



If calling, please ask for Democratic Services

Wairarapa Committee

Tuesday 28 June 2022, 10.00am

Committee Room, Greater Wellington, 34 Chapel St, Masterton

Members

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

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

Wairarapa Committee

Tuesday 28 June 10.00am

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

Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		
4.	Confirmation of the Public minutes of the Wairarapa committee meeting on 29 March 2022	22.139	3
5.	Update on the progress of action items from previous meetings – June 2022	22.181	5
6.	Wairarapa Water Resilience Implementation Plan	To come	
7.	Wairarapa Flood Protection Update Report – June 2022	22.260	9
8.	Briefing on the Draft Regional Policy Statement Change 1	22.288	18
9.	Public Transport Update – June 2022	22.282	34



Please note these minutes remain unconfirmed until the Wairarapa Committee meeting on 28 June 2022.

Report 22.139

Public minutes of the Wairarapa Committee meeting on 29 March 2022

All members participating remotely via Microsoft Teams at 10.06am.

Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Mayor Beijen	South Wairarapa District Council
Councillor Gaylor	Greater Wellington Regional Council
Mayor Lang	Carterton District Council
Mayor Patterson	Masterton District Council

Members participating at this meeting remotely counted for the purpose of quorum, as per clause 25B of Schedule 7 to the Local Government Act 2002.

Karakia timatanga

The Committee Chair opened the meeting with a karakia timatanga.

Public Business

1 Apologies

Moved: Councillor Gaylor / Mayor Beijen

That the Committee accepts an apology for absence from Councillor van Lier.

The motion was **carried**.

2 Declarations of conflicts of interest

There were no declarations of conflict of interest.

3 Public participation

There was no public participation.

4 Confirmation of the Public minutes of the Wairarapa Committee meeting on 7 December 2021 – Report 21.587

Moved: Mayor Patterson / Mayor Beijen

That the Committee confirms the Public minutes of the Wairarapa Committee meeting on 7 December 2021 – Report 21.587.

The motion was **carried**.

5 Update on Progress of Action Items from previous Wairarapa Committee Meeting – December 2021 – Report 22.82 [For Information]

Wayne O'Donnell, General Manager, Catchment Management Group and Emmet McElhatton, Manager Policy, Metlink, spoke to the report.

6 Waiōhine River Plan - Report 22.29

Andy Brown, Team Leader, Investigations, Strategy and Planning, Flood Protection and Graeme Campbell, Manager, Flood Protection spoke to the report.

Moved: Councillor Staples / Mayor Lang

That the Committee endorses the Waiōhine River Plan for consideration and adoption by Greater Wellington Regional Council.

The motion was **carried**.

7 Wairarapa Flood Protection Update – Report 22.83 [For Information]

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

8 Summarising Outcomes from Assessing Ruamāhanga Whaitua Implementation Programme – Report 22.68 [For Information]

Gareth Edwards, Project Manager, Whaitua Implementation and Matt Hickman, Manager, Environmental Policy, spoke to the report.

9 Public Transport – Update – Report 21.581 [For Information]

Karakia whakamutunga

The Committee Chair invited Councillor Gaylor to close the meeting with a karakia whakamutunga.

The meeting closed at 10.39am.

Councillor A. Staples

Chair

Date:

Wairarapa Committee
28 June 2022
Report 22.181



For Information

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

Te take mō te pūrongo

Purpose

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

Te horopaki

Context

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

Ngā hua ahumoni

Financial implications

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

Ngā tūāoma e whai ake nei

Next steps

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

Ngā āpitihanga

Attachment

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

**Ngā kaiwaitohu
Signatories**

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

Attachment 1 to Report 22.181**Action items from previous Wairarapa Committee meetings**

Meeting date	Action	Status and comment
1 December 2020	<p>Wairarapa Flood Protection update report - Report 20.462</p> <p>Resolution:</p> <p>That a working group be convened to work with the aggregate industry to identify future long-term sites for gravel extraction and report back to the next Wairarapa Committee meeting.</p>	<p>Status: Completed</p> <p>Comment:</p> <p>This matter is updated in detail in Report 22.260 to this committee. Further updates will be provided to the committee on the outcomes from meeting/s as the matter progresses.</p>
30 March 2021	<p>Update on Progress of Action Items from previous Wairarapa Committee Meeting – March 2021</p> <p>Noted:</p> <p>The Committee requested that officers arrange for the mayors of the territorial authorities involved in the gravel industry working group to be provided with the dates and agendas of future meetings.</p>	<p>Status: Completed</p> <p>Comment:</p> <p>A meeting with industry leaders, TA's and GWRC offices has been set for 4 July 2022. Further updates will be provided to the committee as they progress.</p>
30 March 2021	<p>Public Transport – Update – Report 21.117</p> <p>Noted:</p> <p>The Committee asked officers to provide more accurate details of patronage numbers on a daily basis and in particular for Mondays and Fridays.</p>	<p>Status: Completed</p> <p>Comment:</p> <p>Patronage data by day for bus is contained within Attachment 1 to Report 22.282.</p> <p>Note daily data is not available for rail; it will become available from November 2022 when Snapper is installed on the Wairarapa Line.</p>

Wairarapa Committee
28 June 2022
Report 22.260



For Information

WAIRARAPA FLOOD PROTECTION UPDATE REPORT

Te take mō te pūrongo

Purpose

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

Te tāhū kōrero/Te horopaki

Background/Context

2. Please refer to the Wairarapa Flood Protection Update Report from 7 December 2021, Report number 21.522, for previous work progress.

Te tātaritanga

Analysis

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

Wairarapa Aggregate Demand

4. A meeting between Local and regional Council representatives and the Gravel Industry representatives has been arranged by Greater Wellington for 4 July to progress the discussion on future supply needs and sources for the Wairarapa. Aggregate demand from the industry is exceeding the available supply from the current river and land-based sources. The prime cause of this is a combination of the increased demand for building aggregate coupled with the available river resource reducing in quantity and environmental constraints placing tougher limits on aggregate resource extraction from rivers and land-based sites.

5. Greater Wellington has offered to take a leadership role in facilitating the process of getting the parties together to look at solutions. The solution will have to be industry lead but recognising the role of the Territorial Authorities (TA's) in their District Plan development as well regulatory role of both Greater Wellington and the TA's. Iwi will also have an important role in the development of a solution.
6. Two meetings were held with industry players in 2020 but there was minimal progress due to COVID-19. Greater Wellington has recently appointed Bruce Geden (Greater Wellington Strategic Projects Manager) to oversee this process and to progress the momentum.
7. The present issues and actions are:
 - a There is no Wairarapa wide assessment of future resource requirements. Consideration will need to be given to determining any such requirements and how that could be verified. There will also need to be an assessment of the type of resource required such as for roading, construction and over general development.
 - b There is currently insufficient information to identify where non-river based aggregate resources are sited.
 - c Greater Wellington is investigating current information sources with GNS Science (GNS). It is also scoping the feasibility of applying the Ruamahanga geohydrology AEM outputs to aggregate source ID. This would be for alluvium type material. Additional work will be required to identify hard rock quarry sources.
 - d Even though industry operators may have information/thoughts re non-river resources, they may not want to share that due to access or commercial confidentiality; the meeting notes suggest the operators do not see it as their responsibility to ID aggregate resources.
 - e It appears that the available information on aggregate sources is at a very high (North Island) level, certainly not Wairarapa-centric. This needs to be confirmed.
8. In respect of 7a and 7b above, consideration needs to be given to whether a resources report would be beneficial to help resolve this. How would it be funded? It could provide operators, councils and iwi with key information, but certainly not a consent pathway or how to identify the matter in the District Plan.
9. Currently we're engaging with key 'players', comprising:
 - a 31 May – briefed GWRC's Māori Relations team, Te Hunga Whiriwhiri so its aware of the broader issue
 - b 8th June - Graeme Campbell and Bruce Geden met with Wayne Scott from Aggregate and Quarry Association to brief on roles, the issues and ways forward.
 - c 15 June – met with Chief Executives in the Wairarapa to clarify the respective roles and areas of responsibility of TA's and Greater Wellington.
 - d 28 June – present an update to the Wairarapa Committee.

