

If calling, please ask for Democratic Services

Long Term Plan Committee

Tuesday 21 May 2024 at 9.30am

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

Quorum: 50 percent of regional councillors and 50 percent of mana whenua members

Members

Councillors

Daran Ponter (Chair)

David Bassett

Quentin Duthie

Chris Kirk-Burnnand

David Lee

Hikitia Ropata

Adrienne Staples

Ros Connelly

Penny Gaylor

Ken Laban

Thomas Nash

Yadana Saw

Simon Woolf

Mana Whenua

Amber Craig

Denise Hapeta

Frank Hippolite

Anahera Nin

Rawiri Smith

Benjamin Wynyard-Terry

Rangitāne o Wairarapa Inc

Ngā Hapū o Ōtaki

Ātiawa ki Whakarongotai Charitable Trust

Te Rūnanga o Toa Rangatira Inc

Ngāti Kahungunu ki Wairarapa Charitable Trust

Port Nicholson Block Settlement Trust

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

Long Term Plan Committee (A Committee of the Whole)

1 Purpose

Develop and approve Greater Wellington's 2024–34 Long Term Plan Consultation Document and Supporting Information and recommend a final Long Term Plan to Council for adoption.

2 Specific responsibilities

- 2.1 Apply Council's Te Tiriti o Waitangi principles when conducting the Committee's business and making decisions.
- 2.2 Develop priorities and a strategic framework to guide Council's activities and services.
- 2.3 Approve the 2024–34 Long Term Plan Consultation Document and Supporting Information, including the 30-year Infrastructure Strategy and 10-year Financial Strategy.
- 2.4 Oversee consultation on the 2024–34 Long Term Plan Consultation Document and Supporting Information under sections 83 and 93A of the Local Government Act 2002 (the Act), including hearing submissions and deliberations.
- 2.5 Recommend to Council a final 2024–34 Long Term Plan for adoption, including the Annual Plan and rates for 2024–25.

3 Members

- 3.1 All Councillors.
- 3.2 Six mana whenua members, each appointed by Council for their skills, attributes or knowledge that will assist the work of the Long Term Plan Committee.
- 3.3 In making appointments under section 3.2, Council will have regard to the recommendation of each of the six iwi authorities that are signatories to the Memorandum of Partnership 2013 between Te Tangata Whenua ki Te Upoko o te Ika a Māui and Wellington Regional Council Te Pane Matua Taiao.

4 Alternate members and rangatahi observers

- 4.1 The six iwi authorities may each nominate an alternate mana whenua member (with the skills, attributes or knowledge that will assist the work of the Long Term Plan Committee) for appointment by Council.
- 4.2 The Committee allows a rangatahi observer from each of the six iwi authorities.

5 Chair

Council must appoint, from its representatives, the Chair.

6 Speaking rights and voting entitlement

- 6.1 All members of the Committee have full speaking rights and voting entitlements.
- 6.2 If an appointed mana whenua member is unable to attend a Committee meeting, their alternate member may sit at the table, speak and vote in their place.
- 6.3 Rangatahi observers may speak, but may not sit at the table or vote.

7 Quorum

At least 50 percent of Councillors and 50 percent of the mana whenua members.

8 Remuneration and expenses

- 8.1 Each mana whenua member is eligible to receive an annual taxable honorarium of \$6,000 (in addition to Greater Wellington's standard daily meeting attendance allowances and expenses).
- 8.2 Each alternate member is eligible to receive Greater Wellington's standard daily meeting attendance allowances and expenses.

9 Delegations

Council delegates to the Long Term Plan Committee all the powers, functions and duties necessary to carry out the Committee's purpose.

10 Duration of the Committee

The Long Term Plan Committee is discharged on Council's adoption of Greater Wellington's 2024–34 Long Term Plan.

11 Special terms of reference

In exercising its specific responsibilities under section 2, the Committee and all its members must apply the Act's purpose and principles, and Council's *Significance and Engagement Policy*, to its decision-making and recommendations.

Long Term Plan Committee

Tuesday 21 May 2024, 9.30am

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

Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
4.	Process for Considering Submissions and Feedback on the Draft 2024-34 Long Term Plan	24.187	5
5.	Analysis of Submissions to the Proposed 2024-34 Long Term Plan	24.221	10

For Decision

PROCESS FOR CONSIDERING SUBMISSIONS AND FEEDBACK ON THE DRAFT 2024-34 LONG TERM PLAN

Te take mō te pūrongo Purpose

1. To advise the Long Term Plan Committee (the Committee) of the process for considering submissions and feedback on the draft 2024-34 Long Term Plan (LTP).

He tūtohu Recommendations

That the Committee:

- 1 **Agrees** to the hearing process as set out in this report.
- 2 **Accepts** the late submissions received on the draft 2024-34 Long Term Plan.

Te tāhū kōrero Background

2. Council established the Committee to develop and approve the draft 2024-34 LTP, oversee the consultation, including hearing and deliberating on submissions, and recommend to Council a final 2024-34 LTP for adoption, including the 2024/25 Annual Plan and rates.
3. Following a series of workshops, the Committee approved the draft 2024-34 LTP for consultation at its meeting on 14 March 2024.

Public consultation

4. This hearing completes the public consultation on the draft 2024-34 LTP. The consultation period was open from 18 March 2024 to 22 April 2024.

Principles of consultation

5. There are six principles set out in the Local Government Act 2002. One of these principles is that views presented to a local authority should be accepted with an open mind and should be given due consideration by the local authority in making a decision.
6. The Committee should also take into account that persons who wish to have their views on the decision or matter considered by the local authority should be provided with a reasonable opportunity to present those views to the local authority.

7. It is consistent with best practice that members should be present for the substantial duration of the hearing and deliberations in order to participate in the decision-making of the Committee.
8. Council's Standing Orders do not allow members to participate remotely when a meeting is convened to hear, consider, and deliberate on submissions when received as part of a consultation process.
9. Members should be aware of any conflicts of interests that may arise. Any conflicts will need to be declared on any given day of the hearing.

Te tātaritanga

Analysis

Submissions and feedback received

10. Feedback from the community was obtained through the *Have Your Say* website, together with a number of written submissions received via direct mail and at events across the Region. Analysis on the feedback is detailed in Analysis of Submissions to the Proposed 2024-34 Long Term Plan – Report 24.221.
11. The written submissions have been distributed to members of the Committee separately. It is suggested that written submissions are taken as read by the Committee and that members only discuss those submissions on which they want to make a particular comment.
12. Greater Wellington received 740 submissions from 567 unique submitters, with 631 received through *Have Your Say*, and 109 via email and hardcopy.
13. Greater Wellington received six late submissions. It is proposed that the Committee accept these for consideration.

Oral presentation process

14. The purpose of the hearing is to hear oral presentations in support of written submissions. The hearing is scheduled for Tuesday 21 May, Wednesday 22 May, and Thursday 23 May 2024, with deliberations occurring on Thursday 23 May, once hearing of submitters has concluded. A hearing schedule will be provided to Committee members, with a final version available on each day of the hearing.
15. Submitters have been allocated a total time of 10 minutes, which is divided into two equal segments – five minutes for the submitter to speak and five minutes for Committee members to ask the submitter questions. There is no difference in the allocation of time for individuals and those speaking on behalf of groups or organisations.

Consideration of issues raised in submission and feedback

16. The Committee must consider all written submissions, regardless of whether the submitter spoke to it. The Committee must also consider all feedback that was received on the consultation document.

Ngā hua ahumoni

Financial implications

17. There are no financial implications arising from this report.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

18. While there are no direct implications for Māori arising from this report, each of Council's mana whenua partners are represented on the Committee and are able to participate in the hearing process. Mana whenua partners have also been involved in the development of the draft 2024-34 LTP.

Ngā tikanga whakatau

Decision-making process

19. Officers considered the matters requiring decision in accordance with the requirements of Clause 30 and 31 of Schedule 7 of the Local Government Act 2002 and the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga

Significance

20. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers recommend that these matters are of low significance due to their administrative nature.

Te whakatūtakitaki

Engagement

21. Due to the low significance of the decision sought from this report, community engagement was not considered necessary.

Ngā tūāoma e whai ake nei

Next steps

22. The Committee Chair will prepare a report to the Council meeting scheduled for 11 June 2024 to confirm the Committee's recommendations on any changes to the proposed 2024-34 Long Term Plan.

23. The Committee will review the final 2024-34 Long Term Plan at its meeting on 18 June 2024 and recommend to Council to adopt it.

24. Council will be asked to adopt the final 2024-34 Long Term Plan, following the Committee's recommendation, at its meeting on 27 June 2024.

25. Each person who made a submission or provided feedback and who provided a contact address, will, subsequent to Council adopting the 2024-34 LTP, receive a response outlining Council's decision, and any key changes.

26. A press release will be published, outlining Council’s decision and any key changes, and be made available on Greater Wellington’s website.

Ngā kaiwaitohu

Signatories

Writer	Lucas Stevenson – Kaitohutohu Ratonga Manapori Democratic Services Advisor
Approvers	Zofia Miliszewska – Kaiwhakahaere Matua Head of Strategy and Performance Elizabeth Woolcott – Kaiwhakahaere Mana Urangi, Manapori Head of Governance and Democracy (acting) Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy

**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council's roles or with Committee's terms of reference

The Committee was established to design, draft, and consider submissions on the draft 2024-34 Long Term Plan. This report supports the consideration of submissions.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

This report provides the process for the hearing of submissions and feedback on the draft 2024-34 Long Term Plan.

Internal consultation

Strategic and Corporate Planning was consulted.

Risks and impacts - legal / health and safety etc.

There are no known risks or impacts arising from this report.

For Decision

ANALYSIS OF SUBMISSIONS TO THE PROPOSED 2024-34 LONG TERM PLAN

Te take mō te pūrongo

Purpose

1. To provide the 2024-34 Long Term Plan Committee (the Committee) with an overview of the submissions received during the consultation on the proposed 2024-34 Long Term Plan (LTP), together with initial officer advice on key topics raised in the submissions.

He tūtohu

Recommendations

That the Committee:

- 1 **Considers** the submissions on the proposed 2024-34 Long Term Plan together with the officer recommendations to submissions (Attachment 3).
- 2 **Recommends** to Council, following consideration of the submissions and officer advice, any changes to the proposed 2024-34 Long Term Plan, as agreed by this Committee.

Te horopaki

Context

2. The Local Government Act 2002 (the Act) requires Council to develop a plan of not less than 10 years, and update this plan every three years. This incorporates the annual plan for the first year.
3. On 14 March 2024, the Committee approved the 2024-34 LTP Supporting Information document and the Consultation Document for public consultation (Report 24.110).
4. The public consultation period ran from 18 March – 22 April 2024. High level analysis of the approach taken to public engagement is provided within the next section.

Te tātaritanga

Analysis

Summary of submissions

5. A total of 740 submissions were received from 567 unique submitters. These were either by individuals or on behalf of a group or organisation.

6. The majority of submissions were received directly through the 'Have Your Say' online portal, with 109 submissions received either via email or as hardcopies. Of that 109, only 13 were unable to be loaded into Have Your Say by the Corporate Planning and Reporting Team due to the submission points sitting outside of the consultation topics, or the submission being received after the portal was closed down to enable analysis to begin. It should be noted that those 13 submissions are not included in the quantitative figures in the following section (and in **Attachment 1**).
7. Note: due to a technical glitch, the survey was offline for 12 hours during the middle of the consultation period (approximately 10pm – 11am), however given the timing of this issue it is anticipated that it would not have materially affected the overall consultation process.

Consultation topics

8. During the consultation we asked the public about two key topics:
 - a Should Greater Wellington have more control over the Region's public transport assets?
 - b Does the public agree with the proposal for Greater Wellington to acquire additional shares of CentrePort and become 100 percent shareholder?
9. Submitters were also provided the opportunity to provide their views on other information included in the consultation document. This included: Bulk water supply; RiverLink; Increasing pest management; Restoration in Regional Parks; Managing water demand and supply; Sky Stadium earthquake strengthening; Increasing funding to deliver critical flood protection work; Public transport fares; More bus services and working to get buses moving faster; Lower North Island Rail Integrated Mobility (LNIRIM); Greater Wellington's response to the draft Government Policy Statement on Land Transport 2024-34; and the Energy Transformation Initiative.
10. Submitters were encouraged to provide more commentary on their views regarding the above questions. Many of the submissions provided further insight into the topics consulted on and others also shared their thoughts on other issues that were important to them.
11. A high-level summary of submission findings is outlined below. **Attachment 1** provides detailed qualitative analysis of the submissions. A copy of all submissions has been circulated to Committee members separately.

Consultation findings

12. It should be noted that submitters were given the choice as to how many of the consultation topics they chose to answer, and answering demographic information was optional. Therefore, you will see a difference in the numbers of answers recorded for each section.
13. Where submitters have sought changes to the LTP it has been noted and officers have prepared draft responses and officer recommendations, which will be tabled at the hearings to help inform the Committee discussions and deliberations (**Attachment 3**).

Public transport asset control

14. Of the 398 respondents, submitters overwhelmingly supported Greater Wellington taking more control over public transport assets (86%, n=343). Similar responses were recorded in regard to funding for a Lyall Bay Depot (84%, n=325) and funding for other strategic assets (86%, n=333).
15. However, across these three survey questions this view was not supported by the majority of the respondents who identified their location as being from the Wairarapa. A sense of 'unfairness' was observed in commentary about being required to pay for public transport services which are predominately not located within the areas in which they live.
16. While the general commentary provided by submitters was mixed, with some questioning the ability and appropriateness of a council operating a transportation service, others expressed a desire for Greater Wellington to go further and take over full responsibility for public transport operations. Those views included that a transportation system should not be a 'for profit' business but one which is for the 'public good', ensuring fairer treatment of workers (e.g. bus drivers), quality and consistency of services to ensure all citizens have the ability to transit across the Region and contributing to emissions reduction. Frustration regarding the 'flip-flopping' between public and private ownership over time was also noted.
17. A number of submitters expressed concerns regarding risks associated with natural hazards (earthquakes) and climate change (sea level rise) in particular in relation to the location of assets such as depots.

CentrePort shares

18. 301 submissions were received in relation to whether Greater Wellington should acquire additional shares of CentrePort (should Horizons Regional Council decide to sell their shares) and become the 100 percent shareholder. Seventy-one percent (71%, n=214) agreed with the proposal for this to occur.
19. Submissions noted that it makes sense to obtain complete control of this strategic asset and not risk potential unaligned private investment buying the shares. However, submitters observed that Greater Wellington already has a controlling interest and expressed concern around the fact that increased debt would be required to facilitate the purchase of the remaining shares, and that 100 percent ownership also means 100 percent responsibility for the associated risks. The opportunities that exist through a mix of owners providing a more diverse range of opinions on the Board were also commented on.
20. An alternative option was proposed whereby Greater Wellington secures a 100 percent stake and then sells a minority of shares to other strategically aligned parties. This would enable Greater Wellington to share the financial responsibility of any future capital investment that may be required with another investor (and not be solely reliant on ratepayers). Concern about the financial risks were particularly noted in relation to damage to the port which may occur due to any significant seismic event.

