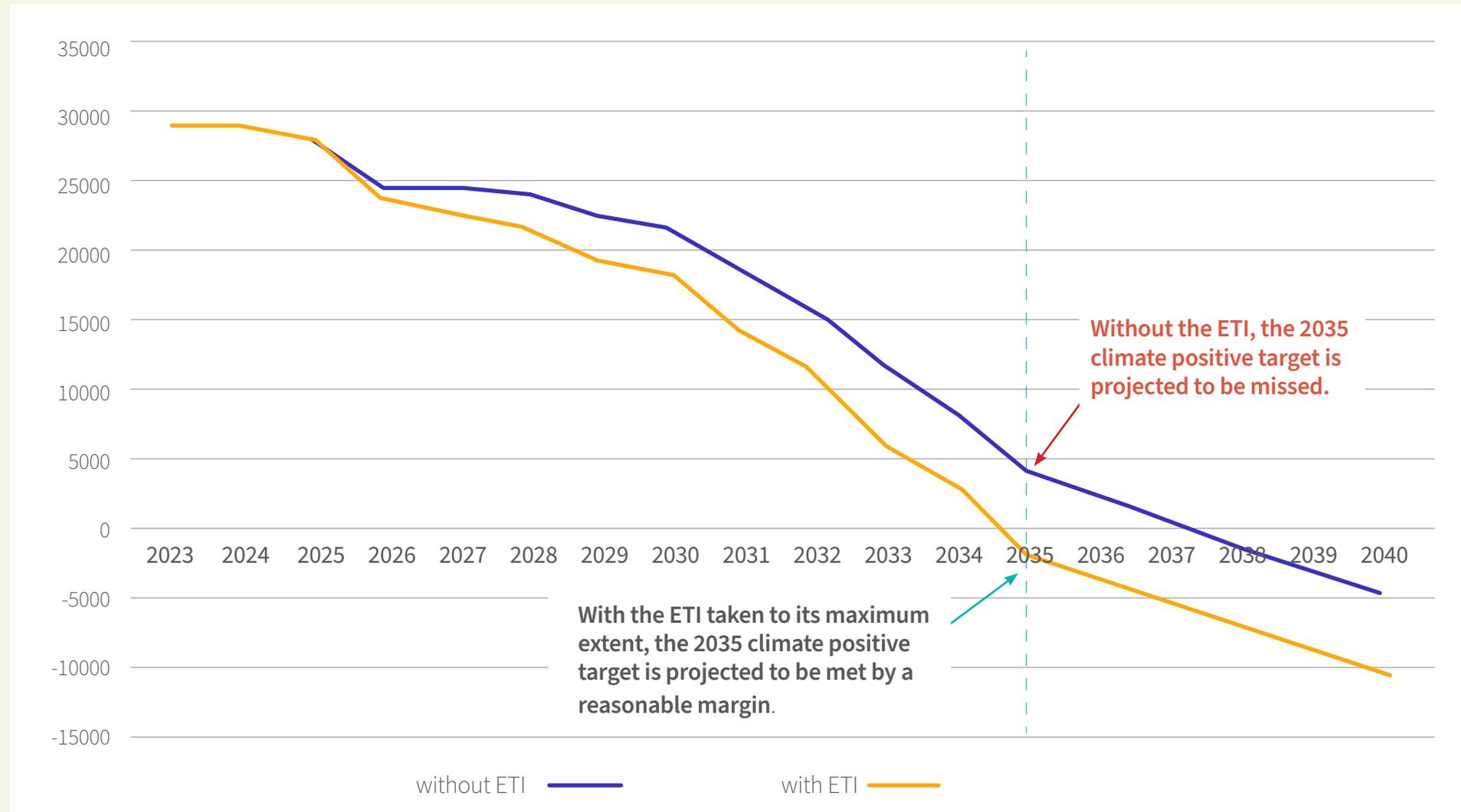
This initiative would build resilience by minimising disruption to our local energy supply. Greater Wellington is in the early investigation stage of this initiative with more information to come.

Overview of the electricity use of Greater Wellington's activities



Projected emissions of Greater Wellington's activities with and without the Energy Transformation Initiative (ETI)

New renewable electricity assets should be able to recoup investment costs from the value of the electricity produced. We plan to avoid an impact on rates, although there will be a degree of commercial risk.



What we do, and what we have planned

Plans and priorities to get things done

Our environment is our big backyard – the air we breathe, the water we drink, the places we swim, walk and fish.

So, it is vital it is regulated, monitored and protected for us to enjoy now, and for generations to follow.

We're responsible for environment management, flood protection and land management, provision of regional parks, public transport planning and funding, and metropolitan water supply.