- e 4th July – meet with industry operators, TA's and Greater Wellington to brief them on issues, roles, future demand, current sources, potential sources, and how to close the demand gap etc.
10. Any further actions will be determined by the outcomes of the above meetings

Te Kāuru Upper Ruamāhanga Floodplain Management Plan - Implementation

11. The Upper Ruamāhanga River Management Advisory Committee (URRMAC) held a remote meeting via Teams on 24 March 2022 where the Committee was updated on the following:
- a The rating change for Te Kāuru within the Revenue and Financing Policy (RFP) review.
 - b Progress of the Ministry for the Environment (MfE) Jobs for Nature project.
 - c Progress on the Kanoa Climate Resilience, River Road, Masterton project.
 - d Progress with the 'allowing the river room' and design lines.
12. Since the URRMAC meeting, the rate change proposed within the Te Kāuru FMP (moving from a targeted rate for riverside landowners to a Te Kāuru catchment targeted rate) went through the Revenue and Financing Policy review (including public consultation and a public hearing). The new funding method has been approved by Council on 16 June 2022, with the Annual Plan and rates resolution paper to be approved by Council on 30 June. The rate change will come into effect on 1 July 2022.
13. A realignment of the governance structures, to align with the rating change, will be undertaken in the coming months. The establishment of the URRMAC advisory committee has been the first stage of this change with broadening of the river scheme committees into river management groups representing the 8 respective catchments being the next phase.

Ministry for the Environment Project Update

14. The 2022 winter planting has started at several sites across the catchment.
15. Fencing activities have started or almost finished at several sites.
16. Plant order with Norfolk Road Nursery will be placed in early July for planting winter 2023 planting.
17. Pest animal control at several sites has been successful with a noticeable decline in rabbit population.

Current status of KĀNOA - REDIU Project (River Road, Masterton)

18. The River Road project is gaining momentum with the site design complete, the resource consent application lodged, and the construction contract being drafted. Both rock delivery and site works are expected to begin July 2022 and finish October 2022.
19. Stage one works will be five rock groynes at the old Masterton District Council landfill site. Stage one is scheduled to be completed by the end of October 2022.

20. There are two further stages that include 11 groynes along the cemetery river frontage and a 150m rock revetment at the confluence of the Waipoua and Ruamāhanga Rivers that will protect the River Road properties. The timing of these works is currently dependent on further funding being made available.
21. Regular hui are taking place between Greater Wellington and iwi partners, Ngāti Kahungunu ki Wairarapa and Rangitāne o Wairarapa. Partners are involved in co-design of tree planting and signage, amongst other works.
22. Through this programme, Greater Wellington is working with iwi partners to strengthen the relationship between iwi and Ara Poutama Aotearoa (the Department of Corrections). Iwi are leading the approach and desired outcome, with Greater Wellington helping to facilitate the strategy and to connect the appropriate personnel. This engagement has the potential to create meaningful pathways for inmates to reconnect to their whenua, whānau, and overall identity.
23. An estimated 3,000 plants are being procured for a planting program at this project site. Much of the planting will be led by Rangitāne o Wairarapa. Ex-prisoners may be involved in this, contributing to the extensive social procurement outcomes of this programme of works as well as to the above Corrections/Councils procurement initiative.
24. Programme progress is being regularly communicated to partners and stakeholders (including Fish and Game, Department of Conservation, and Masterton District Council (MDC)) via email newsletter.
25. To ensure environmental responsibility, wetland restoration work in the Wairarapa, close to the Ruamāhanga awa, will be funded through this Kānoa - REDIU Project programme of works.
26. A sustainable procurement programme is in place for this programme, with specific deliverables on worker diversity, career development, and worker wellbeing.

Te Kāuru Upper Ruamāhanga Floodplain Management Plan - Investigations

Waipoua Urban Catchment Plan

27. The flood hazard modelling is being calibrated ahead of producing the 1% Annual Exceedance Probability (AEP) flood hazard outline. This will provide the flood hazard maps for the district plan and an indication of the amount of further investigation required on the Masterton urban stopbanks.

Upper Ruamāhanga Rural Modelling

28. The flood hazard modelling is currently being peer reviewed before the next round of community engagement ahead of the Wairarapa Combined District Plan draft release in the next financial year.

Te Kāuru Upper Ruamāhanga Floodplain Management Plan - Operations

29. The focus in the Upper Ruamāhanga Scheme areas has been reactive work to address the large number of erosion problems that developed after the February 2022 flood event.

30. Erosion on the Waipoua River threatened a stop bank in the Matahiwi area (in two places) after the 12 February flood event. Rock groynes have now been constructed to protect the stopbank from further erosion.
31. Major erosion through the urban reach of the Waipoua River requires extensive work. Funding in the urban reach is split equally between Masterton District Council (MDC) and Greater Wellington and discussions with MDC on the scale and cost of repair work are underway. Some willow tree cabling work and willow layering have been undertaken to provide a temporary repair to the site until a permanent repair has been agreed.
32. Flooding in the Kopuaranga River in the February flood was approximately a ten-year return period event and has caused serious riverbank erosion and debris blockages, which have been cleared. It also resulted in the Kopuaranga River changing course through a property. The landowners have been granted resource consent which allowed them to divert the river back into the original channel. This work has now been completed by the landowner.
33. Construction and repair to rock and boulder assets located in the Gladstone reach have been undertaken as required.

Waiohine River Plan - Operations

34. Gravel groyne construction has been undertaken in various sites in preparation for the coming planting season. The gravel groynes are a temporary structure to protect new plantings until they are established.
35. The last of the stopbank vegetation control has been completed for the year.
36. A river walkover with the Waiohine Action Group took place on 26 May to discuss future planned work on site as well as providing an opportunity to view completed work.
37. Several tree blockages have been removed from the Mangatārere River Scheme area and work outside of the scheme area above Belvedere Road to realign the channel has been undertaken as an isolated work subsidy.
38. Gravel extraction from targeted river breaches has continued.
39. Rubbish dumping in public areas continues to increase and requires more staff time to remove.

Waiohine River Plan - Investigations

40. The Waiohine River Plan was adopted by Council in April 2022 and is now being transitioned into implementation. Planning is currently underway to understand the key actions for the coming financial year.

Mangatārere River Plan - Investigations

41. The Mangatārere River Plan team is continuing to focus on developing the flood hazard model. This is being peer reviewed and 1% AEP flood hazard area outlines are being developed for the District Plan.

Lower Wairarapa Valley Development - Operations

42. Flood recovery has been the focus during March, April and May with repairs to the following sites:

- a Major erosion repairs 1.5km downstream of the Waiohine-Ruamāhanga confluence.
 - b Moderate riverbank erosion in the Ruamāhanga downstream of Waihenga Bridge.
 - c Minor stopbank repairs in Tawaha Floodway, upstream of Waihenga Bridge and the lower reach of the Huangarua River.
 - d Moderate stopbank repairs in the lower reach of the Wairongomai River followed up with gravel extraction to maintain water capacity.
 - e Minor repairs to rock assets in the Manganui Stream.
 - f Moderate erosion repairs in Cross Creek and Pigeon Bush streams, followed up with extracting gravel to maintain water capacity.
 - g Bed and beach re-contouring in various site in the Tauherenikau River.
43. Preparation of planting sites has begun by constructing temporary gravel groynes to protect the new plantings until they have established.
44. Gravel extraction has continued as planned to remove gravel from problem beaches throughout the Ruamāhanga, Huangarua, Dry River and Tauherenikau Rivers.
45. Preparation for the Lower Ruamāhanga Valley Flood Management Advisory Committee meeting is underway and is scheduled to take place on Wednesday 22nd June.
46. The Pukio East Stopbank realignment is in its final stage. Removal of excess material was scheduled to begin on 21 March and an 8-week programme is scheduled. However, due to flood recovery work being undertaken this work did not begin. The site is now too wet to start work so has been rescheduled for early next summer. Whakawhiriwhiri Stream improvements, including the Hikunui Road Culvert upgrade, have not progressed due to ongoing land access agreement issues. The Barton property has now changed owners and an initial site meeting with the new owners has been positive.

