

**Absolutely Positively**  
**Wellington City Council**

Me Heke Ki Pōneke

# Ordinary Meeting of Kōrau Tūāpapa | Environment and Infrastructure Committee Rārangi Take | Agenda

9:30 am Rāpare, 20 Poutū-te-rangi 2025

9:30 am Thursday, 20 March 2025

Ngake (16.09), Level 16, Tahiwi

113 The Terrace

Pōneke | Wellington



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## MEMBERSHIP

Councillor Abdurahman  
Councillor Apanowicz  
Councillor Brown (Chair)  
Councillor Calvert  
Councillor Chung  
Deputy Mayor Foon  
Councillor Free  
Pouiwi Hohaia  
Pouiwi Kelly  
Councillor Matthews (Deputy Chair)  
Councillor McNulty  
Councillor O'Neill  
Councillor Pannett  
Councillor Randle  
Councillor Rogers  
Mayor Whanau  
Councillor Wi Neera  
Councillor Young

### Have your say!

*You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-499-4444, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz), or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.*

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# AREA OF FOCUS

The Kōrau Tūāpapa | Environment and Infrastructure Committee has responsibility for:

- 1) RMA matters, including urban planning, city design, built environment, natural environment, biodiversity, and the District Plan.
- 2) Housing.
- 3) Climate change response and resilience.
- 4) Council property.
- 5) Waste management & minimisation.
- 6) Transport including Let's Get Wellington Moving.
- 7) Council infrastructure and infrastructure strategy.
- 8) Capital works programme delivery, including CCOs' and Wellington Water Limited's capital works programmes.
- 9) Three waters

To read the full delegations of this committee, please visit [wellington.govt.nz/meetings](https://wellington.govt.nz/meetings).

**Quorum:** 9 members



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# 1. Meeting Conduct

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## 1.1 Karakia

The Chairperson will open the hui with a karakia.

<b>Whakataka te hau ki te uru,</b>	Cease oh winds of the west
<b>Whakataka te hau ki te tonga.</b>	and of the south
<b>Kia mākinakina ki uta,</b>	Let the bracing breezes flow,
<b>Kia mātaratara ki tai.</b>	over the land and the sea.
<b>E hī ake ana te atākura.</b>	Let the red-tipped dawn come
<b>He tio, he huka, he hauhū.</b>	with a sharpened edge, a touch of frost,
<b>Tihei Mauri Ora!</b>	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the hui.

<b>Unuhia, unuhia, unuhia ki te uru tapu nui</b>	Draw on, draw on
<b>Kia wātea, kia māmā, te ngākau, te tinana, te wairua</b>	Draw on the supreme sacredness
<b>I te ara takatū</b>	To clear, to free the heart, the body
<b>Koia rā e Rongo, whakairia ake ki runga</b>	and the spirit of mankind
<b>Kia wātea, kia wātea</b>	Oh Rongo, above (symbol of peace)
<b>Āe rā, kua wātea!</b>	Let this all be done in unity

## 1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the hui, where leave of absence has not previously been granted.

## 1.3 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

## 1.4 Confirmation of Minutes

The minutes of the meeting held on 20 February 2025 will be put to the Kōrau Tūāpapa | Environment and Infrastructure Committee for confirmation.

## 1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

***Matters Requiring Urgent Attention as Determined by Resolution of the Kōrau Tūāpapa | Environment and Infrastructure Committee.***

The Chairperson shall state to the hui:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent hui.

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The item may be allowed onto the agenda by resolution of the Kōrau Tūāpapa | Environment and Infrastructure Committee.

***Minor Matters relating to the General Business of the Kōrau Tūāpapa | Environment and Infrastructure Committee.***

The Chairperson shall state to the hui that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent hui of the Kōrau Tūāpapa | Environment and Infrastructure Committee for further discussion.

## **1.6 Public Participation**

A maximum of 60 minutes is set aside for public participation at the commencement of any hui of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral, or electronic application to address the hui setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the hui concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz), by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 499 4444 and asking to speak to Democracy Services.



## 2. General Business

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# SUBMISSION ON DRAFT WELLINGTON REGIONAL PUBLIC TRANSPORT PLAN 2025-2035

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### Kōrero taunaki | Summary of considerations

#### Pūtake | Purpose

1. This report to the Environment and Infrastructure Committee seeks approval for the attached submission on the Draft Wellington Regional Public Transport Plan 2025-2035 to be made to the Greater Wellington Regional Council.