We group the activities we deliver into four 'Activity Groups' for planning and managing the things we need to achieve:

Environment

This group has many ways to help protect our Region's precious and unique environment. They work to restore our freshwater quality and coastlines, increase restoration and planting in our parks, and build and maintain the infrastructure that keeps our communities safe from flooding. See website for more information: <https://www.gw.govt.nz/environment/>

Metlink Public Transport

One of the great things about our work is the way we help people connect to it and we know we can always improve.

This group puts everything into making public transport accessible, reliable and efficient with low carbon emissions.

<https://www.gw.govt.nz/transport/metlink-bus-train-and-ferry/>



Regional Strategy and Partnerships

This group leads regionally focused strategy and planning to ensure our Region continues to be a great place to live.

This includes regional spatial and transport planning, planning for action on climate change, regional economic development plans and emergency management. We build sustainable partnerships and relationships with mana whenua and regional planning with other local councils and central government.

Water Supply

Water is a fundamental need for our communities, so we will continue supplying clean, safe water as well as educating people on the part they can play in keeping a sustainable water supply.

Respecting the environment and tackling climate change are part of everything we do.



Metlink Public Transport key activities

Continued de-carbonisation of bus fleet *Ongoing*

Metlink will continue to electrify its fleet which helps us reduce CO2 and harmful emissions

Network Operations Centre *2025*

Establish a Network Operations Centre, which is focused on the full network (ferry, rail and bus), 24/7. This gives us the opportunity to provide more reliable, timely and accurate information to our customers

Bus Contract Procurement *2024-2030*

Metlink's public transport bus operator contracts will begin expiring in 2027. We are working on our approach to procurement of new contracts

Accessibility improvements *Ongoing*

Implementation of Accessibility Action Plan, including a variety of accessibility improvements to stations, vehicles, stops, technology aids and staff/operator training, and accessible corridors

Implementation of National Ticketing Solution *2025-2026*

National Ticketing Solution is a convenient and cost-effective solution aimed at providing more ways for customers to pay for public transport

Implementation of Real-Time Information 2.0 *Fully implemented 2026-2027*

Replacement of the Real-time Information system to provide smarter, more accurate information and data for customers, the business and operators

Waterloo Transit Oriented Development *2024-2029*

Replace aging and unsafe building infrastructure at Waterloo Station with a mixed-use transport/commercial Transit Oriented Development

Johnsonville Transport Hub/Interchange *2025-2031*

As part of the redevelopment of the land currently owned by Stride Property Group, it is proposed to build a Public Transport hub, including a layover/driver break facility

Porirua Transport Hub/Interchange *2024-2027*

Bus layover and driver facilities in Porirua



Wellington City bus layover/depot 2025-2029

Locate land, build layover facility for up to 30 buses including driver rest facility. EV charging facility

BRT (buses that replace trains) infrastructure improvements *Ongoing*

Provide consistent and accessible levels of service for buses that replace trains, including Metlink buses, electronic payment and fully accessible stops

Rail timetable improvements *Ongoing*

Make changes to rail infrastructure and service schedules to increase capacity and resilience of services

Rail Station improvements *Ongoing*

We plan to make several railway station upgrades to improve customer experience and travel choice

Technology enhancements on fleet and stations

Ongoing

Technology implementation to improve how Metlink delivers services and technology enhancements to meet customer needs, such as Wi-Fi on buses, wayfinding and messaging



Environment key activities

RiverLink 2024-2026

Protect Hutt City from significant flood damage. Construct a new interchange, relocate Melling Train Station and build two new bridges over Te Awa Kairangi. Revitalise of Hutt city centre

Regional flood resilience projects Ongoing

Protect river communities from the effects of climate change. Nature-based solutions to be used wherever possible, including native planting

Recloaking Papatūānuku Until 2027

Carry out a restoration programme of planting and other activities on the formerly grazed areas of five Regional Parks

Predator Free Wellington Ongoing

Continue phase 2 of this predator eradication programme working alongside households, community groups and other organisations. Funded by the Wellington City Council, Greater Wellington Regional Council, Predator Free 2050, and the NEXT Foundation

Development of our catchment approach Ongoing

Complete internal changes to support our catchment approach, then test and agree priorities with mana whenua and communities

NRP/RPS changes and Whaitua Implementation Programmes

2024-2026 and 2027-2028

Implement changes to the Natural Resources Plan and Regional Policy Statement to realise better freshwater and environmental outcomes, and meet community and mana whenua aspirations

Key native eco-systems Ongoing

Work with partners to protect areas with 'high biodiversity values' including forests, wetlands, freshwater, estuaries and coastal

Freshwater Farm Plans Ongoing

Support farmers to reduce their farms' effects on freshwater. In addition, provide general information and advice to the agriculture industry to ensure consistency and good environment outcomes