Lower Wairarapa Valley Development - Investigations

47. The Investigations team are conducting a technical investigation assessing the stop bank condition and capacity on the Tauherinikau River. This modelling study is being completed and will be finalised by the end of this financial year.
48. The Investigations team is scoping and planning the Lower Valley Floodplain Management Plan project to align with the barrage gates consent and Whitua requirements. The project has released an initial scoping work package for hydraulic modelling and geomorphology. Connections are being made between the Wairarapa Moana project and the proposed Lower Wairarapa Valley Review and Management Plan.

Regional Investigations Initiatives

Emergency Management

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

improvements programme to our response and warning capabilities. This work will help automate the flood warning service to reduce the time required to individually ring landowners updating them on the flood status.

Digital Roadmap

50. Flood Protection has been collaborating closely with our ICT colleagues to develop a digital roadmap for flood risk management. This roadmap has taken a strategic view of flood risk management and the digital capabilities that underpin our ability to deliver both now and into the future. The initial steps on the roadmap are to develop a comprehensive data management strategy and to assess the resilience of our hydrometric observations systems.

Ngā hua ahumoni Financial implications

Kānoa - REDIU and MfE Projects

51. These projects are being funded with budgets being brought forward in the Long Term Plan (LTP).
52. Ruamāhanga River Scheme River Road (Kānoa - REDIU) costs are detailed below:

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

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

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

Ngā Take e hāngai ana te iwi Māori Implications for Māori

53. Cultural liaison or co-design contracts have been signed by Rangitāne ō Wairarapa Incorporated and Ngati Kahungunu ki Wairarapa Charitable Trust for enhanced involvement and collaboration on programme work for the Climate Resilience Projects.

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

- 54. Each project within the catchment considers and responds to the predicted impacts of climate change when considering the appropriate response to the issue the project seeks to address.
- 55. This programme aligns with the 2015 Climate Change strategy, which states ‘we will help the region adapt to climate change’. The projects increase climate change adaptation and resilience to natural disasters in the region.
- 56. The greenhouse gas (GHG) emissions from rock supply vary depending on the quarry source of the rock and transport to the work sites. Quarry sources for projects vary. The emissions from rock supply production and transport are not presently part of the organisation’s GHG inventory.
- 57. The project will also use heavy machinery to carry out the work proposed in these projects. The emissions from these have not been estimated. However, in the year of 2018-19 use of heavy machinery mainly for flood protection works at Greater Wellington represented 2% of the total organisational carbon footprint (835 tCO₂e).
- 58. Quarry selection will be the single largest determinant of project emissions. While it seems likely that quarry operations could be improved to reduce emissions to some extent, the avoidance of long-distance transport of the rock is the most obvious means to minimise emissions. This will be further considered as part of project procurement.
- 59. Targeted planting will be carried out to mitigate CO₂ emissions for the Kānoa - REDIU projects. The location and scope of this is currently being worked through.
- 60. Greater Wellington currently assesses options to address flood risk based on the predicted impacts of climate change over the next 100 years. Unless specified differently for specific projects, these values are an increase in rainfall intensity of twenty percent, and a sea level rise of 0.8 metres.

Ngā kaiwaitohu
Signatories

Writers	Madeliene Playford – Project Manager, Implementation, Flood Protection Hamish Fenwick – Section Leader, Operations, Flood Protection Sharyn Westlake – Team Leader, FMP Implementation, Flood Protection Andy Brown – Team Leader, Investigations, Flood Protection
Approvers	Graeme Campbell – Manager, Flood Protection Wayne O’Donnell – General Manager, Catchment Management Group

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

Wairarapa Committee
28 June 2022
Report 22.288



For Information

BRIEFING ON THE DRAFT REGIONAL POLICY STATEMENT CHANGE 1

Te take mō te pūrongo

Purpose

1. To update the Wairarapa Committee (the Committee) on the draft Regional Policy Statement change and provide an overview of the changes by topic.

Te horopaki

Context

Regional Policy Statement Change 1

2. The Regional Policy Statement (RPS) is the legislative instrument under the Resource Management Act 1991 (RMA) that must integrate national direction in the regional context and give integrated direction to regional and district plans. The current RPS for the Wellington Region was made operative in 2013. Changes are required to make the RPS consistent with national direction and respond to other policy drivers.
3. This RPS change does not represent a full review of the RPS, which is why not all chapters have been opened for change. The primary driver for undertaking RPS Change 1 in 2022 is the National Policy Statement on Urban Development 2020 (NPS-UD), which requires changes to the Regional Policy Statement and District Plans by 20 August 2022, to enable more urban development and housing intensification.
4. The National Policy Statement for Freshwater Management 2020 (NPS-FM) requires regional councils to articulate what 'giving effect' to Te Mana o Te Wai means, and to set long-term visions for freshwater in the region. RPS Change 1 provides an opportunity to set the strategic direction for what Te Mana o Te Wai means for the Wellington Region. The intention is for RPS Change 1 to include Te Mana o te Wai objective(s), however, freshwater visions will be limited to the parts of the region where whitua have been completed.
5. As a strategic, integrating instrument, the Regional Policy Statement will also incorporate aspects of the Wellington Regional Growth Framework, and some Whitua recommendations into a legislative context. RPS Change 1 also provides the opportunity to embed aspects of the Regional Climate Emergency Response Programme, and to align the RPS with Te Mana o te Taiao – Aotearoa New Zealand Biodiversity Strategy 2020.

Statutory Consultation

6. On 30 May 2022, Greater Wellington Regional Council (Greater Wellington) provided draft RPS Change 1 to all affected territorial authorities, Greater Wellington's six Mana Whenua partners, relevant Ministers and neighbouring regional councils. Under the Wellington Regional Triennial Agreement (2019-2022), territorial authorities have 30 working days to respond to the draft provisions. The same timeframe has been provided to Ministers, Mana Whenua and neighbouring regional councils.

Ongoing work with Mana Whenua, territorial authorities and others

7. Officers continue to work with our Mana Whenua partners on all aspects of RPS Change 1, with a focus on Te Mana o Te Wai and freshwater visions. This engagement has occurred at varying levels due to complexities in engagement timeframes.
8. Engagement with territorial authorities is ongoing and will continue through to notification. The Regional Planning Managers Group and leadership staff have been briefed on draft RPS Change 1 and its implications. Officers have also been engaging directly with territorial authority planning staff through existing groups such as the Regional Climate Change Forum and the Regional Biodiversity Planning Group.
9. The Farming Reference Group provided feedback on topics most relevant to rural and farming communities at a meeting on 27 April 2022. Officers presented the relevant draft provisions to the next Farming Reference Group meeting on 15 June 2022 for further feedback.

Te tātaritanga Analysis

10. The focus for the changes in draft RPS Change 1 is on providing direction on how and where urban development should occur. The scope is constrained to urban development, indigenous biodiversity, freshwater and climate change. These matters will have implications for the Wairarapa, however, the implications are likely to be different from those in the rest of the region. It is important to note that RPS Change 1 does not promote any parts of the RPS that are outside of the scope of the change, and these remain unchanged.
11. The briefing presentation ([Attachment 1](#) - Regional Policy Statement Change 1 (2022): Briefing for Wairarapa Committee) will be presented to the Committee by the Environmental Policy Department of Greater Wellington at the Committee's meeting on 22 June 2022.