#### Hāngai ki te rautaki | Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper are:

**Community outcomes:**

- *Social Wellbeing – A city of healthy and thriving whānau and communities*
- *Economic Wellbeing – An innovative business friendly city*
- *Urban Form – A liveable and accessible compact city*

**Strategic approaches:**

- *Making our city accessible and inclusive for all*
- *Embedding climate action*

**Priorities:**

- *Transform our transport system to move more people with fewer vehicles.*

#### Ngā whakataunga whaitake ō mua | Relevant previous decisions

3. The Council has included a number of public transport priority projects in the 2024-34 Long-term Plan and is reconsidering the timing and scope of those projects through the current LtP Amendment process.
4. The Council submitted on Greater Wellington Regional Council's (GWRC) Draft Long-Term Plan 2024-34 in April 2024.

#### Te tāpua | Significance

5. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.
6. Low impact on Council's ability to perform its role.

#### Whakaaro ahumoni | Financial considerations

☒ Nil

☐ Budgetary provision in Annual Plan / Long-term Plan

☐ Unbudgeted \$X

## Tūraru | Risk

☒ Low      ☐ Medium      ☐ High      ☐ Extreme

Authors	Tessa Madden, Senior Advisor City Insights Joe Hewitt, City Insights Manager Sean Audain, Manager Strategic Planning
Kaiwhakamana   Authoriser	Sean Audain, Manager Strategic Planning Liam Hodgetts, Chief Planning Officer

## Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. **Receive** the information
2. **Approve** the attached submission on the Draft Wellington Regional Public Transport Plan 2025-2035 (Attachment 1).
3. **Authorise** the Chair of the Kōrau Tūāpapa Environment and Infrastructure Committee to sign and make minor alterations to the submission.

## Whakarāpopoto | Executive Summary

7. On 3<sup>rd</sup> March GWRC called for submissions on the Draft RPTP.
8. The Draft RPTP has a 10-year strategic focus to guide the design and delivery of public transport services, information, and infrastructure in the Wellington region.
9. This report presents the Committee with a draft submission for their consideration. The draft submission provides feedback on fare settings, including strongly supporting consideration of the distance travelled in the new fare structure, and comments on other matters contained in the plan.
10. The draft submission generally supports the Draft RPTP.
11. The preferred option is **Option 1** – to approve the attached submission for lodgement with GWRC. This option provides the Council with an opportunity to provide feedback on public transport settings.

## Takenga mai | Background

12. The Draft RPTP 2025-2035 will guide the design and delivery of public transport services, information, and infrastructure in the Wellington region for the next ten years. Particular attention is given to the coming three-yearly operational cycle.
13. The Draft RPTP was opened for public consultation on 3 March 2025. The closing date for submissions is 28 March 2025.
14. The Draft RPTP identifies four strategic focus areas to achieve the vision of “an efficient, accessible, affordable, and low carbon public transport network”:
  - Reduce public transport emissions by decarbonising the fleet.
  - Increase the attractiveness of public transport compared to driving a private vehicle.

- Continue to improve passenger experience across all aspects of the network.
  - Improve access to public transport for those with specific needs.
15. Public transport is a vital service and is essential to our city's urban development, economic wellbeing and other aspirations. One of the Council's nine strategic priorities is to transform our transport system to move more people with fewer vehicles.

## **Kōrerorero | Discussion**

16. The draft Council submission (Attachment 1) generally supports the Draft RPTP.
17. The main points in the draft submission are:
- Feedback on a number of fare settings, including strongly supporting consideration of the distance travelled in the new fare structure to be implemented with the Motu Move integrated ticketing project.
  - Feedback on Park and Ride provision and charging regimes.
  - Acknowledgement that public transport is a vital service, essential to our city's urban development and our strategic priority to transform our transport system to move more people with fewer vehicles.
  - Appreciation of the working partnership enjoyed with GWRC and extending this to responding to the Roads of National Significance planned for Wellington
  - Comments on a number of relevant details.