Daleton Nursery expansion 2024-2025

Establish a poplar and willow pole nursery to a point where it is ready to operate. Poplars and willows are planted on farmland and riverbanks to reduce erosion



Wellington Water Limited key activities

Te Marua WTP Capacity Optimisation *Ongoing 2024-2025*

Upgrade at Te Marua Water Treatment Plant to increase its treatment capacity to improve the security of supply to the Region

Regional Fluoridation Improvement Stage 2

2027-2028 and 2028-2029

Upgrade fluoride dosing equipment to provide permanent reliable dosing systems for the Region

Te Marua WTP Scheme Expansion Stage 1 (Pakuratahi Lakes 1 and 2) - Pre-construction

2024-2025 and 2030-2031

Concept design, consenting, preliminary design and procurement planning for additional storage lakes

Te Marua Pump Station Capacity Upgrade

2026-2027 and 2028-2029

Upgrade the pump station at Te Marua Water Treatment Plant to increase the amount of water that can be delivered from the Treatment Plant to customers, and increase the operational resilience of the pump station

Water Supply Pump Station Renewals *Ongoing*

Replacement of critical parts within the water supply pump stations, which are approaching the end of their service life, to reduce the risk of their failure and interruptions to supply

www.wellingtonwater.co.nz

Wainuiomata WTP - Washplant Capacity and Quality Upgrade *2027-2028 and 2030-2031*

Treatment plant improvements

Wellington Metro WTP Planned Renewals

Ongoing

Replacement of critical parts within the Wainuiomata, Waterloo, Te Marua and Gear Island Water Treatment Plants, which are approaching the end of their service life, to reduce the risk of their failure and interruptions to supply

Gear Island and Waterloo Wells Replacements - Part 2

2024-2026 and 2028-2029

Progressive installation of new boreholes to replace those approaching the end of their service life. Objective is to reduce the risk of asset failure and interruption/limitation to supply

Kaitoke main on Silverstream Bridge

Ongoing - 2024-2025

Replacement of the critical supply pipeline across the Hutt River at Silverstream, which supplies treated water to Porirua City and Northern/Western Wellington City, to reduce its risk of failure and improve resilience

Relocation of Te Marua/Ngauranga pipeline *2030-2031 and 2032-2033*

Relocation of Te Marua to Ngauranga pipeline from Haywards Substation to Haywards Reservoir to minimise risk of damage due to landslips expected following a significant seismic event



Regional Strategy and Partnerships Key Activities

Most of the work done by our Regional Strategy and Partnerships group is a statutory requirement or business critical. We have trimmed our budget where we can and over the next 10 years we will continue working on:

Regional Strategy and Partnerships *Ongoing*

- strengthening capability and capacity of Wellington Regional Emergency Management Office.
- implementing the Wellington Regional Growth Framework - www.wrgf.co.nz
- reduction of our corporate carbon emissions
- regional economic development including low carbon economic transition
- collaborative decision making with mana whenua partners
- Regional Land Transport Plan development /www.gw.govt.nz/your-region/plans-policies-and-bylaws/plans-and-reports/transport-plans/wellington-regional-land-transport-plan-mid-term-review/
- implementation of Te Matarau a Māui work programme
- reporting of Greater Wellington's activity against the Māori Outcomes Framework



Key pieces of infrastructure investment over the next 30 years

We are taking a longterm view to make sure our infrastructure will provide the levels of service our communities need.

We've considered a range of factors as we've planned for our infrastructure needs over the next 30 years. It is important that our communities are aware of the challenges for our infrastructure, and the likely future cost.

We are planning for an additional 164,000 residents over the next 30 years.

Treasury is forecasting the economic slowdown will continue this year and the slowing down of the labour market is likely to result in a rise in unemployment. The overall cost increases for communities and the associated equity challenges are expected to continue.

From 2026, interest rates are expected to fall and growth is expected to pick up, averaging 2.8% per year and unemployment is expected to trend downward.

The Region will continue to experience more frequent and intense rainfall events, and more frequent droughts. The number of hot days will increase, and the number of frosts will decrease. There will be permanent sea level rise and more frequent and intense coastal flooding and erosion. Inland, we will see more intense river flooding, and increased slips and landslides. The annual average temperature will also rise. We are at risk of earthquakes, tsunami and, increasingly, wildfires – all posing threats to life, property and livelihoods.

We have made plans with these significant challenges in mind

We look after \$2.2 billion worth of diverse assets, ranging from stop banks and parks to bus shelters and bridges. In the next 10 years, we will spend \$0.7 billion replacing assets that are reaching the end of their life and \$1 billion to improve or provide additional assets.

We are forecast to spend \$7.5 billion running the public transport network, providing bulk water, flood protection and looking after the Region's environment, over the next 10 years.