Other topics that were informed on during the consultation

21. Increasing pest management activities across the Region, and continuing restoration work in our regional parks was strongly supported, with some submitters seeking further increase to the financial commitment made in the proposed Long Term Plan to expand this work. This was particularly noted in relation to ungulate reduction as a result of the damage that they cause to native flora and fauna.
22. Confusion over Greater Wellington's role (vs that of territorial authorities) in the provision of bulk water supply to the Region was prominent, with a lot of comments both in the *Have Your Say* portal and online commentary (see **Attachment 2**) discussing the need to 'fix the pipes', despite this not being within Greater Wellington's mandate. Support for water infrastructure was acknowledged; however there was also a desire for Greater Wellington to consider what can be done to reduce existing consumption levels and improve any degraded infrastructure to reduce the amount which may need to be spent to generate additional supply.
23. There were eleven submissions which spoke to the Energy Transformation Initiative (ETI), five were in favour, three had mixed feelings and three did not support it. Several submitters encouraged Greater Wellington to consider how our own buildings could be utilised to position the arrays and to work with the territorial authorities to utilise other public space such as rooftops for electricity generation. Where concern was noted, it was stated that this initiative should not come at the expense of the natural environment and the animals living within it or felt that it was better left to private industry.
24. While dissatisfaction regarding the level of the proposed rates rises was noted, most submitters acknowledged the rationale behind the increases. Submitters sought reassurance that Greater Wellington has done its due diligence and that the increases have been assessed with contextual consideration of: the broader current climate of financial and central government legislative uncertainty; and cost of living crisis that ratepayers are experiencing.
25. Limited feedback was received in relation to RiverLink; Sky Stadium Earthquake Strengthening; the Lower North Island Rail Integrated Mobility (LNIRIM) programme; Greater Wellington's response to the draft Government Policy Statement on Land Transport 2024-34; and Increasing funding to deliver critical flood protection work.
26. Submitters also took the opportunity to submit on matters that were not specifically covered in the Consultation Document. This included: A third of the 'other' submissions (31%, n=64) indicating a desire to see more engagement with, and investment in, Greater Wellington's "blue belt". Submitters expressed concern that the marine environment is under appreciated in the proposed Long Term Plan. Submitters felt that there is not enough investment related to our marine environment, including: creating knowledge and gathering data; communicating how important our coastal marine ecosystems are for the species they support and what services they provide to communities and people of the Wellington Region; and communicating the impact of marine biodiversity decline and habitat degradation on communities and people that rely on these services (i.e. food security, coastal protection and other services).

27. A small number of submitters also raised concerns, or requests, regarding:
 - a Equestrian grazing rights and access within Regional Parks, noting the 2020 decision to remove grazing from these spaces as part of the Toitū Te Whenua parks network plan.
 - b Support for, and engagement with, flood protection works within the Peka Peka community.
 - c Access and provision of services within the Ōtaki Lakes (Winston Aggregates Quarry) area.
 - d Establishment of a new Regional Park at Hiwinui Forest Block in the Wairarapa.

Submissions with implications for Māori

28. Submissions from the public which commented about issues of particular interest to mana whenua and Māori were predominantly related to place-based issues – for example those highlighted in paragraph 26 above.
29. Formal submissions were received from three of Greater Wellington’s mana whenua partners. These submissions reiterated the key messages outlined in paragraph 41 below. In addition, the following requests were made for consideration:
 - a The review of structures, policies, procedures, measures, and practices designed to give effect to active mana whenua partnerships and improved outcomes for Māori to ensure that they are relevant for current and future purposes.
 - b Funding to ensure the notification of the Plan Change for the Whaitua Kāpiti by December 2024, and implementation of its actions over the next decade.
 - c More explicit recognition in the LTP for the restoration of Te Awarua o Porirua and a new catchment plan for the area.

Partnership

30. Submitters, in particular those from community organisations and our mana whenua partners, expressed a desire to work in partnership with Greater Wellington to support efforts to restore, sustain and enhance te taiao.

Submission Discussion Session

31. To help engage with people who may not feel comfortable speaking at a formal hearing, submitters could instead register to attend a less formal ‘discussion session’ with members of the LTP Committee. This is the first time such an approach has been taken as a part of the LTP process.
32. 104 submitters expressed a desire to participate in these sessions, with 15 people attending the session held on Wednesday 1 May 2024. Small group discussions were held with up to 5 submitters per table, a couple of Committee members, and a member of the Corporate Planning and Reporting Team taking notes.
33. Views heard during this session will be considered alongside the written submissions and formal hearing submissions, as part of deliberations process.

34. Positive feedback was received from both members of the public, and the Committee members who attended, identifying that they got a lot out of the session and that it is a format they would like to see utilised in future Greater Wellington consultation processes.

Ngā hua ahumoni

Financial implications

35. Any decisions made in relation to the public feedback has the potential to impact the 2024-34 Long Term Plan budget. The full extent of the financial impacts will be determined following the LTP Committee Deliberations on 23 May 2024 and will be reported to Council at the 11 June 2024 Council Meeting.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

Mana Whenua and Committee membership

36. Representatives from each of our six mana whenua partners participated in the setting of direction through the priority areas, and allocation of resources of the draft 2024-34 LTP as members of the LTP Committee. This acknowledges the commitment to effective partnerships with mana whenua.
37. The outcome of this process has been that the LTP has been able to be more responsive to mana whenua aspirations and that iwi have been able to directly input into a decision-making process which will create the conditions by which we work with mana whenua moving forward into the implementation of the LTP.

Engagement with mana whenua of the Region

38. In addition, Greater Wellington and mana whenua representatives on the LTP Committee designed a process for one-to-one engagement with mana whenua of the Region. It is important to note that this process brought together the direction that representatives from each mana whenua on the LTP Committee had agreed alongside elected members, back into their iwi for discussion and agreement.
39. Each engagement process met the bespoke requirements of iwi. Greater Wellington Councillors and officers attended hui which were either with the board and management structures of iwi or wānanga that were open to all whānau to attend.
40. Some of the key messages Greater Wellington heard from the hui and wānanga with mana whenua, and documents setting out mana whenua priorities, include a desire for:
- Greater Wellington to be planning for the longer term – i.e. longer than ten years.
 - The relationship mana whenua partners have with Greater Wellington needs to be based on our mutual interests and on collaborations based on shared visions and shared power.
 - Greater Wellington's Te Tiriti relationship with our partners needs to acknowledge their mana and tino rangatiratanga which may be demonstrated in co-governance and collaboration, and equitable resourcing.

- Greater Wellington to continue embedding te Tiriti and prioritising te taiao and community outcomes.
- Greater Wellington to be developing value-led policy, so that behavioural change aligns with values.
- Greater Wellington to recognise the specific impact of climate change on mana whenua, especially at coastal sites – there is urgency in resourcing and funding objectives related to climate change and the partnership role of mana whenua.
- Greater Wellington to develop co-management opportunities in our natural places to ensure Kaupapa-driven outcomes.

Iwi Submissions

41. Submissions from mana whenua ask for the inclusion of key pieces of work that are of importance to particular iwi and further progress our ability to respond to their needs. The additional submission points look to further progress initiatives that will restore whenua and build stronger enduring partnerships.

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

42. Climate change considerations were noted particularly within submitter commentary regarding the natural hazard risks associated with sea level rise when it comes to the location of bus depots which could fall under Greater Wellington control. It was also implicitly discussed in comments regarding the electrification of the public transport fleet.

Ngā tikanga whakatao Decision-making process

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

Te hiranga Significance

44. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of these matters, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers recommend that these matters are of high significance, as the 2024-34 LTP Submissions and Hearings process meets our statutory obligation to provide a fair opportunity for the public to have their say on the issues.

Te whakatūtakitaki Engagement

45. Greater Wellington led a successful digital-forward campaign with specific attention to the traditionally hard-to-reach communities. This was supported by face-to-face engagements with our mana whenua partners. This is outlined in the paragraphs below.

46. The social media strategy was a success, reaching over 100,000 people with a click-through rate (CTR) of 0.79 percent; an average result for Greater Wellington consultations.
47. Successes of the campaign included:
 - a Targeting: the campaign had well-planned and executed targeting, pre-identifying hard-to-reach demographics.
 - b Design: the campaign was designed cohesively, clearly stating the topic for consideration, and was designed to specifically suit the platform.
48. The Consultation Document and supporting information and consultation surveys were available through a sub-site as well as directly on *Have Your Say*. The key challenge for the campaign was that the marketing and comms team received multiple messages and comments from the community about difficulties they encountered when completing the consultation surveys through the version embedded within the sub-site. This issue potentially restricted the number of responses received, possibly skewing the CTR. Lessons learnt from this will be captured for any future consultations.
49. Most comments came from individuals between the ages of 45 and 65+. A noticeable pattern across all Greater Wellington consultations has been that the younger demographic abstains from commenting publicly on social media.
50. When undertaking sentiment analysis of the digital campaign it is important to acknowledge that the commentary on social media is not necessarily representative of the overall tone of feedback.
51. Overall, the success of the social media results shows the importance of having a well-balanced social media campaign, prioritising paid advertising followed secondarily by organic in-feed posts.
52. A copy of the online organic comments received, by location, has been provided in **Attachment 2**.

Ngā tūāoma e whai ake nei

Next steps

53. The 2024-34 LTP Committee will:
 - a deliberate on the submissions received and heard, and agree on the recommendations for any changes to the proposed 2024-34 LTP on 23 May 2024; and
 - b provide a report to Council on 11 June 2024 with their recommendations, for Council approval.
54. The final 2024-34 LTP will be prepared by officers and presented to the LTP Committee on 18 June 2024 for endorsement. It will then be adopted by Council on 27 June 2024.

**Ngā āpitihanga
Attachments**

Number	Title
1	Quantitative analysis of submissions within the <i>Have Your Say</i> portal
2	Summary of Online Commentary
3	Deliberations Report (provided separately)

**Ngā kaiwaitohu
Signatories**

Writers	Christina Underhill – Advisor Corporate Planning and Reporting Margot Fry – Advisor Corporate Planning and Reporting Tyler Dunkel – Manager, Corporate Planning and Reporting Brett Cockeram – Director, Māori Outcomes, Te Hunga Whiriwhiri
Approvers	Zofia Miliszewska – Kaiwhakahaere Matua Head of Strategy and Performance Monica Fraser – Te Pou Whakarae, Te Hunga Whiriwhiri Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy

**He whakarāpopoto i ngā huritaonga
Summary of considerations**

Fit with Council's roles or with Committee's terms of reference

In accordance with the Terms of Reference of the Committee, the Long Term Plan (LTP) Committee is responsible for overseeing the consultation on the 2024–34 LTP Consultation Document and Supporting Information under sections 83 and 93A of the Local Government Act 2002 (LGA), including hearing submissions and deliberations. The LTP Committee is also responsible for recommending to Council a final 2024–34 LTP for adoption, including the Annual Plan and rates for 2024/25.

Contribution to Annual Plan / Long Term Plan / Other key strategies and policies

The consultation contributed 738 submissions that help inform the LTP Committee as they make decisions that will determine the final 2024-34 LTP.

Internal consultation

Significant engagement with Council Officers across all areas of the organisation occurred during the development of the proposed 2024-34 LTP and the consultation document.

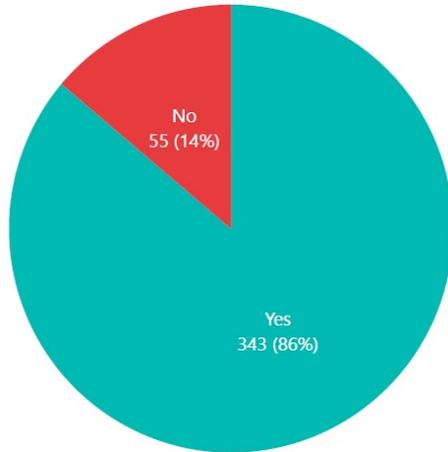
The Strategy and Performance, Te Hunga Whiriwhiri, Metlink, Customer Engagement, Rōpū Taiao and Finance Departments were consulted in the preparation of this Report.

Risks and impacts - legal / health and safety etc.

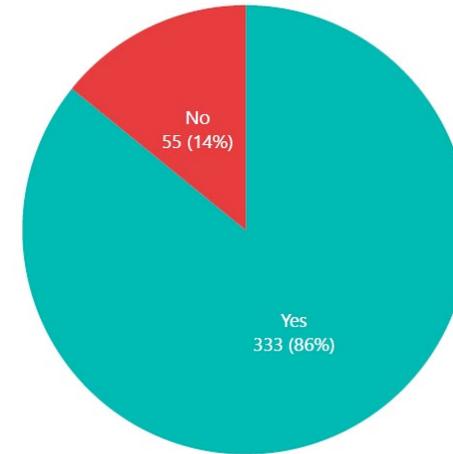
There are no identified risks relating to the content or recommendations of this Report.

Attachment 1: Quantitative analysis of submissions

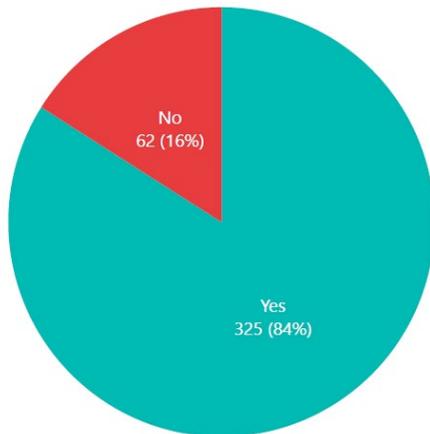
Increasing Control Over Public Transport Assets