Ngā tūāoma e whai ake nei Next steps

12. Feedback from territorial authorities, Ministers, Mana Whenua and neighbouring regional councils is due on 13 July 2022.
13. Officers will work to implement feedback received through the statutory consultation and Greater Wellington Regional Council will make a formal decision on whether to notify RPS Change 1 on 18 August 2022.

**Ngā āpitihanga
Attachment**

Number	Title
1	Regional Policy Statement Change 1 (2022): Briefing for Wairarapa Committee, 28 June 2022

**Ngā kaiwaitohu
Signatories**

Writers	Mika Zollner – Policy Advisor, Environmental Policy Fleur Matthews – Team Leader, Environmental Policy
Approvers	Matt Hickman – Manager, Environmental Policy Al Cross - General Manager, Environment Management

<p style="text-align: center;">He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council's roles or with Committee's terms of reference</i></p> <p>The draft changes to the Regional Policy Statement relate to the responsibilities of the Wairarapa Committee.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The RPS sets out the framework and priorities for resource management in the Wellington Region. RPS Change 1 is aligned with Greater Wellington's strategic directions and legislative responsibilities.</p>
<p><i>Internal consultation</i></p> <p>Internal consultation with relevant internal groups has been undertaken on the content of this report, and it will continue, as required.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no risks arising from the matters in this report.</p>

Regional Policy Statement Change 1 (2022)