Key infrastructure projects over the next 30 years

When we're doing it	Infrastructure works we're doing	Approved Cost 2021-31 LTP	How much it will cost 2024-34 LTP
2024-2033	Recloaking Papatūānuku: plant 700 ha of previously grazed land at Belmont Regional Park*	\$830K	\$29.3m (Opex) (upscaled)
2024-2028	Public Transport central business district layover	N/A	\$23.58m
2024-2033	RiverLink - Te Wai Takamori o Te Awa Kairangi (Flood Resilience)* Associated Land purchase (PT)	\$76.5m (excluding land purchase)**	\$166.3m \$2m
2024-2054	Hutt Wellington Capex (Flood Assets) <ul style="list-style-type: none"> Silverstream to Moonshine Bridge Channel Works Moonshine to Māoribank Improvements Waiwhetu Improvements Ava Rail Bridge to Estuary Bridge Improvements Belmont Improvements 	\$223m	\$213.3m
2024-2054	Kāpiti Capex (Flood Assets)	\$20.8m	\$31.6m
2024-2054	Lower Wairarapa Valley Capex (Flood Assets) <ul style="list-style-type: none"> Barrage Gates Tawaha Sill Whakawhiriwhiri Stream 	\$220.1m	\$131.2m
2024-2054	Waiohine Capex (Flood Assets) <ul style="list-style-type: none"> North Street Stopbank Kuratawhiti Street Stopbank 	\$13.9m	\$5.9m
2024-2054	Te Kauru (Flood Assets) <ul style="list-style-type: none"> Waipoua Urban Reach 	\$12.6m	\$65.0m

(* denotes previously approved in past LTPs with revised budget shown). The following are excluded: Corp Support (Fleet and ICT costs), Regional Strategy and Partnerships (Transport Analytics, Stadium Trust- seismic improvements, and Regional Land Transport Strategy and Planning) Include original budgets, if previously approved. (**The original RiverLink budgets excluded additional property purchase, were based on an initial design phase and on estimates undertaken in 2018. Estimates were updated across the project by independent estimators in 2021 and again in 2022 to arrive at an updated estimate.)

When we're doing it	Infrastructure works we're doing	Approved Cost 2021-31 LTP	How much it will cost 2024-34 LTP
2024-2054	Other Wairarapa (Flood Assets) Dams	\$1.5m	\$12.5m
2024-2033	Water Supply resilience to natural hazards and climate change	\$38.7m	\$64.7m
2024-2031 2024-2027	Johnsonville Transport Hub Porirua Interchange	N/A N/A	\$13.3m \$7m
2024-2029	Public Transport Lower North Island Rail - Rolling Stock and network improvements Wellington/Masterton and Wellington/Palmerston North*	\$745m (includes 90% central government funding)	\$568m (includes 90% central government funding)
2024-2032	Rail - Metro Rolling Stock fleet expansion and depot extension to meet growth in demand*	\$191m	\$217m
2024-2033	Sustainable water supply (Te Mana o te Wai) – including design and consenting of two additional water storage lakes at Pakuratahi. Construction and operating cost estimates will be detailed in future Long Term Plans.	N/A	\$35.5m
2024-2033	Existing Water Supply network renewal	\$275m	\$424m
2024-2026	Harbours Channel Risk Review implementation	N/A	\$558k
2024-2025	Public Transport National Ticketing Solution – Implementation*	\$48.4m	\$47.6m
2024-2025	Public Transport Real Time Information 2.0: Replacement of Real Time Information infrastructure	\$19m	\$2.9m Capex
2024-2035	Public Transport Buses Replace Trains	N/A	\$10m

Note: The delivery of the public transport projects outlined depends on the budget for Central Government funding, which is uncertain.

Total Projected expenditure \$9.2b

Operational expenditure

\$7.5 billion (81%)

Capital expenditure

\$1.75 billion (19%)

Forecasting to invest in our future: Capital expenditure

We expect to spend \$1.75 billion on renewals and new capital between 2024/25 and 2033-34. This will maintain our levels of service to you, meet priorities and address challenges. The projections consider what we expect to happen across the Region in the next 10 years. We don't know all the future costs, so solutions will be developed and costed as part of our annual planning.