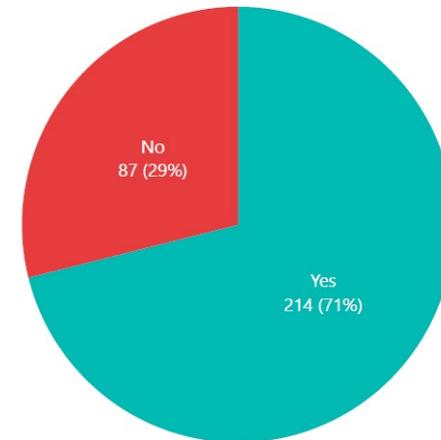
Funding for Other Strategic Assets



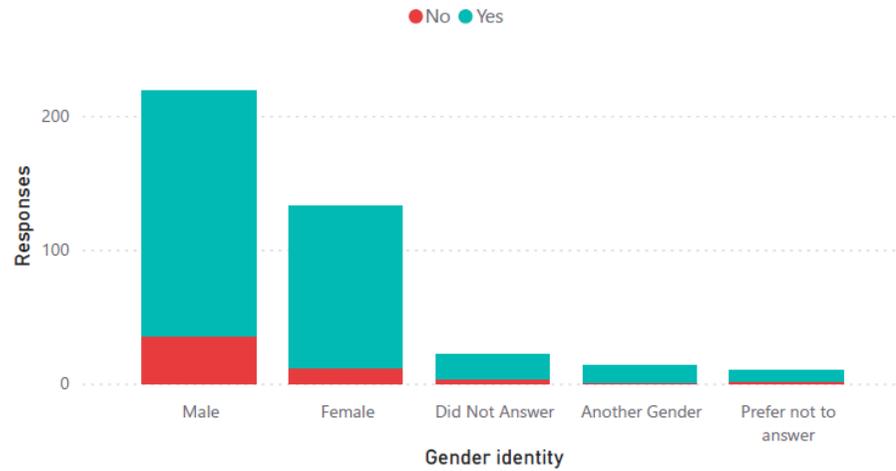
Funding for Lyall Bay Depot



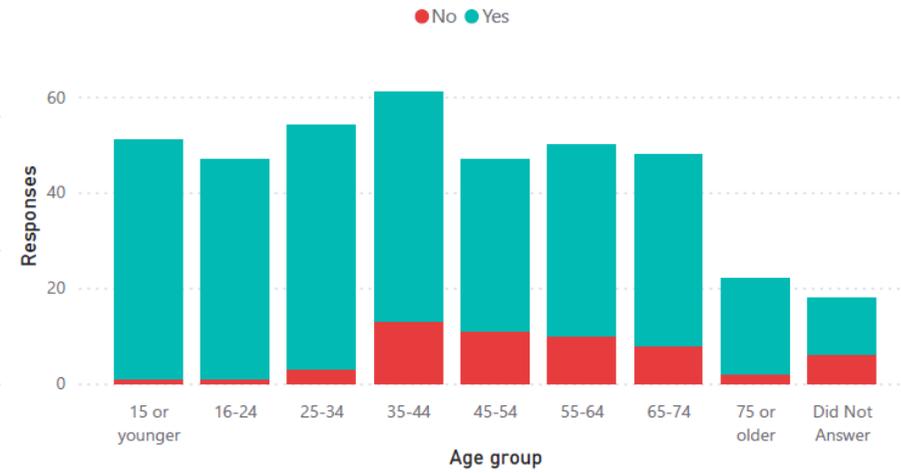
100% Shareholder of CentrePort



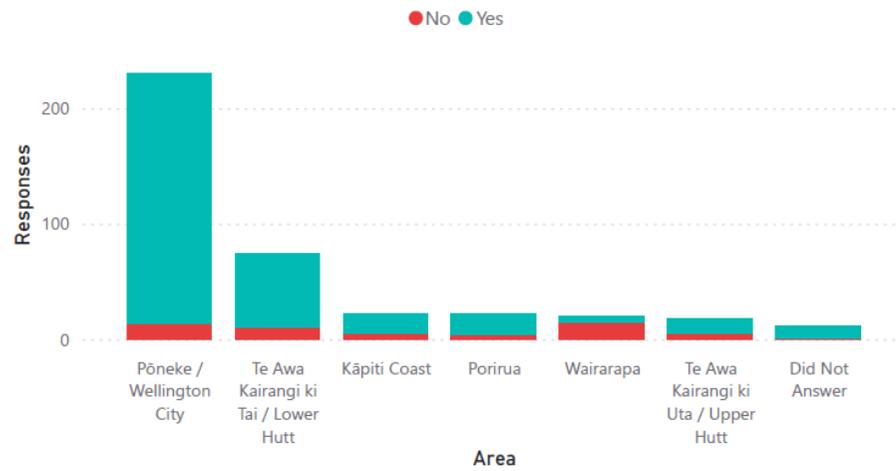
Increase control over PT assets



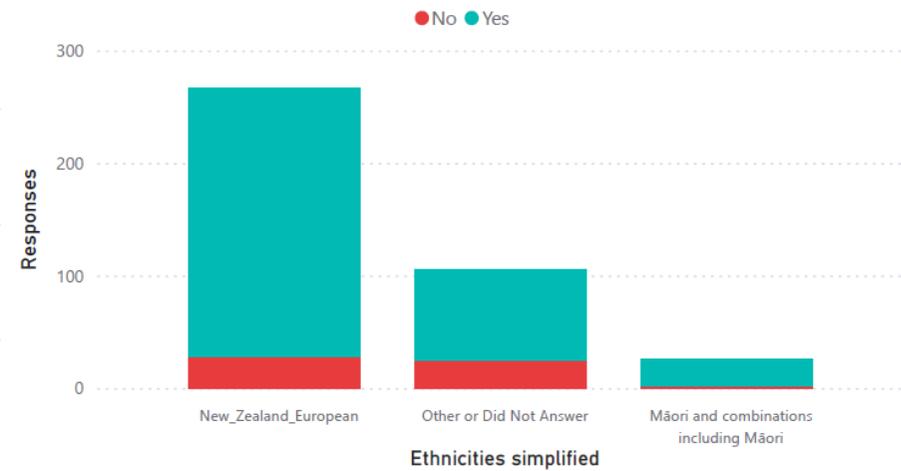
Increase control over PT assets



Increase control over PT assets



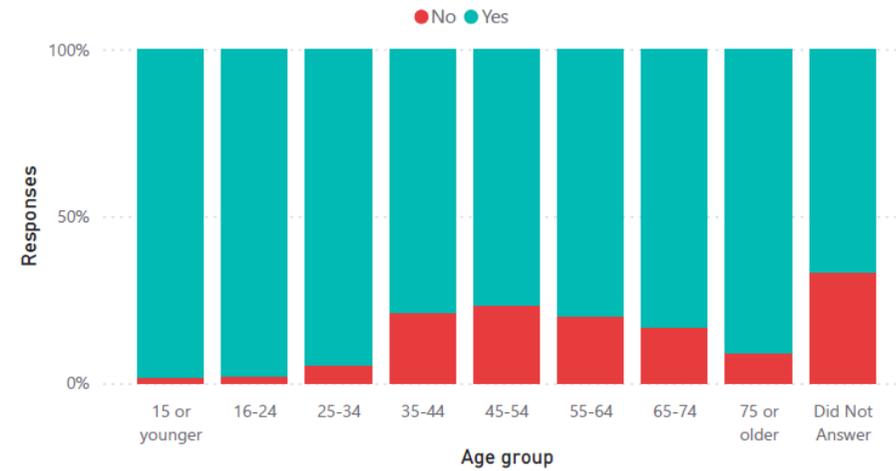
Increase control over PT assets



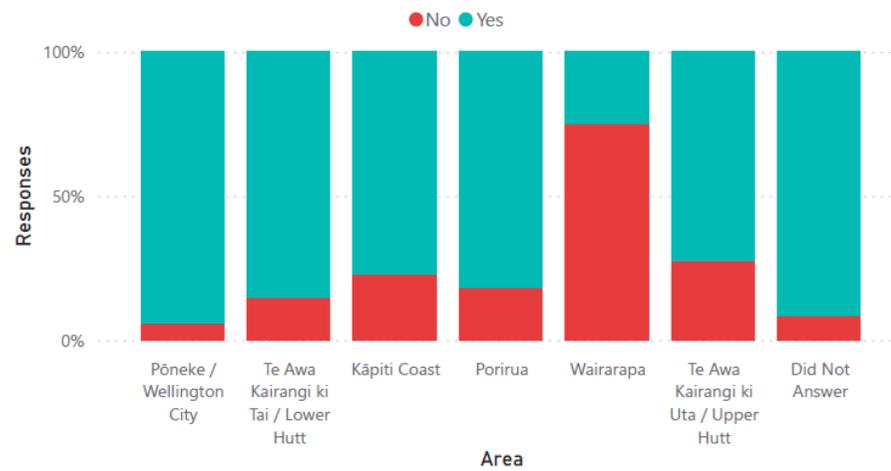
Increase control over PT assets



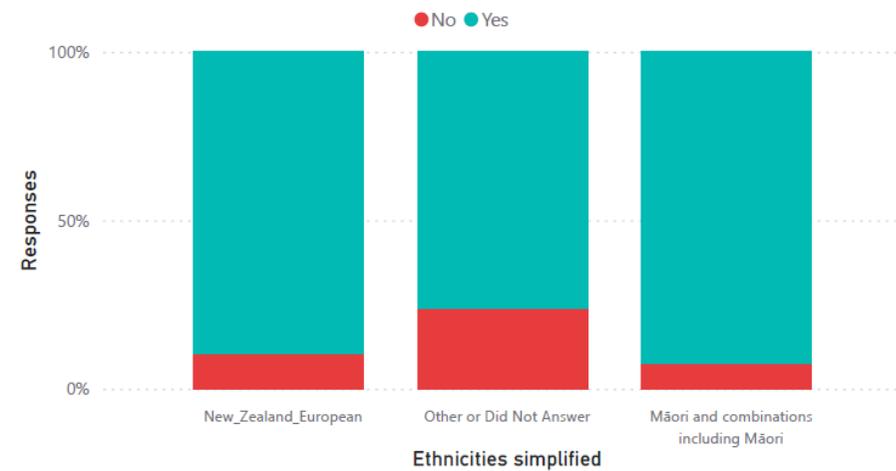
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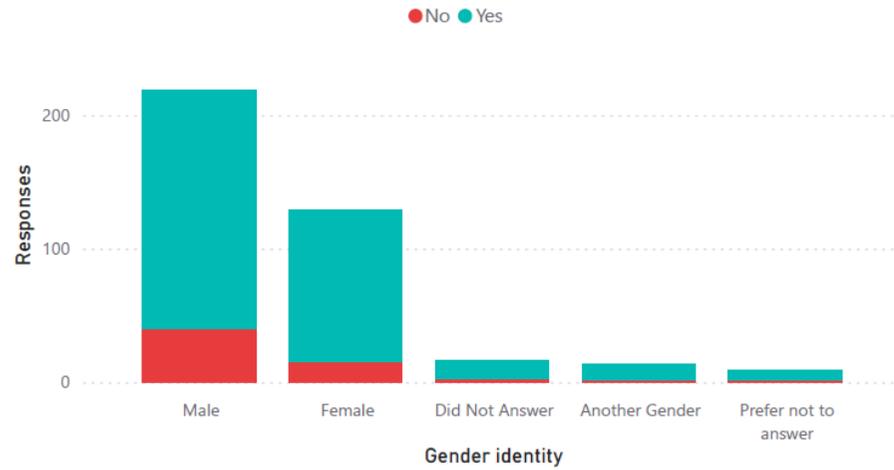
Increase control over PT assets