## **Kōwhiringa | Options**

18. Option 1 – Approve the attached submission (recommended)
- Lodgement of this submission provides the Council with an opportunity to provide feedback on public transport settings which are the responsibility of GWRC.
19. Option 2 – Approve an amended submission
- Note that it is recommended that the Chair of the Committee is authorised to make minor alterations to the final submission.
20. Option 3 – Do not approve the attached submission (not recommended)
- The Council could decide not to make a submission on the Draft RPTP. This would limit the Council's opportunity to constructively influence the final RPTP.

## **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

Te hāngaitanga ki ngā rautaki me ngā kaupapa here a Te Kaunihera. | Alignment with Council's strategies and policies

21. The submission and its content are in alignment with Council's strategies and policies as set out below:
- Our City Tomorrow – He Mahere Mokowā mō Pōneke - A Spatial Plan for Wellington City 2021
  - Te Atakura First to Zero: Wellington's blueprint for a Zero Carbon Capital 2019

- Paneke Pōneke Bike network plan 2021

22. The above strategies acknowledge the city is planning for population growth of 50,000-80,000 people over the next 30 years. Accommodating more efficient accessibility requires a multi-modal transport system to support the liveability and sustainability aspirations of the city. Public transport is a vital service and is essential to our city's urban development and other aspirations.

#### Whai wāhitanga me ngā uiui | Engagement and Consultation

23. No specific engagement and consultation have been undertaken with the public in the preparation of the submission other than internal consultation with business units.

#### Ngā pāpātanga ki te Māori | Māori Impact Statement

24. The draft submission has not been shared with Tā kai Here partners prior to this Committee meeting due to time constraints. The GWRC has its own arrangements and relationships with Iwi throughout the region.

#### Ritenga ahumoni | Financial implications

25. There are no financial implications related to approving this submission.

#### Ngā whakaaroaro ture | Legal considerations

26. There are no legal implications resulting from approval of this submission.

#### Tūraru me whakamauru | Risks and mitigations

27. Reputational or other risks resulting from approval of the submission are expected to be limited to consistency with earlier council submissions related to public transport matters.

#### Ngā pāpātanga ki te hunga whaikaha | Disability and accessibility impact

28. The draft submission is generally supportive of the approach to assisting the transport disadvantaged set out in the RPTP.

#### Ngā pāpātanga me ngā whakaaroaro huringa āhuarangi | Climate Change impact and considerations

29. The draft submission is generally supportive of the approach to reducing public transport emissions by decarbonising the fleet.

#### Mahere whakawhiti kōrero | Communications Plan

30. A communication plan has not been prepared for the release of this committee paper and associated submission.

#### Ngā pāpātanga me ngā whakaaroaro hauora, haumarū anō hoki | Health and Safety Impact considered

31. There are no health and safety impacts arising from this submission.

### **Ngā mahinga e whai ake nei | Next actions**

32. If the attached submission is approved by the Kōrau Tūāpapa Environment and Infrastructure Committee, with any amendments, the submission will be formally lodged with GWRC no later than 28 March 2025.

## **Ngā Āpitihanga | Attachments**

Attachment 1. Submission on Draft Wellington Regional Public Transport Plan 2025-2035

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Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

10 March 2025

File ref: RPTP25

**Greater Wellington Regional Council**  
Cuba Street  
Te Aro  
Wellington City

**Re: Draft Submission on GWRC’s Draft Wellington Regional Public Transport Plan 2025-2035**

- Wellington City Council thanks Greater Wellington Regional Council for the opportunity to submit on the Draft Wellington Regional Public Transport Plan (RPTP).
- Wellington City Council acknowledges the close relationship of the Regional Council's public transport planning work in supporting Wellington City to achieve its goals, particularly in growing a liveable and accessible, compact city through transforming our transport system to move more people with fewer vehicles and supporting an innovative, business friendly city.
- The Council wishes to raise the following points in this submission:
  - Support for a joint approach to working to get buses moving more quickly
  - Issues of Fairness in Regional Public Transport Fares
  - Other relevant details in the draft RPTP.
- These points reiterate the Council’s April 2024 submission to GWRC’s draft Long-term Plan 2024-2034. To assist the committee, content from the draft RPTP is shown in blue and the Council’s responses are shown in black.