Environment

\$709m



2024 - 2034: \$301m
2035 - 2044: \$279m
2045 - 2054: \$129m

Metlink

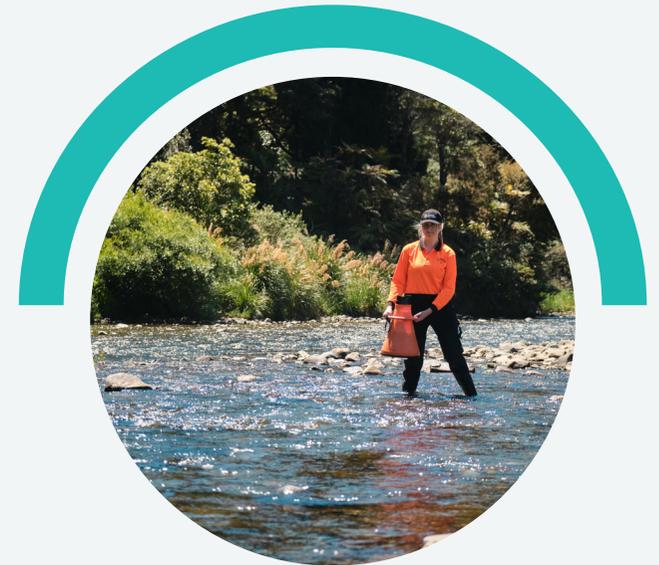
\$1,041m



2024 - 2034: \$731m
2035 - 2044: \$138m
2045 - 2054: \$172m

Water

\$7,276m



2024 - 2034: \$693m
2035 - 2044: \$3,149m
2045 - 2054: \$3,434m

Average rates increases across the region: 19.8%

	Residential incl.gst	Business excl.gst	Rural excl.gst
Average change per annum	\$185.56	\$366.05	\$130.26
Average change per week	\$3.57	\$7.04	\$2.51

Proposed Rate Changes

PORIRUA CITY



	Residential incl.gst	Business excl.gst	Rural excl.gst
Average Value 2024/25	\$956.99	\$2,690.80	\$1,119.62
Change in amount per annum	\$203.89	\$681.64	\$231.84
Change in amount per week	\$3.92	\$13.11	\$4.46

Proposed Rate Changes

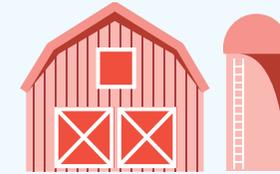
| KĀPITI COAST



Residential incl.gst



Business excl.gst



Rural excl.gst

	Kāpiti Coast district excl. Ōtaki	Ōtaki rating area	Kāpiti Coast District	Kāpiti Coast District
Average Value 2024/25	\$992.59	\$546.71	\$2,183.52	\$777.06
Change in amount per annum	\$108.77	\$80.92	\$391.72	\$143.16
Change in amount per week	\$2.09	\$1.56	\$7.53	\$2.75

Proposed Rate Changes

| HUTT VALLEY



Residential incl.gst



Business excl.gst



Rural excl.gst

	Hutt City	Upper Hutt City	Hutt City	Upper Hutt City	Hutt City	Upper Hutt City
Average Value 2024/25	\$1,108.32	\$915.25	\$3,778.35	\$3,007.68	\$991.52	\$854.65
Change in amount per annum	\$190.04	\$153.62	\$413.54	\$397.66	\$164.77	\$150.57
Change in amount per week	\$3.65	\$2.95	\$7.95	\$7.65	\$3.17	\$2.90

Proposed Rate Changes

| WELLINGTON



Residential incl.gst

Wellington City



Business excl.gst

Wellington City

Wellington City - CBD



Rural excl.gst

Wellington City

	Wellington City	Wellington City	Wellington City - CBD	Wellington City
Average Value 2024/25	\$1179.34	\$3,378.74	\$14,497.93	\$730.48
Change in amount per annum	\$233.64	\$186.32	\$1,263.94	\$126.27
Change in amount per week	\$4.49	\$3.58	\$24.31	\$2.43

Proposed Rate Changes

WAIRARAPA



Residential incl.gst



Business excl.gst



Rural excl.gst

	Masterton District	Carterton District	South Wairarapa District	Masterton District	Carterton District	South Wairarapa District	Masterton District	Carterton District	South Wairarapa District	Tararua District
Average Value 2024/25	\$449.38	\$496.86	\$577.68	\$1,594.61	\$701.26	\$1,081.27	\$720.90	\$717.80	\$792.73	\$859.12
Change in amount per annum	\$49.71	\$61.28	\$59.82	\$294.80	\$98.43	\$124.08	\$153.75	\$86.10	\$89.09	\$122.33
Change in amount per week	\$0.96	\$1.18	\$1.15	\$5.67	\$1.89	\$2.39	\$2.96	\$1.66	\$1.71	\$2.35

To the reader

Independent auditor's report on Greater Wellington Regional Council's consultation document for its proposed 2024-34 long-term plan

I am the Auditor-General's appointed auditor for Greater Wellington Regional Council (the Regional Council). The Local Government Act 2002 (the Act) requires the Regional Council to prepare a consultation document when developing its long-term plan. Section 93C of the Act sets out the content requirements of the consultation document and requires an audit report on the consultation document. I have done the work for this report using the staff and resources of Audit New Zealand. We completed our report on 14 March 2024.