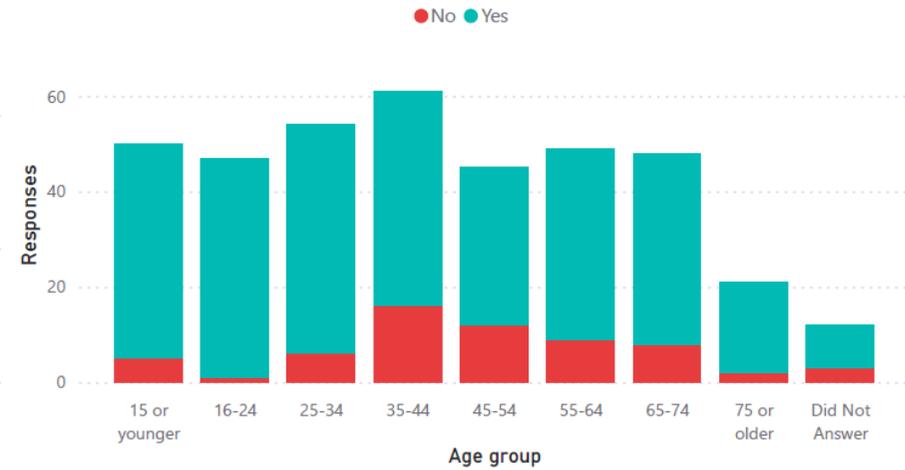
Increase control over PT assets



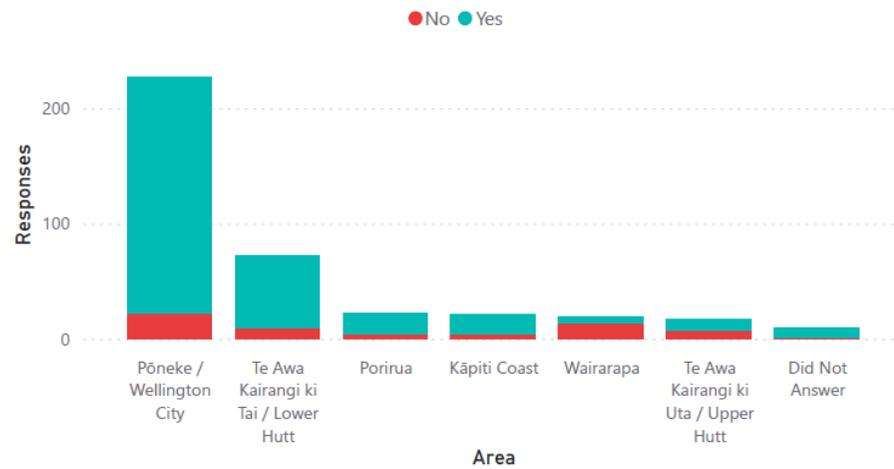
Funding for Lyall Bay depot



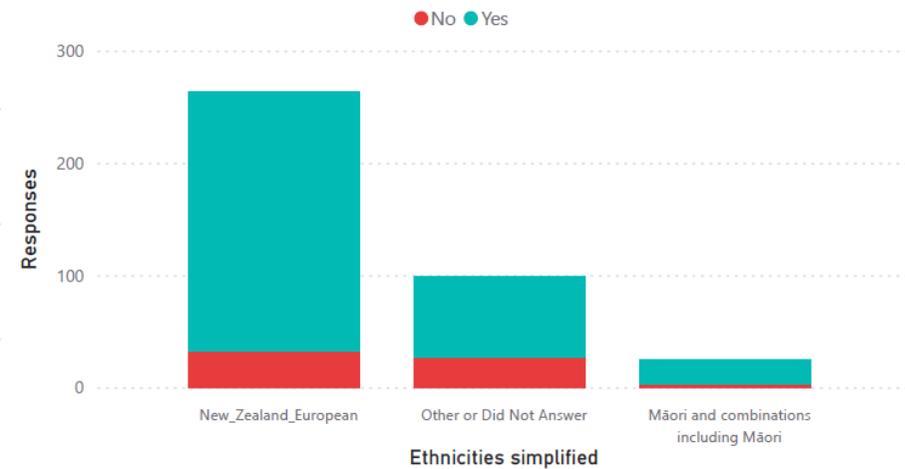
Funding for Lyall Bay depot



Funding for Lyall Bay depot



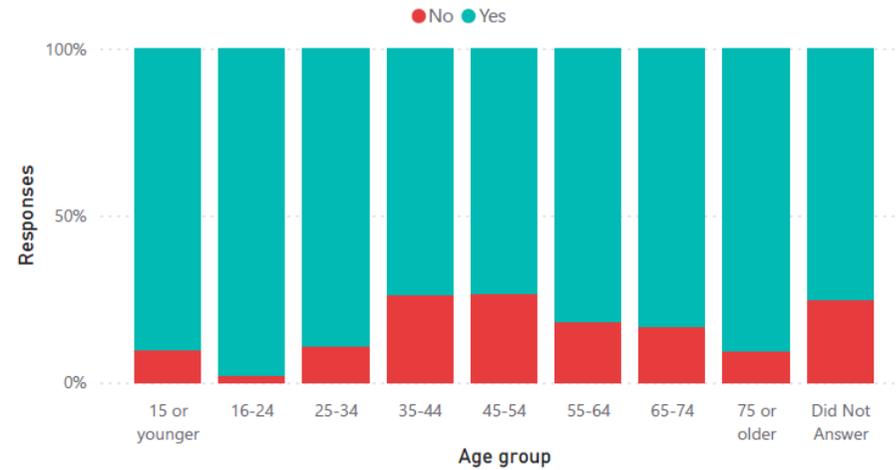
Funding for Lyall Bay depot



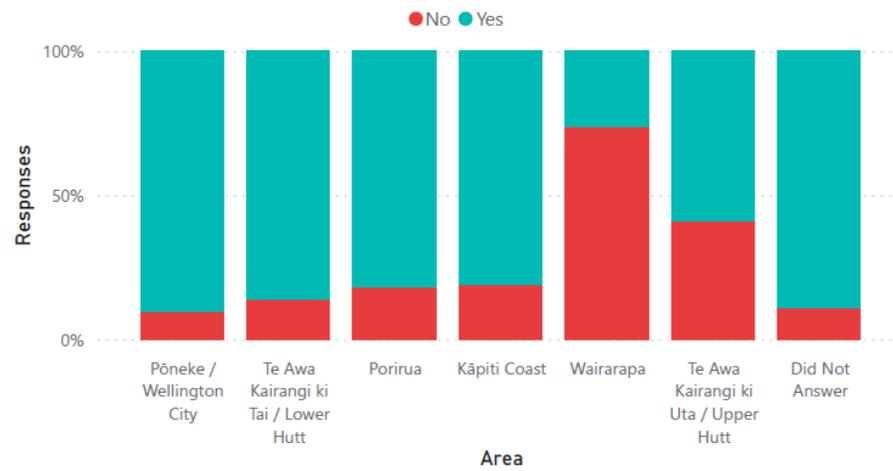
Funding for Lyall Bay depot



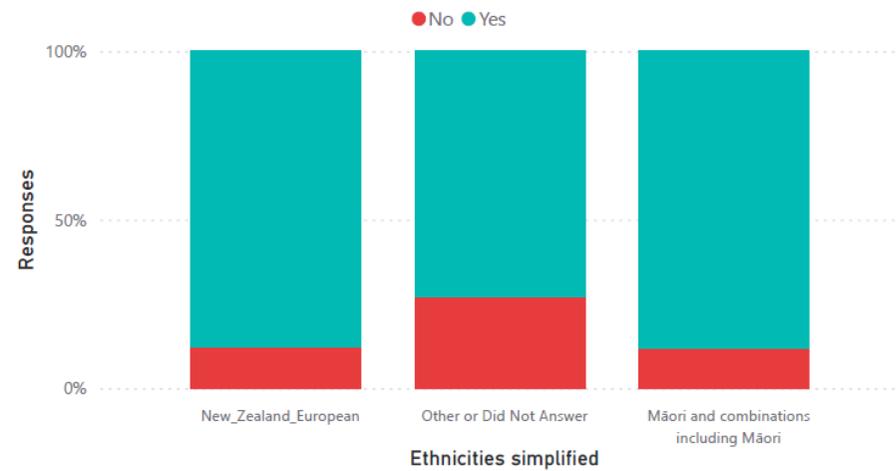
Funding for Lyall Bay depot



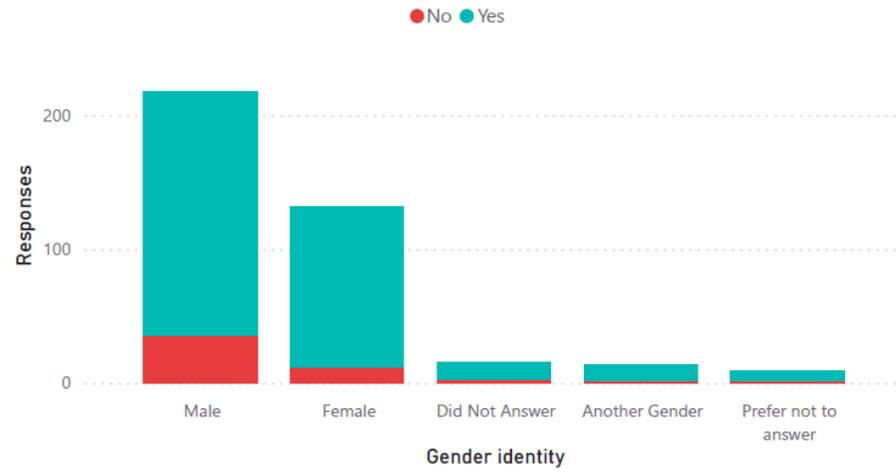
Funding for Lyall Bay depot



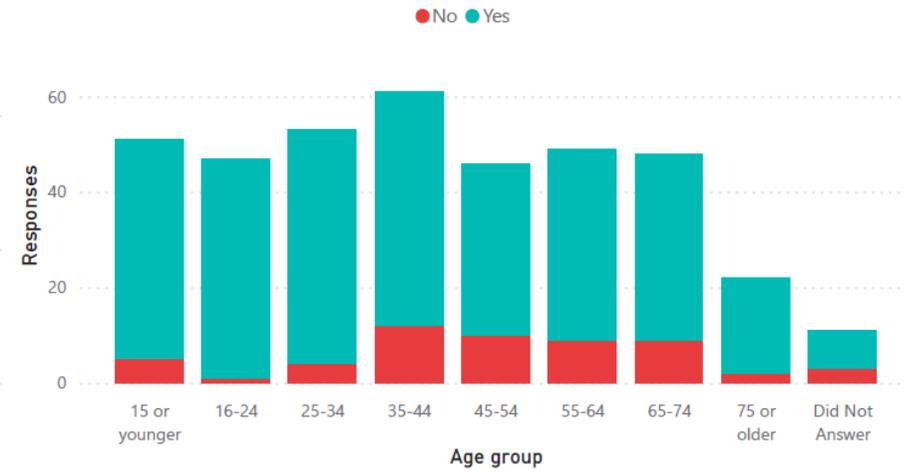
Funding for Lyall Bay depot



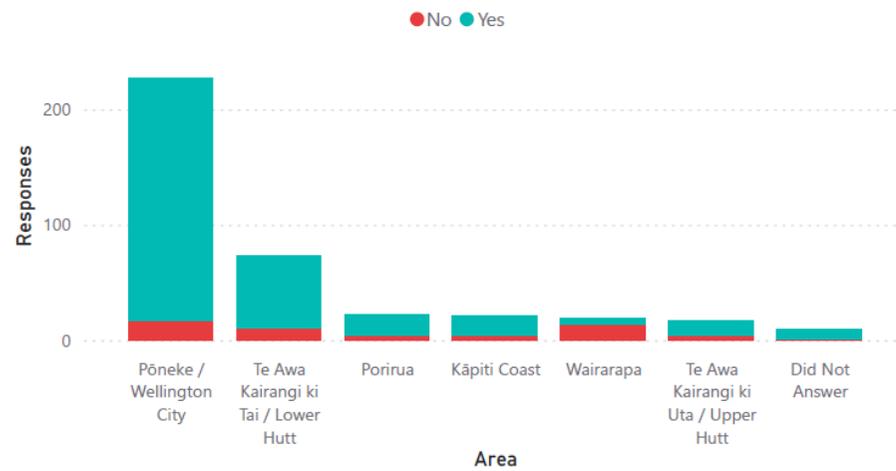
Funding for other strategic bus assets



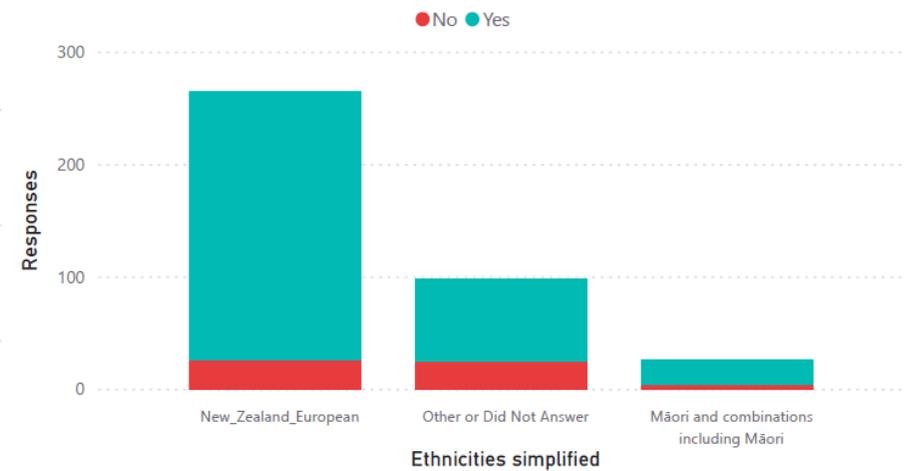
Funding for other strategic bus assets



Funding for other strategic bus assets



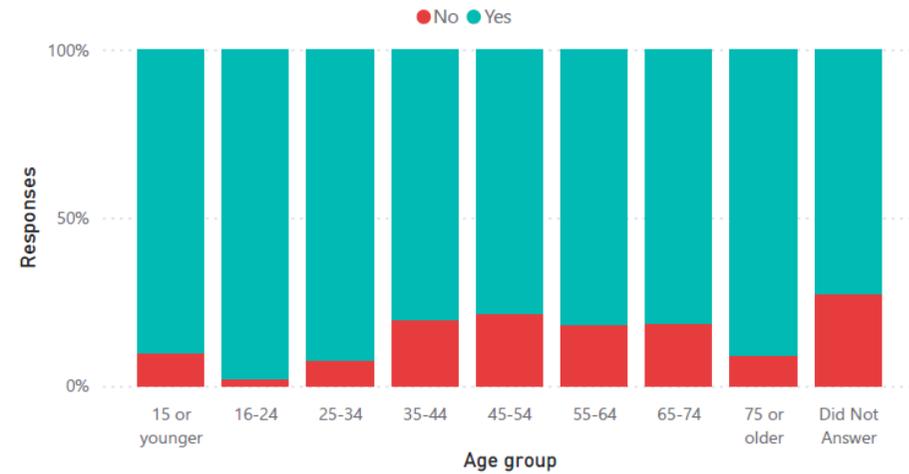
Funding for other strategic bus assets



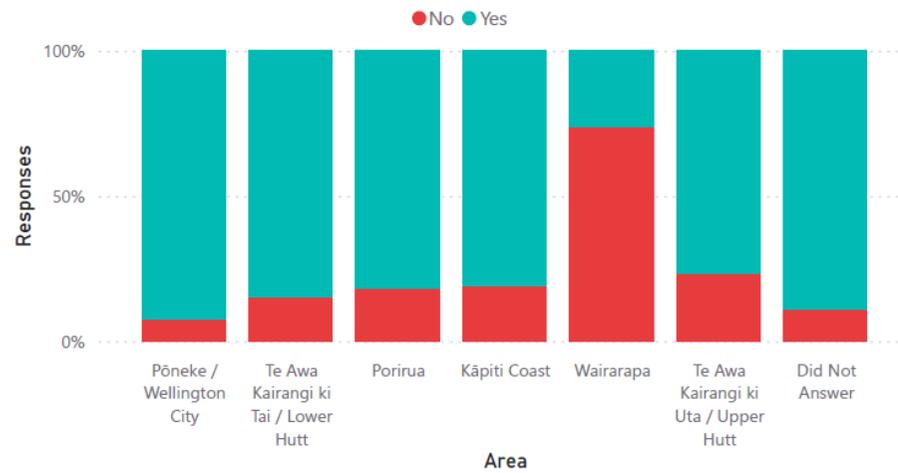
Funding for other strategic bus assets



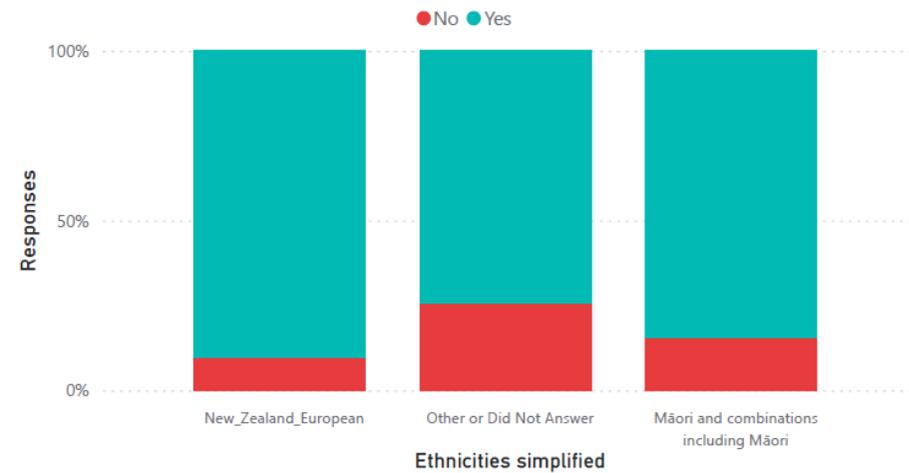
Funding for other strategic bus assets



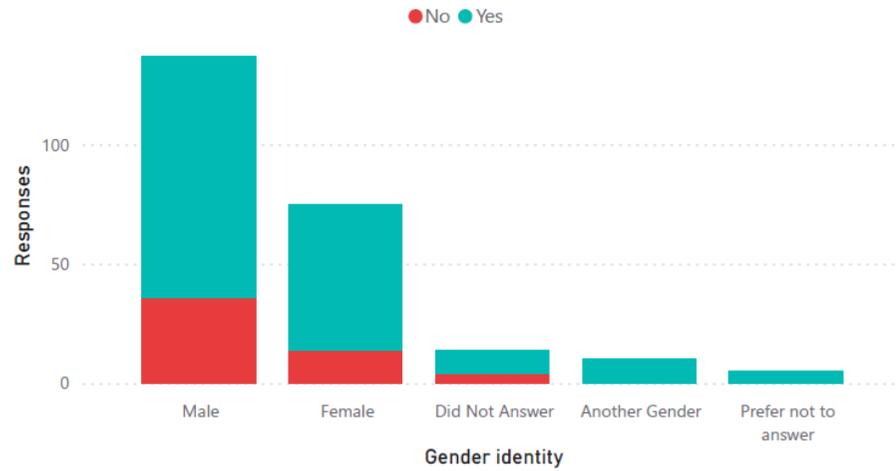
Funding for other strategic bus assets



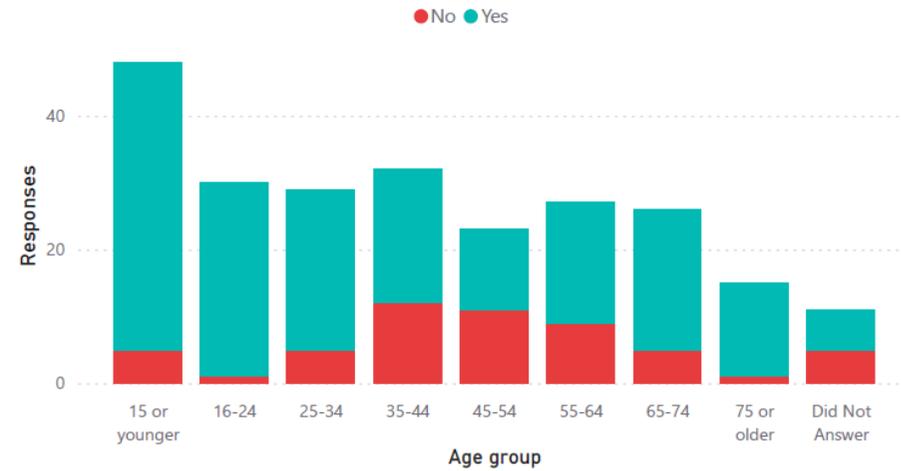
Funding for other strategic bus assets



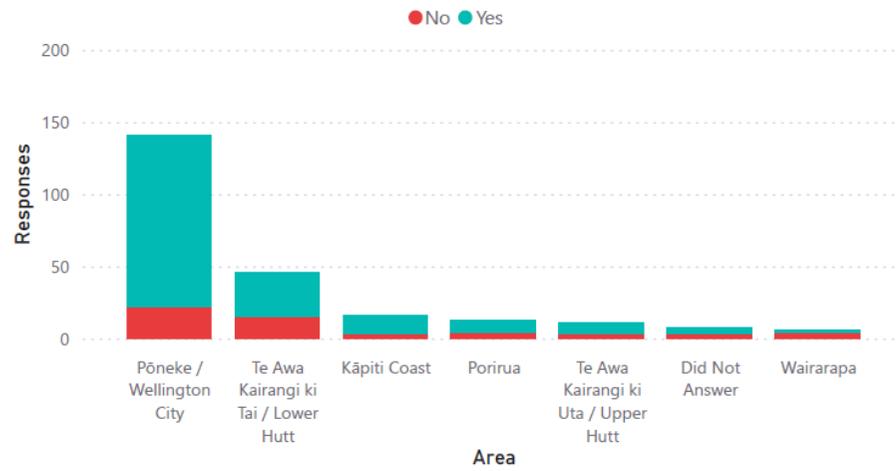
100% shareholder of CentrePort



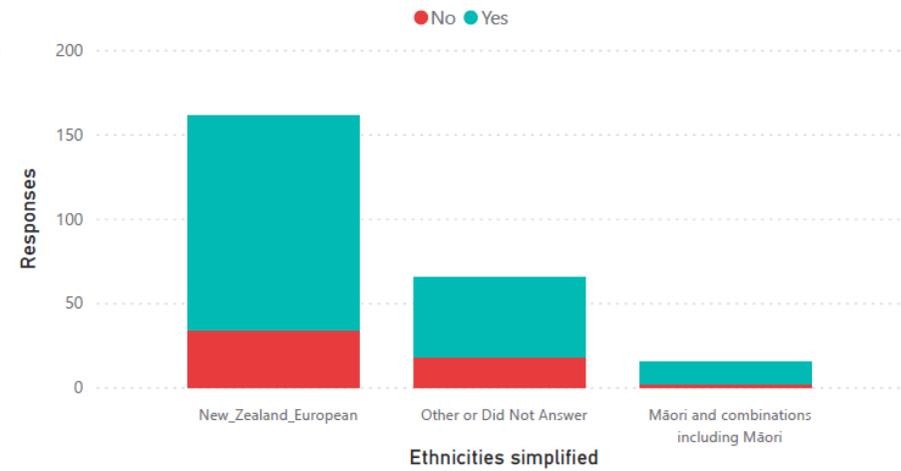
100% shareholder of CentrePort



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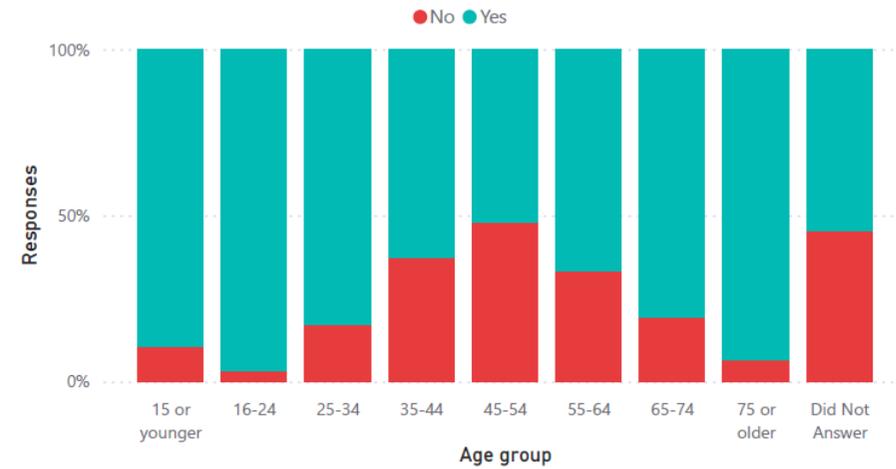
100% shareholder of CentrePort