Briefing for Wairarapa Committee

28 June 2022

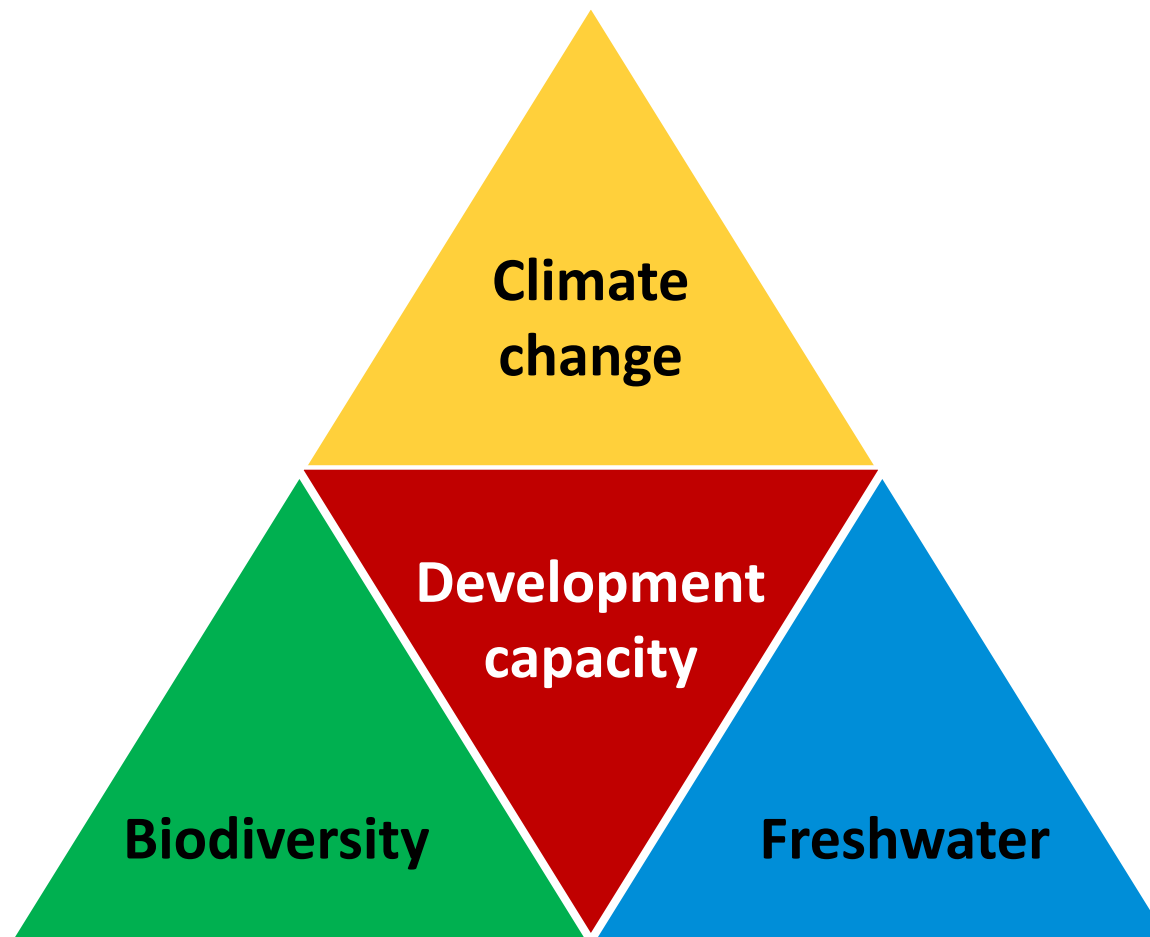
Fleur Matthews and Matt Hickman



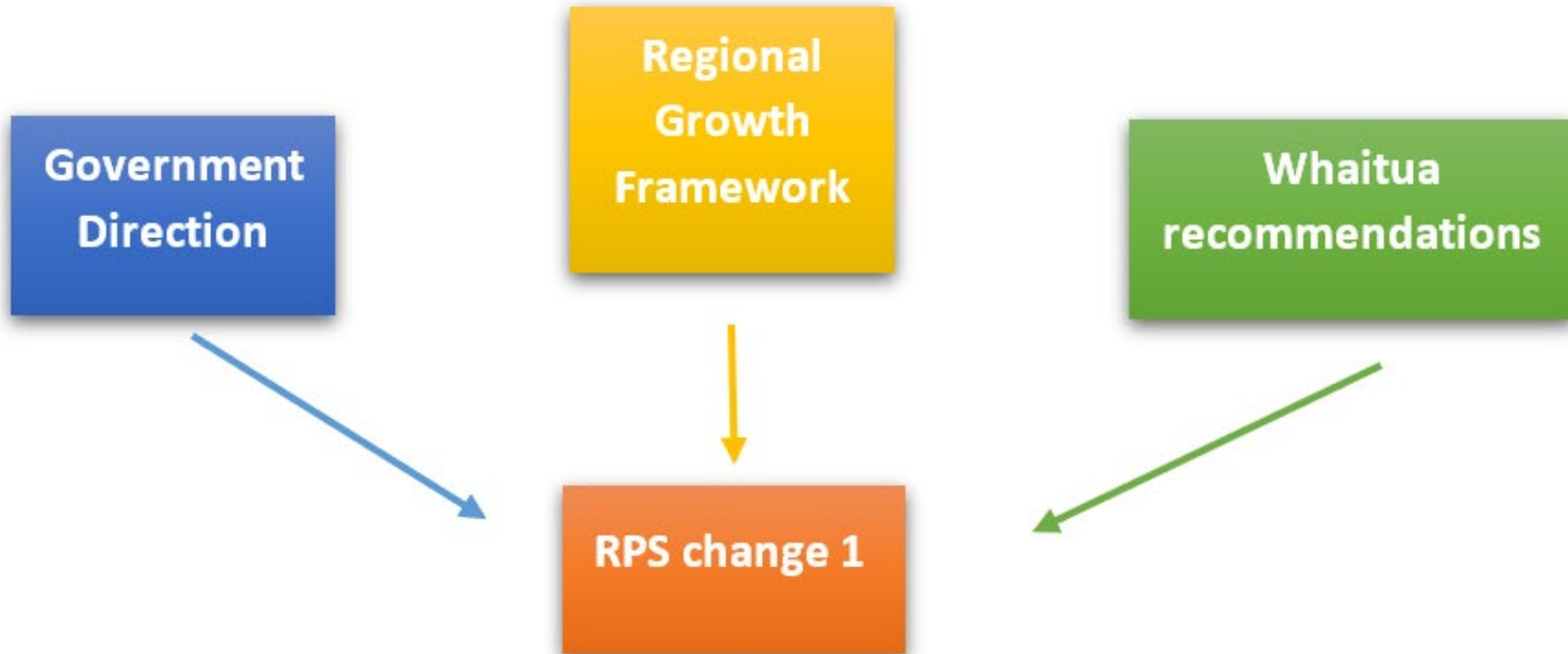
Overview

- Context and scope of RPS Change 1
- Changes by topic
- Next steps

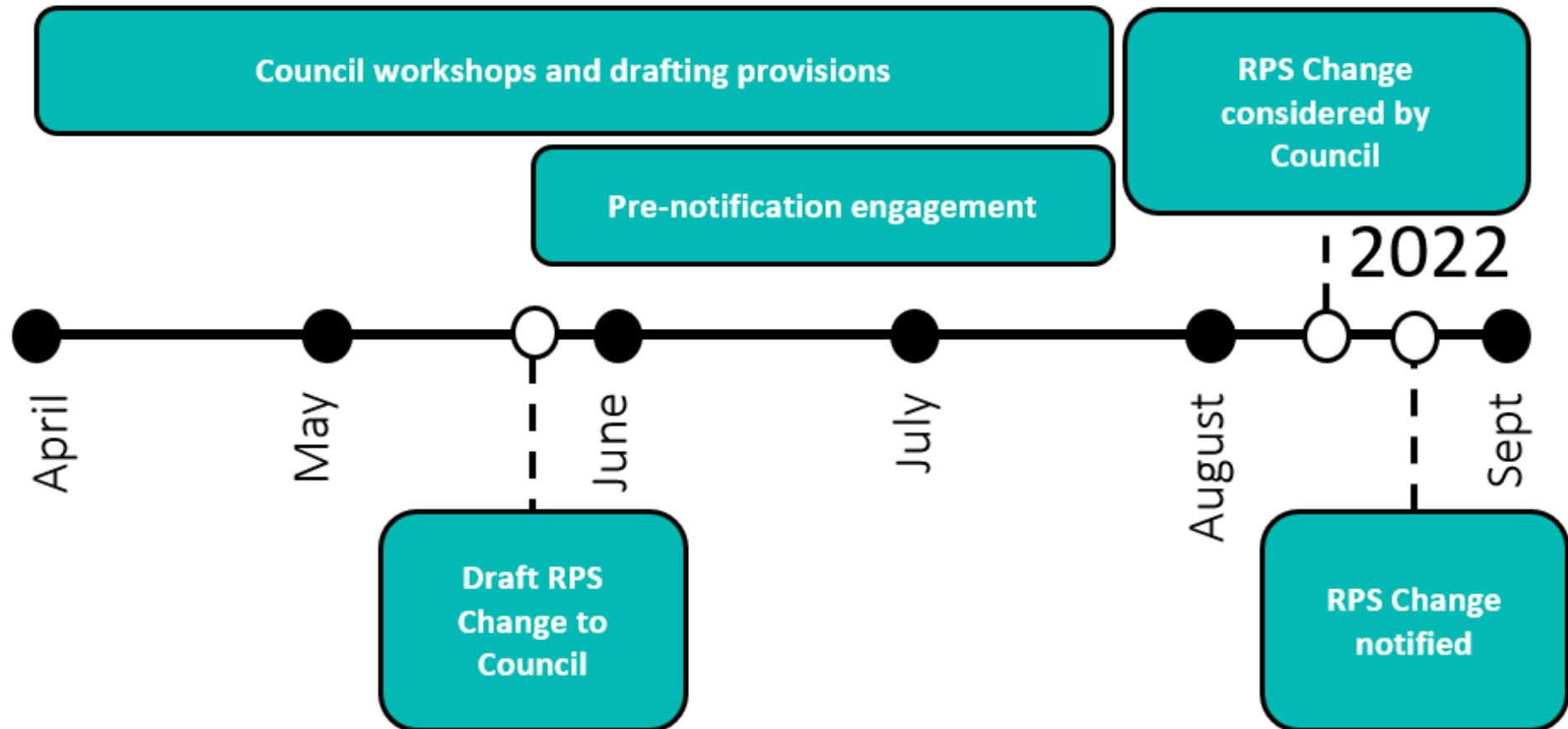
RPS Change 1: what and why



RPS Change 1 will implement and align



Timeline



Changes by topic

Urban Development



Intensification to contribute to a well-functioning urban environment



Provide for development of marae and papakāinga



Ensure environmental integration in urban development, across water sensitive urban design, climate resilience, whole of catchment approach and transition to low/zero carbon transport

Climate Change



Reduce greenhouse gas emissions from transport, agriculture, energy, waste, industry



Develop resilience to climate change through land use and water management planning



Acknowledge Iwi's strategic role in climate change action



Promote and support nature-based solutions

Implementing the National Policy Statement for Freshwater Management



Te Mana o Te Wai and freshwater vision objectives, changes to policies to give effect to these



Urban development controls to give effect to Te Mana o Te Wai; particularly Water Sensitive Urban Design



Defining regional and territorial responsibilities for freshwater

Indigenous Biodiversity



Date for SNAs to be identified and protected – 30 June 2024



Provide for Mana Whenua values and roles as kaitiaki



Driving improved outcomes when managing effects of development through offsetting or compensation

RPS Change 1 – how much regulation?

Regulatory ←————→ **Non-regulatory**

 **Freshwater**

 **Climate change:
transport**

 **Climate change:
climate resilience**

 **Natural hazards**

 **Climate change:
energy/waste**

 **Urban development**

 **Climate change:
agriculture**

 **Indigenous ecosystems**

Next steps

- These are draft provisions only and will change
- Draft RPS provisions were shared for your feedback in late May
- Feedback on the draft is required by **13 July 2022**
- Notification **20 August 2022**

Wairarapa Committee
28 June 2022
Report 22.282



For Information

PUBLIC TRANSPORT UPDATE - JUNE 2022

Te take mō te pūrongo

Purpose

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

Te tātaritanga

Analysis

Update on activities - Rail

Wairarapa carriage refurbishment

2. The light refurbishment of the Wairarapa Carriage fleet is progressing well, with 17 of the 25 carriages now completed. The AG generator van and the SE carriage fleet is complete, along with ten of the eighteen SW carriages. This programme is expected to be completed in early 2023.

Network upgrades

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

Bus replacement stops (BRT)

6. Solway Station: construction of the new BRT bus stop, i.e. platform, shelter, accessibility ramp, bus stop road markings, and widening of exit/entrance ways of the Park and Ride will be carried out via a Minor Civils Contract. This contract encompasses a variety of ad hoc civil improvements at bus stops across the region that tackle accessibility issues for both customers and vehicles. We are still in the pre-tender

process, with construction for the long-term BRT bus stop forecasting to commence mid-September 2022.

7. Masterton Station: construction of the new BRT bus stop, i.e., built up footpath, kerb line, new shelter, extended footpath, and bus stop road markings will be carried out via a Minor Civils Contract. This contract encompasses a variety of ad hoc civil improvements at bus stops across the region that tackle accessibility issues for both customers and vehicles. We are still in the pre-tender process for this contract, with construction for the long-term BRT bus stop is forecasting to commence November 2022.
8. Carterton Station: construction of the new BRT bus stop, i.e., built up footpath on platform, kerb line, new shelter, and bus stop road markings will be carried out via a Minor Civils Contract. This contract encompasses a variety of ad hoc civil improvements at bus stops across the region that tackle accessibility issues for both customers and vehicles. We are still in the pre-tender process for this contract, with construction for the long-term BRT bus stop at this station is forecasting to complete in 2023.
9. Renall Street: Public consultation to introduce new bus stop road markings for Renall Street BRT will be carried out at the same time as the Route 200 Bus Improvement Programme within the next 12 months.
10. Maymorn Station: Maymorn Station has been removed from the planned BRT WRL route as the options analysis has found that improvements to the BRT stop on SH2 at Te Marua would require significant civil construction investment and speed limit changes which has been deemed unfeasible. Customers have been notified and are encouraged to use Upper Hutt Station BRT bus stops to catch the bus during planned blocks. Unplanned disruptions necessitating BRT will still service every station on the line as normal.
11. Woodside Station: Public consultation to relocate stop 1920 (southbound BRT stop), introduce new bus stop road markings, and install a new shelter for Woodside Station BRT on Main Road, Greytown, will be carried out at the same time as the Route 200 Bus Improvement Programme within the next 12 months. Northbound stop 1820 only requires minor modifications to the existing road marking.