Opinion

In our opinion:

- the consultation document provides an effective basis for public participation in the Council's decisions about the proposed content of its 2024-34 long-term plan, because it:
 - fairly represents the matters proposed for inclusion in the long-term plan; and
 - identifies and explains the main issues and choices facing the Regional Council and the Greater Wellington Region, and the consequences of those choices; and
- the information and assumptions underlying the information in the consultation document are reasonable.

Emphasis of Matters

Without modifying our opinion, we draw attention to the following disclosures.

Uncertainty over rail programme funding contributions

Without modifying our opinion, we draw attention to page 31, which outlines uncertainty over the Regional Council's assumed government funding contribution towards its rail programme as detailed on page 43. The amount of funding has not yet been agreed and if the Regional Council does not receive the assumed funding, the rail programme will need to be significantly revised. The Regional Council will consult, should a revised rail programme eventuate.

Basis of opinion

We carried out our work in accordance with the International Standard on Assurance Engagements (New Zealand) 3000 (Revised) Assurance Engagements Other Than Audits or Reviews of Historical Financial Information. In meeting the requirements of this standard, we took into account particular elements of the Auditor-General's Auditing Standards and the International Standard on Assurance Engagements 3400 The Examination of Prospective Financial Information that were consistent with those requirements.

We assessed the evidence the Regional Council has to support the information and disclosures in the consultation document. To select appropriate procedures, we assessed the risk of material misstatement and the Council's systems and processes applying to the preparation of the consultation document.

We did not evaluate the security and controls over the publication of the consultation document.

Responsibilities of the Regional Council and auditor

The Regional Council is responsible for:

- meeting all legal requirements relating to its procedures, decisions, consultation, disclosures, and other actions associated with preparing and publishing the consultation document and long-term plan, whether in printed or electronic form;
- having systems and processes in place to provide the supporting information and analysis the Regional Council needs to be able to prepare a consultation document and long-term plan that meet the purposes set out in the Act; and
- ensuring that any forecast financial information being presented has been prepared in accordance with generally accepted accounting practice in New Zealand.

We are responsible for reporting on the consultation document, as required by section 93C of the Act. We do not express an opinion on the merits of any policy content of the consultation document.

Independence and quality management

We have complied with the Auditor-General's:

- independence and other ethical requirements, which incorporate the requirements of Professional and Ethical Standard 1 International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand) (PES 1) issued by the New Zealand Auditing and Assurance Standards Board. PES 1 is founded on the fundamental principles of integrity, objectivity, professional

competence and due care, confidentiality, and professional behaviour; and

- quality management requirements, which incorporate the requirements of Professional and Ethical Standard 3 Quality Management for Firms that Perform Audits or Reviews of Financial Statements, or Other Assurance or Related Services Engagements (PES 3) issued by the New Zealand Auditing and Assurance Standards Board. PES 3 requires our firm to design, implement and operate a system of quality management including policies or procedures regarding compliance with ethical requirements, professional standards, and applicable legal and regulatory requirements.

Other than our work in carrying out all legally required external audits, we have no relationship with or interests in the Regional Council or any of its subsidiaries.



Clint Ramoo
Audit New Zealand
On behalf of the Auditor-General, Wellington, New Zealand



Process overview | *Important dates for consultation:*

18 March 2024	Consultation on key topics opens
22 April 2024	Consultation closes
Early to mid May 2024	Informal discussion with members of the Long Term Plan Committee
Late May 2024	Formal hearings take place
27 June 2024	Council confirms Long Term Plan
1 July 2024	Long Term Plan is in place



Whiriwhiri - Kōrerotia mai | Have your say

How to share your feedback and ideas

Imaging our future is both exciting and serious and it's right we should make the big decisions on our region together.

To learn more about the councillors holding the pen on the final decision go to www.gw.govt.nz/meet-your-councillors/

Short, detailed, written or in person, we'd love to hear what's important to you and why.

Our public consultation is open from **18 March – 22 April 2024**.

How to share your feedback

Submission form

If you'd like to use the submission form in this document, you can pop it in the post using the freepost envelope.

Online

Go to gw.govt.nz/LongTermPlan and follow the instructions

Email

Write us an email and send to longtermplan@gw.govt.nz

By post

Write us a letter. Post to:

LTP Submission
Greater Wellington Regional Council
PO Box 11646
Cuba Street, Te Aro
Wellington 6011

Drop off

Drop your feedback into a Greater Wellington Office in person:

Wellington

100 Cuba Street, Te Aro

Upper Hutt

1056 Fergusson Drive

Masterton

34 Chapel Street

In person

You'll have an opportunity to speak at the council hearings in May 2024. Tick the box on your submission form if you'd like to attend the hearing and speak to your submission. We'll contact you about the dates and process. Please remember to include your name and contact details.

When you make an oral presentation, or join an informal meeting, we will document your name and the key elements of your presentation.