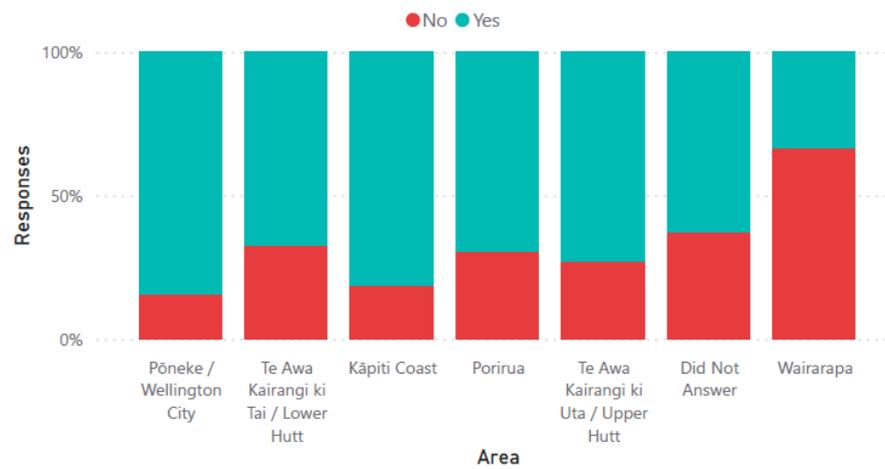
100% shareholder of CentrePort



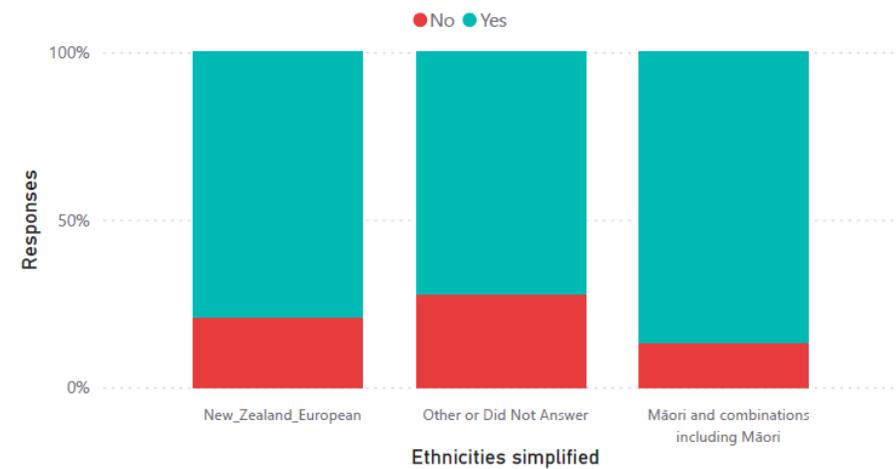
100% shareholder of CentrePort



100% shareholder of CentrePort



100% shareholder of CentrePort



Attachment 2: Summary of online commentary

Note: these have been copied verbatim from Greater Wellington social media posts – i.e. we have not edited any of the content presented in this document, other than to edit expletives by applying an asterisk to them.

All organic social media comments (where people went directly to our page, not on sponsored posts)

<p>Public comment: Wellington should own the wellington buses... Kapiti should have their buses.. Hutt valley should have theirs... And all fleets should be only 30% electric as all other fuel sources have proven to be fleeting..</p>	<p>Public comment: going to have a good read up! 📖</p>
<p>Public comment: Buses should be owned by private operators who employ the drivers. The council's job is to provide the rest of the infrastructure, eg bus stops, and manage the timetabling. The council shouldn't blindly accept the lowest tenders and actively manage the successful contracts with the bus operators.</p>	<p>Public comment: wellington city used to own and operate its buses until 1992, when for reasons known only to them, sold the lot to scottish brother and sister, Ann Gloag and Brian Souter. the council also collected the rubbish, bottled the milk and ran its own electricity company.</p>
<p>Public comment: Very cool animation! Interesting options.</p>	<p>Public comment: Do something about the **** Drivers Of New Zealand.</p>
<p>Public comment: Can Wellington rate payers afford to fund that? I think there might be big water issues that need fixing first. It's good to go around in circles though, isn't it. GW reply: 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). Ngā mihi SM</p>	<p>Public comment: Please don't try and run the bus company . You are too incompetent and unskilled to even know if a piece of land is a wetland... We don't need your woke and pathetic staff trying to mess with anymore stuff. I'm actually appalled that you can ever think that you can manage a public service.</p>
<p>Public comment: Hasn't it all been done before ? The buses used to be owned and run by councils i.e Eastbourne and Upper Hutt as well before Runcimans bought the buses.. might have just been one (council) bus and they grew from there. And of course the Big Reds in town . It couldn't have worked else they wouldn't have sold off the buses. No doubt very expensive to run even private enterprise has trouble making them succeed. We wouldn't want those days</p>	<p>Public comment: There is an issue with the feedback link. I think it has been reported, happy to respond once this is sorted. From the information provided so far it seems to make sense to own the base infrastructure of both bus charging stations/ depots and centre point. GW reply: Can you please elaborate on what part of the link is broken for you? Ngā mihi SM Public comment: hi when you attempt to choose either the Bus infrastructure or Centre Point hyper</p>

<p>back under the same rules as applied back then with employment. Not a lot of customer service. The situation with the buses improved a lot under private ownership. More frequent services , the buses were better but I don't think the same can be said for the current Chinese buses, the suspension seems to have worn out on a lot of them , they are very uncomfortable over bumps. The rates would have to really rise to cope with the cost. I don't know about CentrePort, it might be fine to own that company.</p>	<p>link boxes it takes you back to the main body of the original overview document/ landing page. You do see an additional dialogue box where you can enter your name. This appears to part of the survey / feedback page but there is only one box and no further way to interact or submit your responses. Regards (name) Public comment: hi I have managed to complete feedback on both subjects. The embedded questionnaire was not obvious on the first device I was using, my apologies. Regards Mark</p>
<p>Public comment: Kia ora. I'd like to make an observation about feedback. We are in an age when it's so easy to jump on a call, or social media, and vent. I'd love to know what movement will happen to safeguard staff who are at the coalface and receive unproductive abuse from the public. Thank you!</p>	<p>Public comment: I agree 100 percent greater Wellington should own the buses and depots and it even go as far as operating the buses and employing the drivers Public reply: same thing the rail network and the train crews and stations. Public reply: agreed but they would have to contact out the maintenance of the rail network out and charge Kiwirail to use the metlink rail network for their freight trains and the northern explorer. Also they can charge Kiwirail when their freight trains break down on the kapiti and wairapa lines</p>
<p>Public comment: Not when it comes back to another rise in rates. How about reducing rates for one year and do no big projects. People could have a break. It's like doing a budget for a household. You don't spend what you don't have.</p>	<p>Public comment: Why is the consultation link basically the entire document, it goes on forever and I'm sure most people just give up..... This might be better (& get more responses) if the survey/consultation wasn't hidden in with the more information.</p>
<p>Public comment: any suggestions us plebs (sorry i mean bottomless money pits) make will be ignored and the rates whacked up to cover for something inane/unnecessary.</p>	<p>Public comment: No. Sort out the water infrastructure as a priority.</p>
<p>Public comment: Just fix the potholes would be a great start, or is this a major undertaking? Please enlighten me 👍 GW reply: Potholes are not part of our scope of work, but we would love your feedback on our Long Term Plan. Ngā mihi SM Public reply: another long term 😊</p>	<p>Public comment: Where are the public toilets GW reply: What public toilets are you referring to? If they are in regional parks, you can find their locations on the regional park maps. See the complete list of parks here: https://www.gw.govt.nz/parks/ Ngā mihi SM. Public reply: I agree with your question if it refers to the city of Wellington. It is very poorly served especially since Te Aro park has been closed and years ago there were some in Bowen St not far up from Lambton Quay. When they were removed nothing was put in their place. Down in that area of town there is nothing. The station doesn't count as it's too far away once we have left the station. I don't know what people do but I think there would often be uncomfortable people, especially women. The toilets in Grey St replaced the ones removed</p>

	form the corner of Featherston St but I don't think there are as many. It has gone down and down but these will be Wellington City Council not Regional.
<p>Public comment: Seems trivial but submission deadline date is hard to find.</p> <p>GW reply: The submission deadline is Monday 22nd April at 5pm. Ngā mihi SM</p> <p>Public reply: thank you. 😊</p>	<p>Public comment: When are you going to fire that useless Mayor doing shonky deals with Reading Cinema, a PRIVATE company, dodgy land deal there? Also, sort the water out and stop holding grooming sessions with R18 sex clowns inculcating our children. Drag is for 18+ and no child needs to know about these adult performers.</p>
<p>Public comment: 100 Centreport shares is my vote. Ports are big money makers long term. There might not be busses in the future but there are ships. Reading the website it looks long term financially profitable to own the leases to the ferries and its infrastructure support of \$20b in freight on top of supporting the cruise ships and other ships coming into wellington. Their financial statements appear stable, it makes a net profit. Is there enough profit for further investing in terminal upgrades??</p> <p>https://www.centreport.co.nz/what-we-do/</p> <p>GW reply: As a majority shareholder we can currently control major decisions. If we go ahead with becoming a 100% owner of Centreport there could be 1.2% regional wide rates increase. 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. We would love for you to provide your feedback by clicking the link in our post. Ngā mihi SM</p>	<p>Public comment: These seem like sensible plans, but unless it is a necessity you can't really justify anything that is going to increase rates in the current climate. We are already facing 15-20% increase in city council rates to deal with water infrastructure improvements.</p> <p>https://www.stuff.co.nz/.../why-are-councils-considering...</p> <p>Cr reply: increasing investment in pest control will (fractionally) increase rates. Some may struggle to see this as a necessity, but we know that not doing it will make the problem worse. E.g. goats out of control in the Wainuiomata headwaters degrading our forest and drinking water supply and costing us more in the long run. This and more \$ to keep flood defences from degrading are the only two extra operational spending in our LTP - the rest is keeping doing what we do (it just costs more), delaying some things like new buses, and considering the two strategic asset questions. Please ensure you and your friends make a submission.</p>

Wairarapa social media comments

Public comment: Shut the buses down and use ubers	Public comment: No
Public comment: Yes! Public bus services should be owned and run by the communities they serve. And commuter transport should be free for everybody.	Public comment: No they can't even run the asset's they have now. Their a total waste of space
Public comment: Electric buses are already failing overseas and these idiots are talking about investing ratepayer fund in them. Let private investors run buses and councils need to focus on core services like inner city roads, sewage, water, parks and sporting venues.	Public comment: Is this going to save ratepayers \$ or is it going to cost everyone more? Weird how the simple most important reason to own or rent an asset is omitted from the question... Public reply: The most important question is not cost, which should be cheaper if it is publicly owned, as there is no need to return huge profits to the shareholders. The most important aspect is an efficient, reliable service which provides the network that customers need. GW reply: All information regarding funding can be found by clicking learn more and reading the long term plan documentation. 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, across the 10 years of this LTP, which will be funded by debt (excluding bus ownership). Ngā mihi SM
Public comment: NOPE!	Public comment: No
Public comment: Leave it where it is. With the successful operators	Public comment: As well as agreeing with most comments about keeping such a good local bus operator, I suspect as a small region we would struggle to finance growth, bus renewals etc.
Public comment: Leave it alone - we have the best bus company in Wairarapa - it should stay with the professionals !! Public reply: you're right , if bureaucrats get hold of it they'll destroy it Public reply: exactly	Public reply: Keep them as they are.
Public reply: No transit do a fantastic job	Public reply: Leave our buses along they run quiet nicely if anything fix our train services so we have trains that run on time an some during the day to wellington or even the hutt GW reply: Ensure you have clicked learn more to have your say. Ngā mihi SM

	<p>Public reply: why bother, you never listen anyway. Like the 80 k speed reduction on a straight road with very few accidents</p> <p>GW reply: As the regional council we do not manage speed limits or anything to do with roading. Feel free to check out our core roles and responsibilities through the link below. Ngā mihi SM</p>
<p>Public comment: Tranzit is crap, bestime thing is get rid of them, they are popular in employment court</p>	<p>Public comment: Leave it in private hands and let them get rid of the e.v rubbish when it turns to crap , it would be a lot worse if the bureaucrats got hold of it</p> <p>Public reply: Ah, a global-warming denialist. How's the view of all those conspiracy theories down the rabbit hole?</p> <p>Public reply: listen chicken little the sky isn't falling , you believe a little girl like Greta and the , (believe the science) fools is predicting the end of the world and like the rest of you mugs will buy your E.V and hide behind a false narrative</p>
<p>Public comment: Where is the money coming from to own, maintain and have a good replacement plan in place to do this, we don't need more cost to ratepayers, our infrastructure is crap now let alone putting them in the equation, you guys need to get real</p> <p>GW reply: 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). Ngā mihi SM</p> <p>Public reply: debt isn't 'funding' anything, it just increases total cost and kicks can down the road for repayments. Key issue is to invest our money on our behalf you need a social licence to operate, which is dependent on your reputation and track record, which is demonstrably poor. The merits of proposals don't even matter in this context, we just don't trust you.</p>	<p>Public comment: Does not matter what GWRC say they do not listen never have never will and with their attitude of we know best why should our opinions matter</p> <p>GW reply: Ensure you have filled out the consultation to have your say. Ngā mihi SM</p> <p>Public reply: obviously you have not read my comment properly , why should I waste my time to make someone feel good because I sent a submission that is totally ignored</p> <p>Public reply: If you don't send in a submission, no one will hear what you think. But if you do, they just might. So you can rant on Facebook or send in a submission. Up to you.</p> <p>Public reply: they know what I think because the monitor these comments very carefully and guess what so called " Rants " on Facebook actually get more action than a submission , they hate it when someone comments and are critical</p> <p>Public reply: yeah they've got a whole dossier on you, Ed. Careful.</p> <p>GW reply: Facebook comments are not formal submissions. To have your say, click learn more and fill in the survey. Ngā mihi SM</p>
<p>Public comment: NO Leave it to the professional bus company NOT the inefficient GWRG</p>	<p>Public comment: I had my say, a resounding NO.</p>