Lower North Island Rail Integrated Mobility

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

Rest of Region Bus Network Review – Wairarapa progress

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

On-Demand Public Transport Trial

17. The Regional Public Transport Plan (RPTP) 2021, adopted by Greater Wellington Regional Council on 29 June 2021, contains the high-level goal that Metlink “will improve access to public transport by tailoring services to meet community needs including through demand responsive services”. This goal is part of Metlink’s response to the RPTP’s Mode Shift strategic priority.
18. The RPTP commits to exploring the provision of On-Demand Public Transport (ODPT) to complement or replace some public transport services or to provide services in areas

not currently served by Public Transport. The ODPT characteristics that the RPTP primarily commits to exploring are:

- a A service that is demand driven, providing flexibility for route coverage and scheduling
 - b The ability to use smaller, more efficient vehicles to service lower patronage areas and urban areas which conventional-sized buses struggle to access
 - c Booking and payment facilitated through an app, guaranteeing a customer's ride regardless of the number of other users.
19. An ODPT trial (ODPT Trial) was implemented in May 2022 in the Wellington suburb of Tawa. This is expected to run for 12 months.
20. The ODPT Trial allows Metlink to explore the potential application for ODPT services in the Wellington region. The trial will include a known international technology platform (Via) and a bus operator (Mana) currently contracted to provide public transport services in that part of the Wellington region.
21. Depending on the success of the trial in Tawa, and available funding, the trial is expected to be extended to other areas of the network.

Metlink future fares direction review

22. As part of the transition process towards the National Ticketing Solution, Metlink has commenced a review of the fares structure across the Wellington regional public transport network. The strategic direction for the review is to provide “A fares and ticketing system that attracts and retains customers and balances user contribution with public funding”. This direction was adopted in June 2021 through the Wellington Regional Public Transport Plan 2021-2031 (RPTP).
23. The future fares review is guided by five key principles adopted by Greater Wellington in November 2021. These are that the future fare system should:
- a Contribute to the Region's mode-shift and decarbonisation targets
 - b Provide for social good
 - c Promote consistency and fairness
 - d Improve network efficiency
 - e Be simple and easy to understand and use.

Proposed Fare Initiatives – for consultation

24. Greater Wellington is consulting on a series of short-term and longer-term initiatives including:
- a Increasing the general off-peak travel discount from 25 to 35 percent to encourage greater off-peak usage
 - b Introducing cumulative off-peak discounts for all concession holders
 - c Introducing a policy that allows children to travel free on weekends when accompanied by a parent or guardian

- d Introducing a fare capping discount of 35 percent on a daily and weekly basis
 - e Introducing new targeted fare products for group, visitor, family and event travel across the region
 - f Introducing a distance-based Integrated Fare Structure
25. Feedback is also being sought on the Council’s recent adoption of a new Community Services Card concession (in line with the Government’s Budget 2022 announcement).

Engagement (Digital engagement events)

26. Consultation information and directions for making a submission are laid out in the Greater Wellington [Have Your Say](#) website. Greater Wellington is publicising the review through digital and print media channels including through local newspapers and targeted social media in the Wairarapa.
27. Greater Wellington officers and elected members will be engaging with the public on this consultation through a series of digital engagement events running from Wednesday 29 June to Saturday 9 July 2022. These online sessions have proven popular during the COVID-19 pandemic and community feedback has been that they provide an accessible and interactive way to meet with Councillors and officers to discuss the proposals prior to making a formal submission. Registration for these digital sessions is through the [Eventfinda](#) website.
28. Public hearings will be held on 3 and 4 August 2022.

Update on performance

29. A PowerPoint presentation on Wairarapa public transport performance will be presented to the Committee at its June 2022 meeting. A copy is attached as [Attachment 1](#).

Ngā āpitihanga

Attachment

Number	Title
1	Metlink Public Transport Performance – Presentation

Ngā kaiwaitohu

Signatories

Writers	Barry Fryer – Manager Rail Assets Trevor Jones – Senior Public Transport Planner Emmet McElhatton – Manager Policy
Approver	Samantha Gain – General Manager, Metlink