If you do not provide your email or phone number, we cannot contact you if you wish to make an oral presentation, join an informal meeting, and/or advise you of the results of the consultation process.

Need to know more?

If you're not sure about anything or would like more information, please contact us.

P: 0800 496 734

E: longtermplan@gw.govt.nz

Purposes of collection and use

Greater Wellington will use the collected information to:

- a. Identify your submission and your supporting oral presentation (if you make one)
- b. Make your submission and documented oral presentation publicly available (see below)
- c. Prepare a Council report that includes aggregated analysis of submissions, and may include a demographic summary
- d. Contact you to:
 - i Clarify any aspect of your submission or oral presentation

- ii Arrange an oral presentation in support of your submission (if you request this)

- iii Advise you of the decision (s) on the 2024-2034 Long Term Plan.

Public availability of submissions

Greater Wellington treats all submissions received through its public consultation processes as public information. As such, we:

- May be required to release all or part of your submission, and our documentation of your oral presentation, if a request is made under the Local Government Official Information and Meetings Act 1987
- Will consider removing your personal contact details from any publicly available copy of your submission if you request this removal in your submission
- May choose to publish submissions, including on the Greater Wellington website, in full or as a summary. Your contact details will be excluded from website publication.

Using your information

We will only use the information provided to us:

- For the purposes we collect that information (see above)
- For other reasons, permitted by the Privacy Act 2020 (e.g. with your consent, for a directly related purpose, or where the law permits or requires this use).

Sharing your information

See public availability of submissions above.

Puka Tapaetanga - Submission form

We welcome your feedback on the Consultation and Supporting Information to help us shape Wellington's 2024-2034 Long Term Plan.

Personal information

What is your first and last name? _____

Are you submitting on behalf of an organisation or group? Yes No

If yes, what is the name of the organisation or group? _____

What is your email address or phone number? _____

Where in our region do you live?

- a. Kāpiti Coast
- b. Te Awa Kairangi ki Tai / Lower Hutt
- c. Porirua
- d. Te Awa Kairangi ki Uta / Upper Hutt
- e. Wairarapa
- f. Pōneke / Wellington City
- g. I live outside the Wellington Region

Which ethnicities do you most identify with?

- a. Māori
- b. New Zealand European
- c. Pacific Peoples
- d. Chinese
- e. Indian
- f. Middle Eastern / Latin American / African
- g. Other ethnic group

Are you?

- a. Female
- b. Male
- c. Another gender
- d. Prefer not to answer

Which age group do you belong to?

- a. 16-24
- b. 25-34
- c. 35-44
- d. 45-54
- e. 55-64
- f. 65-74
- g. 75 or older

Public transport asset control

Do you agree that Greater Wellington should, over the long term, increase control over public transport bus assets as set out in the draft public transport asset control strategy?

Yes

No

Build a depot

Do you support the proposed funding in this Long Term Plan period for the development of a council controlled bus depot in Lyall Bay (noting the financial commitments from NZ Transport Agency)?

Yes

No

Strategic bus assets

Do you support funding in this Long Term Plan period for the development, purchase or increased control of other strategic bus assets (including: a bus depot in north Wellington and the Lambton Bus Interchange?)

Yes

No

CentrePort shares

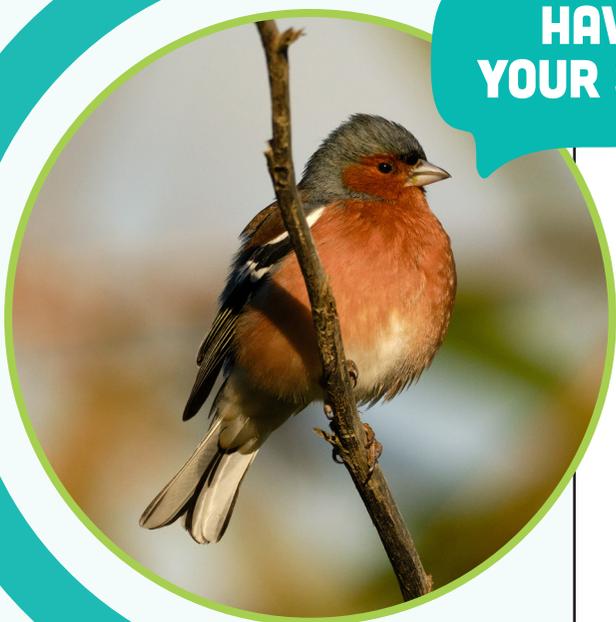
Do you agree with the proposal for Greater Wellington to acquire additional shares of CentrePort and be 100% shareholder?

Yes

No

Do you have any further comments you would like to make about the information in this consultation document?