Public comment: No confidence in this group, have no empathy for the Wairarapa.	Public comment: No, I drove school bus for local company for many years and thoroughly enjoyed their support as a country driver. Had driven previously when buses were run under Govt department then were tendered out to private ownership. Transit, superb employers.
Public comment: Transit run their buses in an efficient and environmentally supportive way, upgrading them to ensure they run clean and have their own mechanics to constantly service them. They have been doing this for 99 years. Can a council who have no experience in the transport industry do better? I don't think so	Public comment: You are not competent to own anything. Best leave ownership to entities that know how to achieve the best returns. Why should public transport be so heavily subsidised through rates including regional rates. Perhaps if it was all in private hands people would get a service to meet their needs and paid for by those who use it.
Public comment: Sounds like a great way to ruin a locally owned and operated family bus company in the Wairarapa region. Stick to your knitting and let the professionals carry on providing the service on your behalf. Public reply: totally agree!!	Public comment: Short answer - no
Public comment: Can't even look after the Wellington buses or trains don't want you to destroy our services	Public comment: Whats wrong with the way things are, if Transit go bust the rate payers wont have to bail them out
Public comment: You first need to learn how to contract so you don't end up with no services and no penalties for lack of performance.	Public comment: So now you over the hill want to change everything ,leave things the way they are, we are not Wellington city.
Public comment: No way get up to date electric is going out to life threatening	Public comment: Transit Bus company has been okay so far certainly don't want Greater Wellington running it look at the mess our train system is in.
Public comment: No to busses, yes to the port	Public comment: No - but write contracts with penalty clauses for failure to provide the service and stop sending 42 seat buses to carry 20 people 😞
Public comment: NO NO NO !!!	Public comment: I have voted. And I have voted leave it as it is. Do want you want Greater Wellington. You never seem to listen to us anyway.
Public comment: No just no	Public comment: Can't get link to work.
Public comment: No, you will drive it into ruin	Public comment: No. If what has happened in Wellington is anything to go by, absolutely not
Public comment: You idiots couldn't organise a f*%k in a brothel. What makes you think you could do anything with taking control of a local business that's operating perfectly?	Public comment: We're the comments filtered out for against the proposal? GW reply: we do not filter out comments of people disagree with our proposal. Ngā mihi SM Public reply: my comment has been filtered out GW reply: We do not filter comments unless profanity is used. We have multiple ads running. Perhaps your comment is on another one of our posts. Ngā mihi SM
Public comment: NO! DEFINITELY NOT! Investing in electric buses is an expensive LEMON 🍋 of an idea. Brainwashing &	Public comment: Why? What's the benefit?

<p>misinformation tricking people that these will help turn global warming? It's a scam! Don't do it</p>	
<p>Public comment: No!</p> <p>Public reply: LOL. The culture-wars bloke from Carterton who regularly writes letters to the editor of the Wairarapa Times-Age which cause most people to simply roll their eyes.</p> <p>Public reply: Ad hominem is usually the last refuge of a failed argument except for idiots who use ad hominem as their first argument.</p> <p>Public reply: I bet you're also a Trump-supporter.</p> <p>Public reply: actually, no, I think Trump becoming US President again will be a disaster, possibly existential. Unfortunately a win for Biden/Harris will be just as bad. I'm guessing that you're having difficulty following an argument, given your addiction to the ad-hom, so I'll stop here.</p>	<p>Public comment: That is a definite NO from me. Yes I looked at the long term plan but found it too much to wade through and questions about every other thing so here is my brief answer. Why don't you set up a YES/NO poll on here and see what you get.</p> <p>Public reply: if you can't be bothered filling out the consultation, don't complain when they don't take your opinion into account. They won't be reading this.</p> <p>GW reply: A Long Term Plan is a document required under the Local Government Act 2002 that sets out a local authority's priorities in the medium to long term. We are required to go out to consultation formally, which is why we cannot post a yes/no poll on social media to determine major regional decisions. Ngā mihi SM</p>
<p>Public comment: No. Now piss off and stop gaslighting by pretending we get a choice choice or the 'consultation' has any impact on your decision.</p>	

Kāpiti social media comments

<p>Public comment: You should only own the assets if you can do a better job that currently is being done. Local bodies dont have a good track record of being better or more efficient than private enterprise. For sure it will cost the ratepayers many of whom are struggling now.</p>	<p>Public comment: Councils and Central Government cannot run any type of business. Take a look at the average public servant . . . they are unfit for any type of fiscal or commercial activities.</p>
<p>Public comment: Greater Wellington should own the buses and depots and contract the operation and maintenance out to operators. operators should have maintenance partners who know buses and can maintain them to a safe standard</p>	<p>Public comment: If GW owned the buses then the damage the double deckers do to the roads/pipes might be more accountable/funded (or 🗑 less double deckers). Ps this photo is after a few buckets have been removed from the footpath as the road is progressively squeezed up over the curb.</p>
<p>Public comment: Hell no they can't even look after what they have now</p>	<p>Public comment: You couldn't run a nose bleed.</p>
<p>Public comment: No - users should pay for this, not ratepayers!</p>	<p>Public comment: Porirua needs to close down its health hazard of a rubbish dump in kenepuru. Its constantly leaking</p>
<p>Public comment: 100% No!</p>	<p>Public comment: Yes please</p>
<p>Public comment: Will saying yes mean allowing WCC to borrow millions more \$\$\$\$ on behalf of ratepayers? By how much? GW reply: Wellington City Council will not be involved in the purchasing of the depots or charging stations. The plan for funding 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). Ngā mihi SM</p>	<p>Public comment: If these contracted management companies can operate at a profit then we should own them. Keep the money in house, its a no brainer. While your at it, take the railways back and rebuild it. What a friggen shambles our transport system has become. Just a milking machine for corporate co"s to leech off the tax payer. Bring back the Ministry of Works. Keep the money in NZ and create jobs for the people that dont want them. It will help fix a lot of social issues</p>
<p>Public comment: Can we afford to buy at this point GW reply: 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</p>	<p>Public comment: That was tried a long time ago and was an expensive operation that's why it went to a 3rd party operator The current model is common in other western democracies Why fix it if it's not broken Public reply: "if it's not broken" is the important part, though - I think you can make a pretty good case that the current operators, at least, are not doing a stellar job...</p>

<p>which will be funded by debt (excluding bus ownership).</p>	
<p>Public comment: Shouldn't you be looking at keeping rates down and fixing your water problems instead of continually coming up with schemes to spend more of the rate payers \$ on, or is that a bit too much common sense squeezed into to few words?</p> <p>GW reply: Kia ora Don, thanks for getting in touch. Water in Wellington Central is managed by Wellington City Council, rather than by us at Greater Wellington. If you have feedback for WCC you can submit this here: https://wellington.govt.nz/contact-us/contact-details Ngā mihi, ^CM</p> <p>Public reply: i agree</p>	<p>Public comment: Even the cost of this question is costing 1000s of dollars. How about stop all the crappie waste of money things like buying car parks</p> <p>And instead fix the basic infrastructure like water witch the councils have neglected for the last 30 years</p> <p>Cos if 2 billion dollars was going to fix the water problems throughout the hole country</p> <p>Then what the council has wasted on the council buildings could of fixed Wellingtons water</p> <p>Public reply: absolutely</p>
<p>Public comment: How about that be applied to all essential infrastructure. Electricity, water, roading... rate payers have contributed heavily in those areas. Yet here we are with a proposed 19.8% rates increase as identified on this website as needed for operational and proposed plans. The councils havent maintained our current assets, they have sold our assets to float their books and wastefully spend on cycle lanes creating congestion, reduce parking all in the push to use public transport, and now they propose investing in the very same public transport network all while enforcing water restrictions due to the inability to fix the leaks in the water infrastructure. (Ps Wellington Water is owned by the 6 councils which make up Greater Wellington).</p> <p>Public reply: agree, well said.</p> <p>Public reply: Nailed it</p> <p>GW reply: As the regional council we have no controll over the installation of cycle lanes or the removal of car parks.</p> <p>Regarding water, you are correct; Wellington Water is owned by six councils (Wellington City Council, Hutt City Council, Upper Hutt City Council, Porirua City Council, South Wairarapa District Council and ourselves, Greater Wellington). The other councils independently operate their territorial infrastructure (Carterton District Council, Masterton District Council and Kāpiti Coast District Council). Greater Wellington's role with water is to supply water to the region via collecting and protecting fresh water. The supply to property and business is the responsibility of territorial councils. Ngā mihi SM</p>	<p>Public comment: should own and run the buses and train services. Stop paying transdev to run the trains and then pay them for their buses when the train aren't running they make money either way.</p> <p>And when something happens and no trains they hide behind the metlink umbrella and let kiwi rail take the blame.</p> <p>Why pay and Aussie company to run our train service.</p> <p>Over Covid you gave free travel but still payed transdev to operate train service cost to the taxpayer with no return coming back in their [OBJ]</p> <p>were the only ones making money out of that deal [OBJ][OBJ][OBJ][OBJ]</p>

<p>Public comment (1): Private enterprise will run the system far better than u !!! Are u bus experts? Just Stick to what your remit is.</p> <p>GW reply: We operate the entire public transport network for the Wellington Region. Currently, we contract out to private operators to run the buses on our behalf. Ngā mihi SM</p> <p>Public reply: wow. And it's a shambles. Trains delayed. No bus drivers. I'm sorry but u do not have a great record of running transport!!</p> <p>Public reply: caught the train 4 times in the last week and all on time.</p> <p>Public reply: let alone meeting the actual needs of their customers or honouring the rights of their customers aswell</p> <p>Public reply to (1): yes at what price to tax payers anything to do with public cost the roof and some so will you pay up even if you don't use them</p> <p>Public reply to (1): Have you evidence and can you provide proof that going private will keep fares down and buses running on time?</p> <p>Public reply: in general, private enterprise is more competitive, more economic and more reliable than any govt run business.</p> <p>Public reply to (1): Oh no they don't.</p>	<p>Public comment: WCC can't provide water services, how are they going to provide public transport</p> <p>GW reply: Public transport is operated by us Greater Wellington the regional council. Ngā mihi SM</p> <p>Public reply: the point is Wellington Water is owned by the 6 councils that make up Greater Wellington. Yet we all know how well thats working out..</p> <p>GW reply: You are correct; Wellington Water is owned by six councils (Wellington City Council, Hutt City Council, Upper Hutt City Council, Porirua City Council, South Wairarapa District Council and ourselves, Greater Wellington). The other councils independently operate their territorial infrastructure (Carterton District Council, Masterton District Council and Kāpiti Coast District Council).</p> <p>Greater Wellington's role with water is to supply water to the region via collecting and protecting fresh water. The supply to property and business is the responsibility of territorial councils. Ngā mihi SM</p> <p>Public reply: true 🤔</p>
<p>Public comment: No sell them all to an operator who knows what they are doing unlike the councils who have made a mess of things over the last few years</p>	<p>Public comment: And who will be paying for this ? Another increase to rate payers?</p>
<p>Public comment: No</p>	<p>Public comment: No</p>
<p>Instagram public comment: No</p>	<p>Public comment: Totally agree with all the other comments. Council couldn't organise a Chook raffle. That is without using an international very expensive Consultant.</p> <p>Public reply: piss up in a brewery is what I say and anyone can do that they got rid off our only asset to the coast tuatara brewery</p>
<p>Public comment: Don't get the KCDC in on it all they can do is chop down trees thats people want and put in new traffic light that no one wants either</p> <p>GW Reply: We are not proposing Kāpiti Coast District Council to purchase the bus depots or charging stations. We (Greater Wellington) are proposing that purchase. Ngā mihi SM</p>	<p>Public comment: Ummm, you guys (the council) couldn't organize an orgy in a Brothel, let alone run a bus company!</p>
<p>Public comment: We must surely get rid of this council.</p>	<p>Public comment: Wgtn Regional council has to much power already old boys network</p>
<p>Public comment: No. Should be a commercial operation.</p>	<p>Public comment: Absolutely, just to upset the previous commentators. 🤔</p>
<p>Public comment: shut down all the busses and have people use ubers</p>	<p>Public comment: No, definitely not.</p>

Public comment: No. You will constantly raise rates to prop up your mistakes.	Public comment: No #1 u can't afford it
Public comment: NO we dont want anymore white elephants ,KCDC is hopeless at anything	

Porirua social media comments

Public comment: hell no not this lot of drunken bums	Public comment: Maybe first you should build bus stops that don't block the road
Public comment: No. City councils dont have the 2xpertise to run a bus company. They can barely run a city. Stick to your own business znd get someone capable to negotiate the contract with the bus company that allows the city to control outcomes. Public reply: We are not proposing any city council purchase the depots and charging stations. As the regional council we are proposing the purchase. Ngā mihi SM	Public comment: Definitely and operate services in house if the operator has to be private an operator like mana for Porirua because they know how to run bus services.tranzurban are unreliable and can't run a bus service their buses break down and aren't reliable enough
Public comment: A brilliant idea. It's such a pity they ever got privatised in the first place.	Public comment: Nope
Public comment: Quite simply. We must retain all essential services in one hundred percent public ownership. If there is not sufficient wealth in the public purse, but sufficient wealth im the private sector. Then obviously our society is briken and there is far too much wealth in two few people's hands. Time for the guillotines.. A private owner will only provide what makes money. Not what is needed. You don't have to be very old to remember the asset stripping that went on with nz when it was sold off.. Everybody i evolved with that were criminals. Public reply: everything you said is true but I have zero trust in our council's ability to look after any of this. Public reply: or the government..	
Public comment: The rate payers don't need any more drain on there pockets, the council can't manage their bank balance now, if they could they wouldn't be telling us that we'll be paying more wether we like it or not	Public comment: Every time we privatize some service we end up with yet another CEO and managers who expect astronomic incomes - at our expense 😞.
Public comment: No, Wellington electrical network won't handle the peak demand in winter. Bring back the trolley buses	Public comment: No to local authorities running bus services
Public comment: Might even get some buses into Otaihanga Public reply: you'd better off with boats to service Otaihanga. Public reply: nor where i live.. never been flooded..yet. but before buying did check all of that. But if that does happen.. im covered 😊	Public comment: They cannot effectively run our, water, sewer , rubbish collection : What makes you think they can run a public transport service? GW reply: As the regional council we do not run city-wide piped water, sewer or rubbish collection. Ngā mihi SM Public reply: I was responding to an article about PCC. Not the regional council GW reply: You must have clicked on the wrong post, this is our (the regional council) post asking the community to respond to our Long Term Plan. Ngā mihi SM