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

METLINK PUBLIC TRANSPORT PERFORMANCE

FOCUS ON WAIRARAPA

WAIRARAPA COMMITTEE

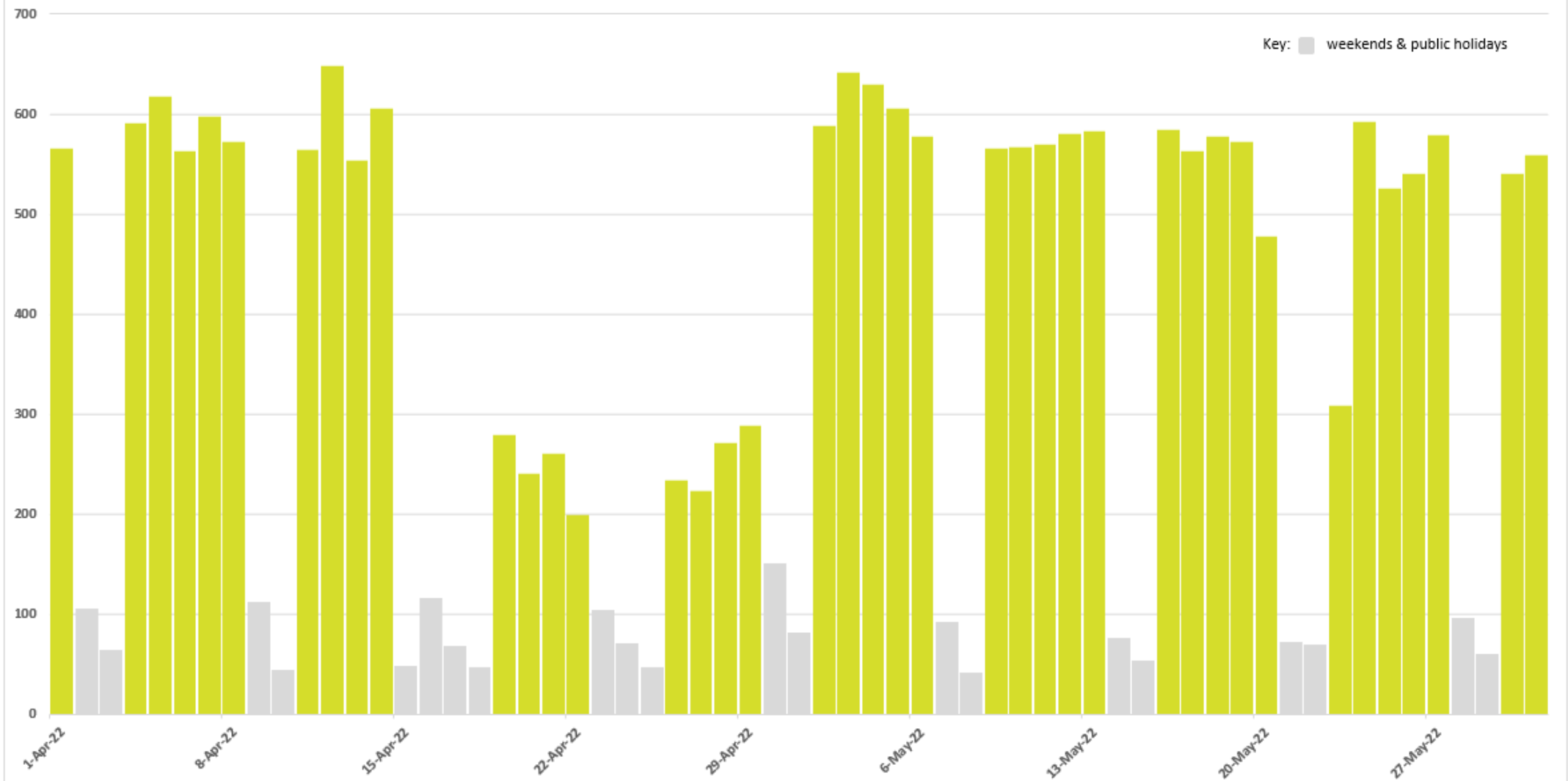
28 June 2022

Samantha Gain, General Manager Metlink, GWRC



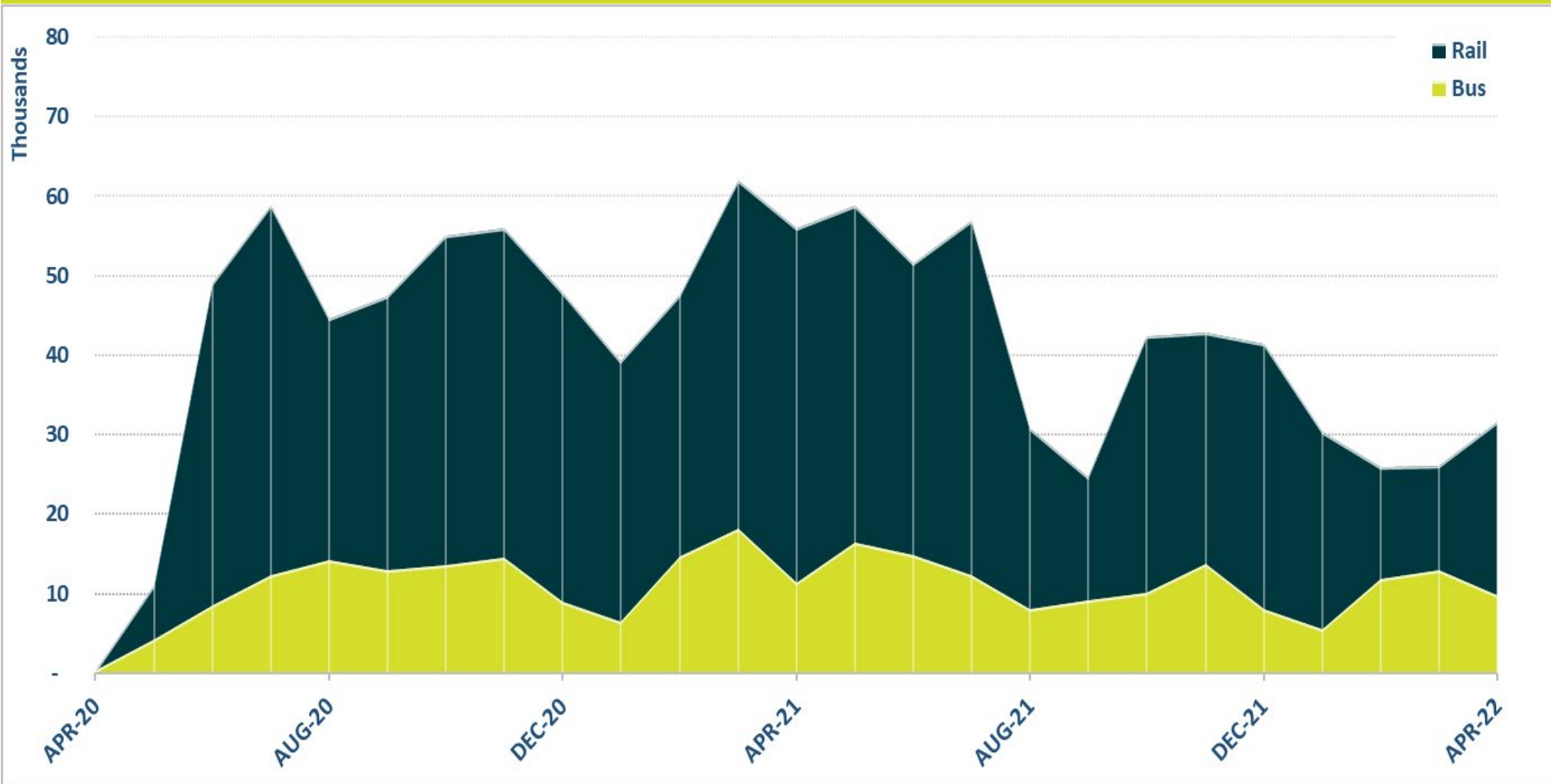
WAIRARAPA BUS PATRONAGE – BOARDINGS (DAY)

Attachment 1 to Report 22.282



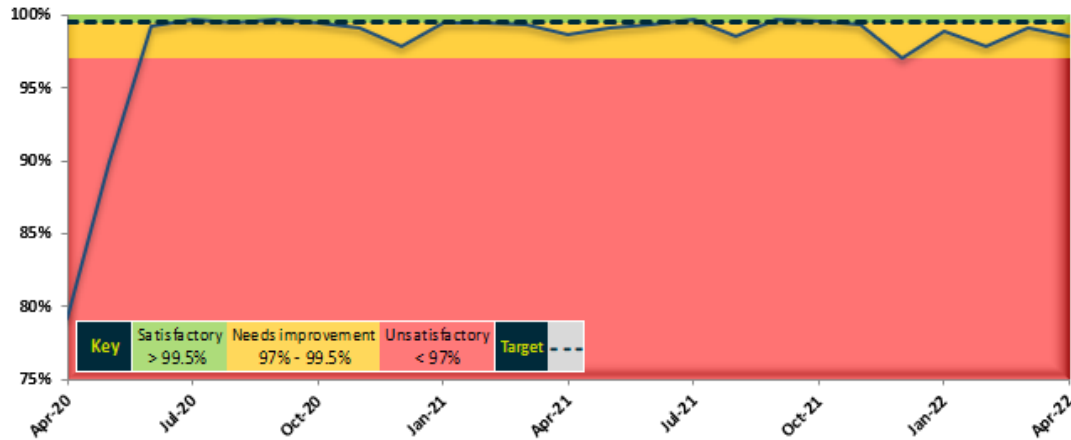
WAIRARAPA RAIL/BUS PATRONAGE – BOARDINGS (MTH)