**HAVE
YOUR SAY!**



Would you like to present your submission in person to Greater Wellington's Long Term Plan Committee at a formal hearing?

Yes No

If you are not comfortable with presenting your submission in person at a formal hearing but would still like to speak to your submission more informally, we will also be running a more informal group discussion with members of our Long Term Plan Committee.

Would you like to attend this informal group discussion with members of our Long Term Plan Committee?

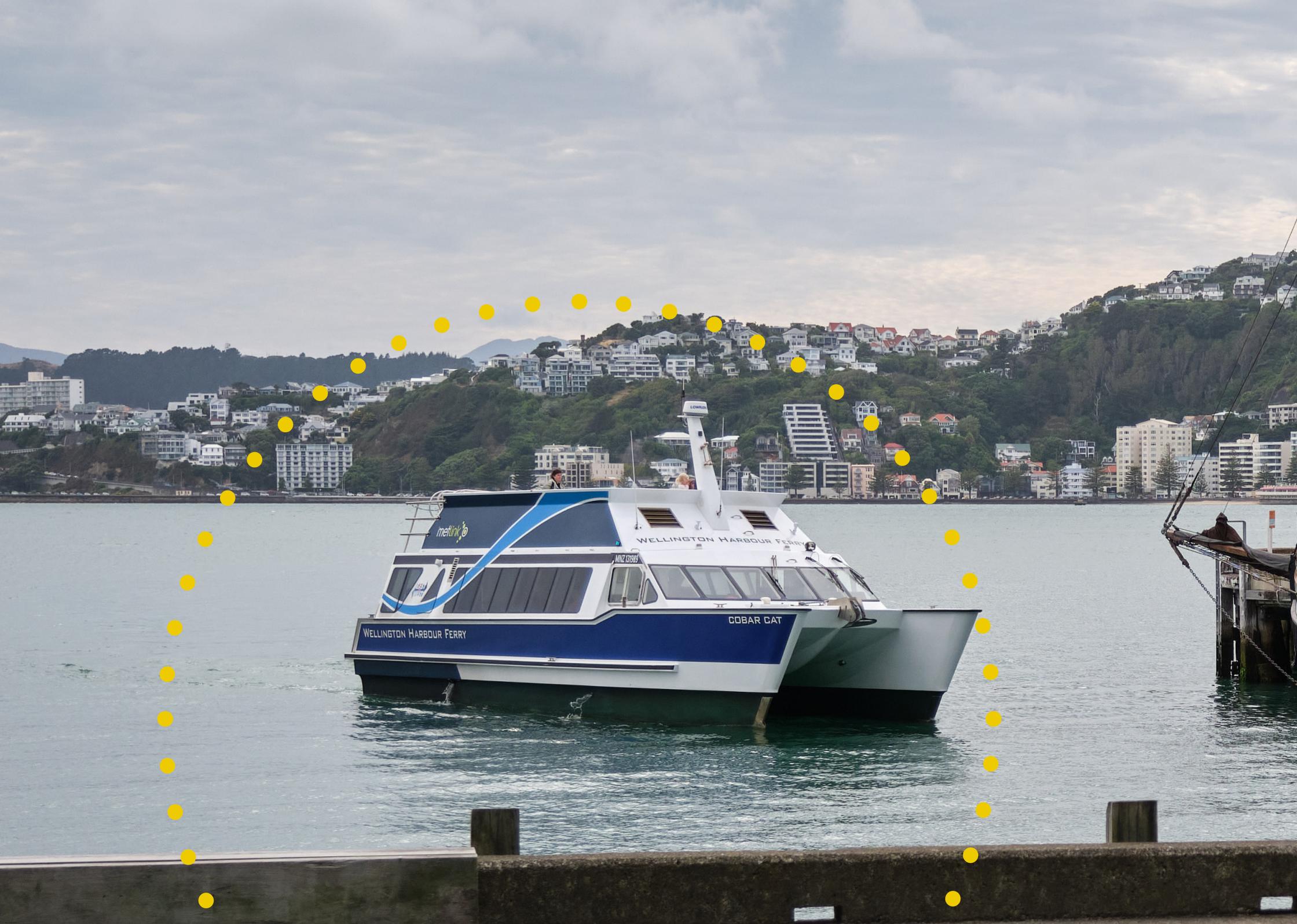
Yes No

Would you like to hear more about Greater Wellington activities in the fortnightly e-newsletter To Tatou Rohe – Our Region?

Yes No

The personal information collected from you in your submission is held securely by Greater Wellington. We use this information to develop and advise on Greater Wellington's 2024-2034 Long Term Plan (including compiling statistical information), to contact you to arrange your oral submission (if required), and to contact you about the outcome of the process.





WELLINGTON HARBOUR FERRY

COBAR CAT

WELLINGTON HARBOUR FERRY

MAZ 03905

metlink