<p>Public comment: Sounds like empire building by Regional Council. Not a single local. or regional council has managed to stay within budget in decades. Why would the ratepayers welcome yet another drain on their purses? Why would WRC think they'd do any better with transport than they have with water, roads, provision of other services? The only increase guaranteed is the cost of fees for counsellors and administration.</p> <p>Public reply: ahhh because privatizing isn't a drain and the service is oh so wonderful?!?</p>	<p>Public comment: Good grief NO, The KCDC will completely stuff it up!</p> <p>GW reply: We are not proposing that Kāpiti Coast District Council purchase the depots or charging stations. We, as the regional council, are proposing the purchase. Ngā mihi SM.</p> <p>Public reply: that's good, don't give our KCDC anything, they are just plain hopeless, we are getting a skateboard play area in the rail station complex! How dumb is that?</p> <p>Public reply: you know the Paraparaumu station is being undertaken by the Greater Wellington Regional Council?</p> <p>Public reply: Thank you Michael I get it now. Cheers</p> <p>Public reply: clearly not 😊</p> <p>Public reply: completely agree!</p>
<p>Public comment: Doesn't the wgtc city council feel it has enough infrusture on it's plate that is broken down, not working, needs replacing, or has a maintenance cost the council is struggling to meet.. All good if the council was flush with cash, and could afford to buy the business and then afford to fully replace the fleet and then afford the maintenance of the service including salaries and development of new or expanded services..</p> <p>😞</p> <p>GW reply: we are not proposing Wellington City Council purchase the regional bus assets. As the regional council we operate the regional public transport network. Currently, we contract out to private operators to run the buses on our behalf. Ngā mihi SM</p> <p>Public reply: it states in the paragraphs that you propose to take ownership of the bus infrusture inc buses, bus stops and charging stations is that not buying or owning assets that will require capital expenditure to purchase replacement assets as needed, planned and unplanned upgrades, regardless if you contract out the operating side or if you plan to operate it yourselves.</p> <p>😞</p> <p>Public reply: I think you're confusing to different Councils.... Wellington City Council AND Greater Wellington Regional Council. The Regional Council provides the Metlink bus a train services for the entire Wellington region (includes the Hutt Valley and Kāpiti).</p> <p>GW reply: We as the regional council are proposing the ownership of bus infrastructure. We are a</p>	<p>Public comment: I live east Waikanae...see buses passing my house every day at all times of the day ..I drive at all times in my car follow them up and down the road at different times of the day. Have never seen anyone on these ghost buses..for the last few years. My question would be, if there are only a few passengers on these large empty tin cans.. WHO would be paying for them. I would be interested to know just how many people actually use them. Someone with this idea must have done there homework on this, ANYONE.???</p> <p>Public reply: could be due to where you are on the run? Maybe YOU could use them</p> <p>Public reply: not possible..health issues.</p> <p>Public reply: well why run them down just because you don't use them? Surely it would be better for you if more people used buses and therefore eased congestion on the roads?</p> <p>Public reply: not running them down, just interested in what the council wants to charge the rate payers for, consider three sets of lights in our main road huh! There are many wasteful things going on at the behest of this council just interested in where our rates are paying for aren't you?</p> <p>I noticed people objecting to the bridge Fiasco, or would you rather people just shut up and keep quiet. Freedom of speech.</p> <p>Public reply: Followed the bus today no one got off ..no one got on.I wonder how many times during the day that happens.I suppose our rates will go up anyway. We don't any say</p>

<p>different organisation to Wellington City Council. Ngā mihi SM</p> <p>Public reply: same arguments apply. It's a huge capital outlay and then huge ongoing maintenance. What do you know about operating a bus company. Yes you oversee it now but the actual operation is contracted out. A huge difference Stick to your knitting and do what you do well and contract out stuff like buses to competent knowledgeable operators. Don't waste OUR capital.</p>	<p>the council will do what they want.. we don't count.</p> <p>Public reply: the point of a bus service is that it is not a coach trip, it's a service it would be there for you if for some reason your car was not available or could not drive yourself.</p> <p>Public reply: the point of a bus service is to have people on the bus..everyday, hopefully in larger numbers than at the moment, I don't see that on this particular route.</p> <p>Public reply: don't think you quite understand the meaning of a bus service yet , but they may come a time when YOU need to use it on an odd occasion.</p>
<p>Public comment: They can formally hire the drivers too, rather than the nonsense arrangement currently in place. Drivers are the most undervalued part of a functional public transport service.</p>	<p>Public comment: Kapiti can't afford it so I bet the KCDC splash money on this one</p> <p>Public reply: this is regional council. Not the KCDC</p>
<p>Public comment: Perhaps a survey on number of passengers per week before purchasing & can KDC afford this.</p> <p>GW reply: Kāpiti District Council will not be purchasing the depots and charging stations. We (the regional council) are proposing the purchase. Ngā mihi SM</p> <p>Public reply: Are you guys any better at managing money than KCDC?....probably no</p> <p>Public reply: suggest reading the article instead of the heading</p>	<p>Public comment: It's in the name! Public Transport</p> <p>It's not supposed to turn a profit. It's supposed to give equal mobility to all. And in these times it becomes obvious that it's not just a necessity but a compelling requirement for the future.</p>
<p>Public comment: We don't have that infrastructure</p>	<p>Public comment: Just finish fixing all the water leaks</p>
<p>Public comment: At least get the busses aligned to the trains and make sure the drivers wait a certain time and not going just when the trains arrive. And don't forget to get a good wages for them as there were enough drivers until they changed the company who didn't want to have drivers who were verbal and made sure they got a good wage... 😞</p>	<p>Public comment: No our regional council rates proportion will go up as a result . The rates already went up last year . Please look at ways to be more efficient and save on costs . I wish central government would ask Greater Wellington for a 6 per cent budget saving like most Government Depts .</p>
<p>Public comment: As little government as possible is the best model as local and national government management is almost a guarantee of incompetence and escalating costs. Taking on anything new until they have fulfilled their core duties, is a betrayal of the people they purport to represent and the equivalent of Nero fiddling while Rome burns. Please stop wasting our money.</p>	<p>Public comment: Strategic assets should be publicly owned and should be operated to provide essential services, not generate profits</p>
<p>Public comment: Do anything that stops these empty buses going round and round in circles. Then reduce our rates. So the simple answer is to shut down the buses and let people use an uber.</p>	<p>Public comment: Given the poor record of Councils in maintaining infrastructure the thought of WRC owning the bus infrastructure is frightening. We could easily end up with an</p>

<p>Public reply: There are no Ubers in Kapiti. Taxi costs are expensive. Bus is sometimes the only option for some people. I've used them on occasions and they do a good job for what I've seen. Not always a lot of people on them but they don't run super frequently any way.</p>	<p>old poorly maintained, not fit for service operation. Why spend huge capital on this when private companies can do it well and invest their own capital. The private operators know the business whereas WRC doesn't. There is no sensible case for the WRC to own and operate these assets. They should be the umbrella over the services setting the standards not operating them Do we really have such short memories of the rubbish standards when assets were publicly owned. Remember when it took 6 weeks to have a phone installed!! Public reply: absolutely! Yes Public reply: some excellent points. Recommend you sharing these points in the consultation...link above in the post</p>
<p>Public comment: Goid idea but's who's paying for it.</p>	<p>Public comment: Buses</p>
<p>Public comment: Who foots the bill when you find they are kept alive by local Govt or Govt. backing. I would consider this carefully before getting too carried in.</p>	<p>Public comment: And how much will our rates go up to pay for this.</p>
<p>Public comment: Just get more riding buses first Get the horse ahead of the cart GW reply: This is something we are working on. If you check the following post on Metlink's FB page, you will see February had the highest number of passenges since 2019 travelling on their services: https://www.facebook.com/metlinkwgtm/posts/pfbid06g3juqGWiSDRobwTbXtrX74VXUynKJrLMVieDyeGL7Hsf2ZHYTiJF1h1589B42TclNgāmihiSM</p>	<p>Public comment: We owned them in the first place Now you idiots have run out of ideas you're going back to the old days WTF</p>
<p>Public comment: Looks like the discussion is already over.. with the filter on these comments and the new graphic... go on waist the money on buses with no range GW reply: We do not filter comments. We accept and promote respectful open conversation. Ngā mihi SM</p>	<p>Public comment: Buses are a pubic service and should always be publicly owned. Plus should be run on reliable diesel engines the EV fiasco is coming to an end.</p>
<p>Public comment: No we should not own bus assets. It is a slippery slope to expanding costs, staffing issues and potential political whim. Lease and avoid the risks</p>	<p>Public comment: Yes</p>
<p>Public comment: What is the current status quo: you say the bus assets are privately owned, but what is percentage of user pays compared to funding from the WRC, KCDC, NZTA and any other funders? And who is responsible for establishing what these bus assets should provide within the Kāpiti district? Given WRC are responsible for the region from the bottom of Wellington to the top of Kāpiti coast, and from South Wairarapa through to the Tararua district, can</p>	<p>Public comment: What if renewed legislation oozes down from central gummint saying that you must tender out these services?</p>

you really say that you have the people of the Kāpiti district best interests at heart? Or is this an asset grab that would allow you to further disestablish an already barely adequate service?	
Public comment: Should be retained in private ownership. Councils have enough things to pay for already . What is wrong with the way the system is now ?	Public comment: What is the cheapest option, own the busses and have all the maintenance and replacement cost, or pay a contractor?
Public comment: Why did they take out the trolley buses and replace them with \$million dollar lemons	Public comment: No to local authorities running bus services Public reply: neither is your name name
Public comment: Except you will be borrowing funds to cover purchase hence how will ratepayers be better off ?	Public comment: Whats the stats on bus runs in Kapiti. What does the area cover? Will owning it create more onus on rate payers?
Public comment: Yes	Public comment: What? More rates?
Instagram public comment: Yes	Instagram public comment: Yes
Instagram public comment: If it ends up as badly run as the water system, no.	

Hutt Valley social media comments

Bus operators	
<p>Public comment: Doesn't matter who owns them but they should be free for everyone to use (that will soon sort out who really wants them) because the people are paying for them now anyway 😞</p>	<p>Public comment: Yes, absolutely. Removing the profit incentive from public services isn't a silver bullet, but it's a good step in the right direction for fit-for-purpose public services.</p>
<p>Public comment: Not only the infrastructure, but the buses should be brought into public ownership</p>	<p>Public comment: so the council gona buy out multiple bus companies in the wellington region. Public reply: Shane Lindegren they aren't saying busses, it says control of the bus depots. Idk what that means?</p>
<p>Public comment: Okay. So having BEEN a bus driver I wish to contribute to this discussion. I feel strongly that a PUBLIC SERVICE is most appropriately operated BY THE PUBLIC. Unfortunately, periodically the governing body decides that there are inefficiencies and often squeeze funding (in real terms) in some belief that financial pressure might cure the issues. Unsurprisingly that situation does NOT improve and the Public become dissatisfied with THEIR SERVICE and press for Change, politically paving the way to Change Of Ownership. Hence privatisation. This brings with it all sorts of Change but seldom overall improvement from the SERVICE perspective as the focus is now on Financial Success rather than PROVIDING A PUBLIC SERVICE. The funds pumped into the business by the ratepayers and not spent on operational costs is syphoned off into the pockets of the Operator Companies' INVESTORS rather than being available to the Council - the passengers merely contribute to reducing the proportion of the "income" (fares plus funding) lost to Investors. So... as ratepayers, are you more happy that your rates are being paid out to investors, or would you prefer the opportunity for reinvestment to improve the system? The SERVICE OPERATIONAL efficiency or effectiveness is steered by the objective of the operators: Council run services may be inefficient, but so are private businesses, it's just that the operating environment is shifted from screwing the people who ACTUALLY DO THE WORK but have no voice regarding their specialist subject (the running of the service) and are "expensive to run" (there are MANY</p>	<p>Public comment: We should get a separate power generation station put wires throughout the city and run the buses on trolleys Public reply: they buggered that up when the council owned power company got sold to private business that ran it all into the ground. What's to stop them doing the same if they take it over again instead of those who have invested heavily into making it work. Public reply: Nobody ran the overhead trolley network into the ground. You really have no idea what you're talking about. Public reply: the underground network that fed the overhead was left unmaintained for decades along with the failing transformers that were not replaced as they failed. This resulted in overloading and underground fires. The overhead that was owned and operated separately was virtually brand new as it was all being replaced. The reason the trolleys were removed from service was due to the cost to replace the ancient infrastructure supporting it, that being the transformers and the feeds to the overhead. Notice that in my first statement I stated it was the power company, I mentioned nothing about the bus or overhead companies. Having been the test driver for the last trolleys developed in Wellington and doing the commissioning runs for most of them working alongside all the parties involved I am pretty sure I have a better idea on what happened than most. Public reply: Yes the transformers were mostly issue - the overhead network had mostly been renewed from 2008 onwards. The costs to upgrade the network were not the root cause of the demise though, which was ultimately politics and GWRC's dislike of NZ Bus. They needed to make the decision</p>

<p>more drivers and mechanics than management) for every cent they can save, starving of investment in the workforce, leading to driver shortages and "poor performance"...</p> <p>There is a lot of trite BS about the public transport industry in ignorance from people, even from those who don't actually USE the service, just have an axe to grind, perhaps because it seems like the buses ALWAYS get in THEIR way driving to work...</p> <p>The more of PUBLIC SERVICE that is operated BY THE PUBLIC the more appropriately it will be operated. If there are inefficiencies, then may THOSE INEFFICIENCIES be addressed rather than merely changed to others and the ratepayers' funds be syphoned off to unengaged bystanders.</p> <p>Bottom line: YES: PLEASE, Council, take back as much of the public transport operation as you can AS SOON AS YOU CAN!!</p> <p>P.S. You are unlikely to get ANY current bus drivers commenting directly as the Employment Agreement has an explicit gagging order to prevent this kind of divulgence and exposure of the disgusting treatment I and many others have received from management.</p>	<p>sooner rather than later as they were never going to get a competitive tender for Wellington routes as NZ Bus were the only operator with any interest in operating trolley bus services and GWRC also had grand plans to completely revamp routes which were incompatible with trolley buses and ultimately lead to the 2018 bus catastrophe. This was such stupid thinking by GWRC and had logic been put ahead of politics the trolley bus network would have been kept running until 2020ish which would have allowed them to move to the fully electric buses they ultimately wanted.</p>
<p>Public comment: Council should own it all. Privatisation exists solely for squeezing out profit</p>	<p>Public comment: So that council cars any any electric car owner can charge their car 🗿 I Think not</p>
<p>Public comment: No the regional council are hopeless at what they run now. How are they going to run anything else.</p>	<p>Public comment: No! Last time you lot tried to fix what was not broken ya bugged it so bad the whole world found out. We went from one of the best services to the government having to put someone in to fix your stuff up. GWRC cannot be trusted to make a cup of tea, let alone manage transport infrastructure.</p>
<p>Public comment: Actually I think it's the role of GWRC who should be running bus and train services across the whole region. They should be run as a service to the public not a profit making business. Same goes for all infrastructure.</p> <p>I think it's safe to say the BS we were given about electricy/gas competition and reduced prices when they were deregulated and sold off on the 80s/90s has been found to be totally unfounded as far as quality of service and cost to the consumer.</p> <p>Public reply: You mean the same GWRC who have spent the last decade breaking so many</p>	<p>Public comment: That's how it used to be. Why was it changed?</p> <p>Public reply: because councils are not necessarily good at running businesses</p> <p>Public reply: they're not very good at managing the water assets</p> <p>Public reply: You may be right, but that is irrelevant. Councils are not expected to run businesses where the objective is to make a return to shareholders. They run public services where the objective is to deliver effective services that best meet the needs of users and deliver public goods. Any attempt to apply commercial criteria to service delivery in the public</p>

aspects of the public transport network in Wellington with their flawed thinking or are you meaning a different GWRC?	sector misses this fundamental difference, and inevitably leads to failure. Public reply: hey fail anyway, spending money with no care for those whose hard-earned money it is
Public comment: How much will it increase our rates...	Public comment: Long-term security & future proofing ? Just like other infrastructure and water supply ?
Public comment: No	Public comment: Totally agree with this.
Public comment: Agree	Public comment: Yes please
Public comment: Agree	Public comment: No.. they have shown they can't run them.
Public comment: Funny how they asking the public again on a decision they have all ready made up there minds on. We need infustructure fixed rather then a bus service. Public reply: all to waste more money withered just fix the basic infraction frist then go ahead and look at it	Public comment: Agree, also consider placing bus depots not just in the Eastern suburbs, distribute the to reduce traffic and bottle necks. By the way, the Airport Express is going over 50 km around Hataitai and it is a safety concern for residents.
Public comment: Please do not let any council run a business as the proof is in the pot holes and water infrastructure	Public comment: Yes, let's get profiteering out of public transport and also make it free. Public reply: Dream on. It will never be free they need to make money.
Public comment: You guys couldn't organise an orgy in a Brothel, let alone run any more infrastructure! Electric vehicles are on their way out as well!	Public comment: The unions would have the long suffering ratepayers over a barrel. Hope the Government says nix. Much of the costs is from Government money after all.
Public comment: Distracting from the River link....least we forget.	Public comment: No, no, no. Stick to out major infrastructure issues. Those who think this will lead to free public transport are dreaming.
Public comment: No because of the cost of upkeep & replacement. And I can't complete the "official" response because it won't submit unless i have an opinion on all of the plan, which I don't.	Public comment: History repeating itself. What lesson did we learn.?. Create a while new industry , ministry, is this inclusive of WGTN or where will the boundaries begin and end. Public reply: History repeating itself, the bus services where owned and run by NZGR RS (New Zealand Government Railways Road Services) the Government made the descissions to privatize, just one BIG circle. Public reply: WCC sold their buses to the company over Wairapa, who had no drivers as the WGTN drivers retired because odr the wages. They had no parking facilities as the didn't own the bus garage in Kilbirnie.The buses were parked all over the place, But best of all they had drivers from Auckland who didn't know the bus routes. Then WCC changed all the bus stops and some routes. Public reply: the buses are now parked all over Rongatai even to the extent of double parking width wise in the street of the depot...