Attachment 1 to Report 22.282



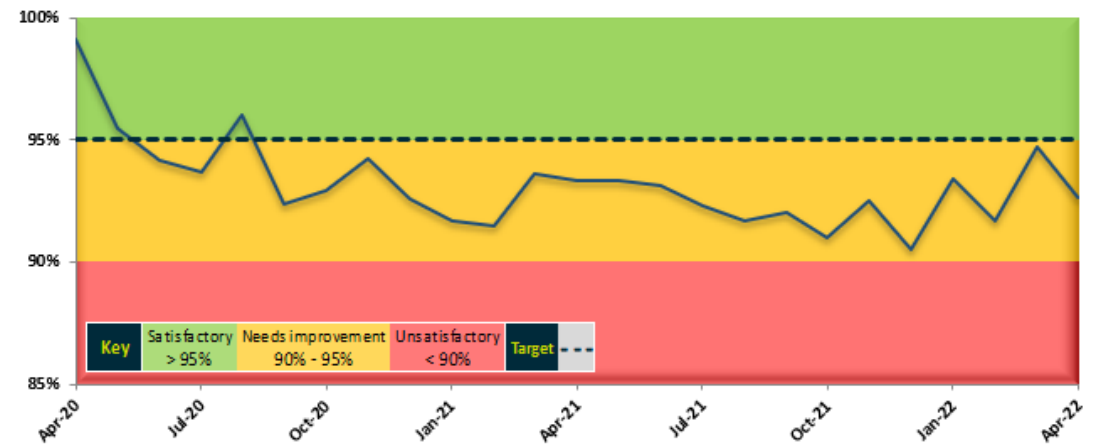
WAIRARAPA BUS RELIABILITY & PUNCTUALITY

Attachment 1 to Report 22.282



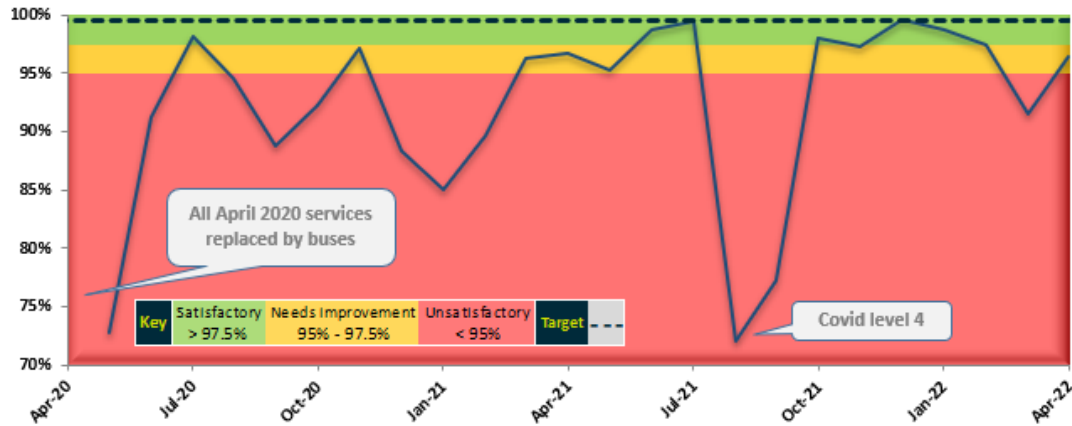
The bus reliability measure shows the percentage of scheduled services that actually ran, as tracked by RTI and Snapper systems.

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



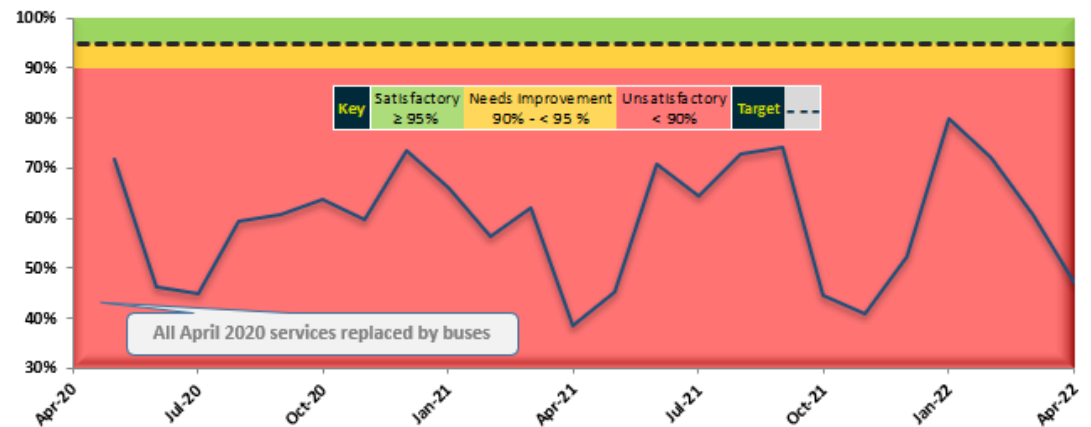
WAIRARAPA RAIL RELIABILITY & PUNCTUALITY

Attachment 1 to Report 22.282



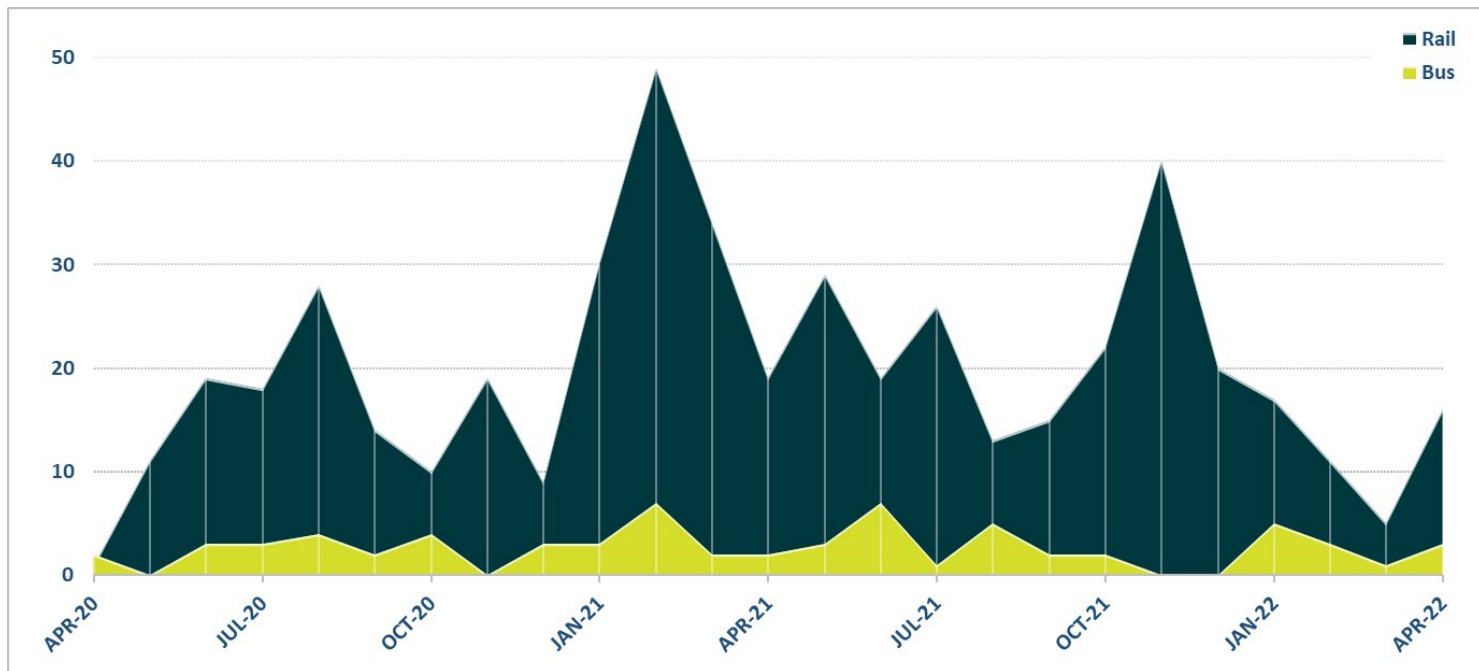
The rail reliability measure shows the percentage of scheduled services that depart from the origin and key stations no earlier than 30 seconds before the scheduled time, meet the consist size for the scheduled service, and stop at all stations timetabled for the service. It does not factor bus replacement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

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



WAIRARAPA COMPLAINTS

Attachment 1 to Report 22.282



Bus complaints in Wairarapa continue to remain steady, with an average of 3 complaints/month since April 2020. **Rail complaints** average 20 complaints/month since April 2020. The spike seen in November 2021 was related to significant delays caused by track maintenance and cancellations due to a number of network issues. Complaints since then have reduced. However, since April the feedback has increased, again due to the ongoing impact of the track work.

Attachment 1 to Report 22.282