Public comment: Yes please. Just the yellow bus company.	Public comment: Fix the water pipes first.
Public comment: They don't want you to vote consultation their way	Public comment: "Liabilities"
Public comment: You screwed it up now you want us to buy it	Public comment: Don't agree left wing dominated councils are run by morons
Public comment: Yes the Hutt valley buses should be run and controlled in the Hutt.,	Public comment: To end up like the water system u folks bollocksed up ... That's a NO
Public comment: Can't get to any voting site!	Public comment: Not until you tell us how much money is involved 😊
Public comment: Stop wasting our money	Public comment: Don't be ridiculous!
Public comment: We don't need to be buying more assets when we can't even up keep the ones we have. Use that money to fix the water pipes and leaks and relieve our rate paying pockets of big rates hike	Public comment: Absolutely not. Why did ownership change when it didn't need to. Wellington owned their buses. Sold off. It will keep going backwards and forwards on change of city administration. All at huge cost. And the present owners will make millions. When Wellington sold off the buses there was no payment for the trolleys. Some were basically band new.
Public comment: How much?	Public comment: Yes
Public comment: Because the council is so efficient in handling other matters and infrastructure ? GW reply: Can you please let us know what you are referring to and we can lodge this feedback? Ngā mihi SM Public reply: In my opinion, Wellington and its infrastructure is being mismanaged. I have very little confidence that Greater Wellington will be able to manage this.	Public comment: The Eastbourne Borough Council owned the Eastbourne Bus service until forced to amalgamate with Hutt. Local services that satisfied local needs with their own depot and workshop. The whole lot became Hutt City assets and the jobs and service was lost. Would this be an improvement? Public reply: agreed, that worked very well until Hutt took it over , it then turned to shit
Public comment: No	Public comment: No
Instagram public comment: Amazing idea!	Instagram public comment: Fix the pipes
Instagram public comment: Stick to your knitting	Instagram public comment: What's the advantage of?
Instagram public comment: Shipping is the future	Instagram public comment: As long as the one who holds the majority share is doing this for the people and not for a hidden agenda, then yes.
Instagram public comment: No	Public comment: No because you are a bunch of imbeciles. Couldn't organise a piss up in a brewery. Stay out of things you have no idea how to run!

Wellington City social media comments

Bus ownership	
Public comment: Yes, and bring back the programs that we had for trains when my mother was a kid. It used to be that if you couldn't find a job, you'd be offered work on the trains and they'd train you in a valuable skill, fixing engines ect. We never have enough bus drivers in Wellington. I swear every other bus says we are hiring.	Public comment: For those who sold out to private companies and the system literally crashes and fails and now you want to keep bus depots and charging stations...that's big of you when there was bugger all wrong with the system before you sold out once before...
Public comment: The system is strange when the government provides extra money for the drivers. Private- lol	Public comment: Where is all the money coming from to buy this, the share of the port you don't already own, and whatever else you are proposing? GW reply: 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). Ngā mihi SM Public reply: So no increase in the GWRC portion of our rates? Public reply: we're already paying for the buses.... At the moment they're a cost sink, the private companies make all the money. Public reply: we're already paying for the buses.... At the moment they're a cost sink, the private companies make all the money. GW reply: There is no plan to increase rates to purchase the remaining shares. Ngā mihi SM
Public comment: Distraction... youll own nothing and be happy. You wont own it look around what do u own now ? They'll just pass a law or act to screw u out of it once its on the up and up history repeats and no 1 will do anything just look at what else u supposedly own ? Sweet fuk all	Public comment: Well if NOBODY really gave 2 Flying Fks, they wouldn't have nothing! HINT HINT! Its ALL abt Money!!!! 😏
Public comment: Idk, but would it stop you driving people to suicide?	
CentrePort	
Public comment: If the purchase will eventually pay itself back, I think it's a great idea.	Public comment: Too little info to make an informed choice - can we affording? GW reply: All information is on the website when you click on the link however, we have the info below:

<p>Public reply: I'm sure it will, but given there is not an unlimited bucket of money to draw from, I think we should prioritise essential infrastructure like our water system over speculative investment which is increasing a stake in something we already have 75% of.</p> <p>Public reply: with the useless Wellington City Council we have, of young, naive, racist, corrupt, indoctrinated Socialists, making a financial success of Centre Port would be an impossibility - better to sell off 49% of Centre Port and start paying to fix the Wellington pipes that currently leak 42% of all the water that goes through them ! 😡</p> <p>Public reply: the socialists are in your walls</p>	<p>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.</p> <p>*In the 2022/23 financial year CentrePort paid out a \$6m dividend and expect this to grow 6% per year over the long term. Ngā mihi SM</p>
<p>Public comment: It would be a great idea to purchase the remainder of the shares</p>	<p>Public comment: Absolutely yes.</p>
<p>Public comment: We shud have ocean going tugs not toys as recommended in the wahine commission of inquiry ...or shall we wait until people die again.</p>	<p>Public comment: Woke ideology and effective management are counterintuitive... let someone who knows what they are doing manage it ... effectively.</p>
<p>Public comment: only if you fix wellingtons many problems.</p> <p>Public reply: The water leaks are the responsibility of the city and district councils, and in the case of some of them, their contracted organisation Wellington Water. Completely separate from the regional council and what they are responsible for.Public reply: Really? Really? I had no idea 😂😂</p>	<p>Comment: You make it way too hard to submit to the consultation, please make it easier.</p> <p>GW reply: thank you for your feedback. We have forwarded this to the team designing the Long Term Plan. If you scroll down to the page, you should spot a banner that looks like the attached; this is where you'll find the place to submit your feedback. Ngā mihi SM</p> <p>Public reply: this part is a scrolly but isn't really easy to see on mobile.</p> <p>GW reply: We have updated the site and moved a few quick links to the top of the page. Just click on one of the circled buttons, which will take you directly to the information about the topic you want to consult. There is a scrollable file at the bottom of the consultation topic section that you fill in to have your say. Ngā mihi SM</p>
<p>Public comment: 100% - ASB is projecting a potential 2m + in population growth NZ wide over the next few decades. Wellington needs to think long term growth.</p>	<p>Public comment: No. Follow Port of Tauranga and float a minority share on the NZX.</p>
<p>Public comment: Yes, then when the govt puts up the Interislander for sale, buy it with the relevant councils down south.</p> <p>Public reply: it's not profitable unfortunately unlike bluebridge so a sale would not be likely.</p>	<p>Public comment: Well you could make it easier to provide feedback. Instead you overload us with words</p> <p>GW reply: The subsite is desinged to allow the community to be as informed as possible. Ngā mihi SM</p>
<p>Public comment: Yes , buy it and keep it out of foreign ownership</p>	<p>Public comment: Perhaps you should also buy WCC share of Wellington Airport from them.</p>

<p>Public comment: Buy the ferrys. They will be a bargain now.</p>	<p>Public comment: You want 100% control of the port. But you won't take 100% control of public transport. Instead paying private companies to make a profit at the ratepayers expense.</p>
<p>Public comment: By having 76% you should have dominant control in any case Given wcc has over \$1.5b in debt ,timing for one may be very questionable as large rate rises over the last few years are clearly part of helping service debt.Without knowing centreports future and profitability how can the public make comment without financial information?. As a thought you could put the remaining shares on the nzx for kiwis to participate in.</p>	<p>Public comment: It's crazy to let a profitable business generate income for private shareholders when the income could be benefiting the whole Wellington region on a permanent basis. Definitely make it 100% council owned. Public reply: the rest is not owned by individuals, it is owned by Horizons District Council.</p>
<p>If it provides another long term income source to address our region's (nation's) long term water infrastructure woes, then let's do it.</p>	<p>Public comment: Given we already have a controlling shareholding, I'd prefer my rates go into fixing the pipes. GW reply: Thanks for this feedback. It is worth us updating the post to say that the other shareholders plan to sell their shares, which is why we are considering the purchase. Ngā mihi SM Public reply: that's fine. Won't affect council control. This is not a priority for Wellington to own 100%. Fix the infrastructure first. GW reply: Ensure you have filled out the consultation to have your say. Ngā mihi SM Public reply: one issue with that, is that a company is obliged to make as much money as possible for it's shareholders, even if only a minority, whereas if fully owned by the council, they could be directed to make changes that are in the public interest, but not necessarily their own. Public reply: GWRC is not responsible for water pipes within the various local authority areas. They are a regional council. The city and district councils are responsible for their own water pipes. Public reply: Except that GWRC cannot fix the pipes, because they don't own them, nor are they responsible for them. You need to talk to your city council or district council about fixing THEIR pipes. Public reply: GWRC own the bulk water pipes and water treatment plants in Wellington. Public reply: That is correct. But they aren't the pipes beneath roads which are bursting. That is the pipes owned by the various city and district councils. And therefore completely outside the sphere of GWRC. Public reply: the GWRC pipes are bursting and ageing like the rest unfortunately and the consequences are far more significant when their mains burst rather</p>

	than when a Toby or service leaks on the local network
Public comment: As long as the board doesn't want to try and scrape a deeper channel over the aquifer again.	Public comment: Not under current leadership
Public comment: I suggest you sell the 76.92%, but not to the Chinese government. After the failure of the BNZ and other buildings on the waterfront, GW should get back to its knitting.	Public comment: This is the UN Agenda Entrapment!
Public comment: I agree. I'm not convinced a port needs to be publicly owned and there are many examples of well run private ports. The only reason to hold on to the asset is if it makes more money in dividends minus interest cost of Council debt over time than selling. Same argument Wayne Brown used for selling Auckland Airport shares. Whether it's in Council or private ownership, they'll still be a port.	Public comment: But "public ownership" doesn't really mean "public ownership" . It means only that public rates is responsible for any debt accrude by Centre Port . Centre Port administered by the same City Council who have spent our money on fancy projects , had to be forced by government to really start fixing our pipes and to top it off , designed cycle ways that have restricted the safe use of buses and cars around our city . And who pays for this purchase and it's risks ?We do ! The rate payers . NO! TO PUBLIC PURCHASE We should not buy other peoples problems .
Public comment: You make a mess of everything you control so no not a good idea at all.	Public comment: Whats the ROA / IRR from doing such? Public comment: If good & have access to capital then, sure. Otherwise, invest in other core water related improvements
Public comment: 100% Wellington council owned, and, run? Gee, what could possibly go wrong.	Public comment: If you own 76% you basically have full control
Public comment: Buy some rail ferries.	Public comment: Then being a share holder do I get some of the profit paid to me?
Public comment: Isn't Centreport scaled down to mostly just lumber these days? It doesn't seem like a thriving investment, which is probably why the other shareholders are selling up.	Public comment: What benefits does the 26 percent give us that we dont get.What is the income? What will be the cost incl of interest? GW reply: 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. *In the 2022/23 financial year CentrePort paid out a \$6m dividend and expect this to grow 6% per year over the long term. Ngā mihi SM
Public comment: And where will the money come from ? GW reply: To purchase the shares, we would need to borrow funds. We would benefit from	Public comment: Havent you got water leaks to fix? Public reply: that's not GW's responsibility Public reply: GW website..

<p>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.</p> <p>*In the 2022/23 financial year CentrePort paid out a \$6m dividend and expect this to grow 6% per year over the long term. Ngā mihi SM</p> <p>Public reply: and once again every wellington rate payer paying for a dead horse</p>	<p>'We're specifically responsible for environment management, flood protection and land management, provision of regional parks, public transport planning and funding, and metropolitan water supply.'</p> <p>Public reply: Water Supply refers to the collection of water through our water collection areas. Once water enters city/district boundaries, it is now the responsibility of the territorial council. Ngā mihi SM</p>
<p>Public comment: Keep local bodies out of any business. Councils can't even run their own city properly.</p> <p>Public reply: Christchurch City Council seems to be fine with running their own companies, from the Airport, Port, Orion lines network, and Enable network. Along with Vbase.</p>	<p>Public comment: Focus should be control of costs not just adding more and increasing rates do current roles better</p>
<p>Public comment: Absolutely. Keep the assets in council ownership and use the dividends for the good of the ratepayers.</p> <p>Public reply: It's a business. Are they up for running a business properly? Sell it all.</p>	<p>Public comment: Concil owns 76.92% so controls what goes on, no need to GIVE money (to whom) to ensure public ownership</p> <p>Public reply: no wonder other owner selling. Still not fully repaired from earthquake</p>
<p>Public comment: Go for it. 👍</p>	<p>Public comment: Greater Wellington should not be trusted with any more responsibility if the way they run public transport is any indication.</p>
<p>Public comment: Keep the major assets in the cities or govt of the located assets..</p>	<p>Public comment: It's better use of our money then \$9 million for a kids playground or \$330 million on restoring an old building.</p>
<p>Public comment: And the airport. Public ownership.</p>	<p>Public comment: No sort your bus system out</p>
<p>Public comment: Comment: For goodness sake NO NO NO. Stick to fixing the water pipes oh wait!!!</p> <p>Public reply: Pipes are the local councils' (ir) responsibility, not Greater Wellington's</p>	<p>Public comment: Have we got the money? I though we were broke.</p>
<p>Public comment: Why not, the council have bought other earthquake prone areas</p>	<p>Public comment: NO! You're useless, too many chiefs and not enough Indians.....wasteful spending on crap instead of funding the basics. 🙄🙄</p>
<p>Public comment: Yes.</p>	<p>Public comment: Councils are inept at running even their own city. If they gained control of a key infrastructure business it would be a disaster.</p>
<p>Public comment: Only if you have the balance sheet to pay for the required port upgrades. Aren't the ferry terminals at end of life?</p>	<p>Public comment: No</p>
<p>Public comment: No!</p>	<p>Public comment: No</p>
<p>Public comment: What a dumb question how the fuck would we know this is what we pay you guys for isn't it</p>	

‘Got Questions’ social media comments

<p>Public comment: Waste of time!</p>	<p>Public comment: How about let's considerate on basic infrastructure like getting all the water pipes future perfed and sewerage pipelines and treatment plants and storm water all fixed frister then look at the rest untill this is all fixed waste of money trying to fix everything else as if the sewerage or storm water brake. Waste of time cleaning up the water ways untill the rest is fixed</p>
<p>Public comment: Can you fix this as the WCC are dragging the chain. Tomorrow, Friday, it'll be 9 effin weeks and God knows how many liters of water wasted.</p>	<p>Public comment: Is the Recloaking Papatūānuku programme going to be finished by 2027?</p>