**Joint approach to working to get buses moving faster**

- The Wellington City Council (WCC) remains committed to pursuing a joint programme of work with Greater Wellington to improve Bus Reliability and Speed in the city. As a part of this programme, WCC is committed to advancing funded projects such as the Golden Mile and Thorndon Quay/Hutt Road improvements which will deliver a variety of multi-modal benefits. In addition to these projects, the Council’s officers are working closely with GW’s officers to develop a Wellington Rapid Transit Bus Corridor Programme which will deliver:
  - A Wellington Regional Rapid Transit Bus Corridor Strategic Plan, which will prioritise investments and redesign a much faster and more efficient bus network timetable across the entire region
  - More immediate improvements along the Harbour Quays and Eastern corridors
  - Wider regional bus network improvements as identified through strategic planning
  - Transformational programmes that will support other key projects such as the Roads of National Significance to deliver significant fully integrated rapid transit corridors.
- Progress on these initiatives was recently reported in the joint briefing on Bus Priority and Central City Upgrades on 26 February 2025. The city would also welcome a more formalised joint-approach to ensure both WCC and GW have a more active role in the planning of the NZTA’s State Highway 1 upgrades (Basin Reserve Mt Vic Tunnel / Terrace Tunnel and Petone to Grenada Roads of National Significance), to ensure the city’s urban development and public transport benefits are optimised.

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## Fairness in Wellington City Bus Fares

7. The Council remains concerned about the current application of three fare zones travelled in Wellington city compared to other regional centres and wishes to see the commitment on [page 41, P8, Policy b, action ii](#), which states: 'Review fare structure and use passenger insights to develop and transition to a fare structure and pricing approach that provides for a consistent fare charging for comparable journeys by strengthening the relationship between fare levels and distance travelled' pursued with urgency to make Public Transport Fares more equitable for those taking shorter journeys. This would in turn further support the cities District Plan and the Regional Future Development Strategy by providing price signals that mean people living closer to their work and educational destinations pay less for living closer and provide fairness for Wellington City residents. The Council strongly supports strengthening consideration of the distance travelled and encourages this to be actioned as soon as possible.
8. To assist the Council in its considerations, we present findings from the Pōneke / Wellington Transport Survey 2023 and 2024. These findings highlight that between 32% and 44% of regular public transport users and between 27% and 37% of occasional users in Wellington City disagree that public transport is affordable (Table 1). This proportion was higher for regular public transport users and those who lived in inner and outer suburb zones. Among non-users of public transport, between 41% and 45% disagreed that public transport is affordable.

*Table 1. Disagreement that public transport in Wellington city is affordable  
(Source: Pōneke / Wellington Transport Survey)*

Zones	Non-users		Occasional users (1-4 days/week)		Regular users (5 or more days/week)	
	Number	%	Number	%	Number	%
Central suburbs (aligned with fare zone 1)	74	41%	220	27%	36	32%
Inner suburbs (aligned with fare zone 2)	133	45%	448	34%	110	39%
Outer suburbs (aligned with fare zones 3 and 4)	335	44%	802	37%	150	44%

## Comments on details in the draft RPTP

9. [Page 10 consultation question: Will the activities and policies outlined in the draft RPTP result in an efficient, equitable, accessible and low carbon public transport network?](#)

The Council is strongly supportive of the general direction set in the plan.

WCC would welcome future opportunities to jointly advocate for the provision of infrastructure on Roads of National Significance projects which enables efficient public transport which delivers on these outcomes.

10. [Page 27, P3](#). The multi-criteria framework (MCA) provided under network design principles is well set out. However, it is not clear what this MCA is actually for, or when it is to be applied. The Council requests this is clarified in the final plan. Further feedback on specific criteria is provided below.

[Criteria b. Sufficient demand, includes: 'minimum regular use of 4 or more passengers per trip and aims for at least 20% cost recovery.'](#) The WCC questions that if these relatively low thresholds should be raised to better reflect value for money signals in the current Government Policy Statement on Land Transport.

[Criteria c. Increased transport network efficiency and improved environmental outcomes, includes: 'upcoming developments and population growth', and criteria e. Other considerations, includes: 'upcoming housing and business developments and population growth and demographic change.'](#) The WCC suggests removing the latter criteria as this is a double counting of the growth consideration which is best avoided when using a MCA.

11. [Page 33 refers to the Golden Mile reaching the practical bus capacity limits by 2025](#). The WCC recommends updating this timeframe to 2029, to align with the advice presented to the joint Council's briefing on Bus Priority and Central City Upgrades on 26 February 2025. The Council agrees that new bus corridors, particularly in Wellington central city, are needed to provide the critical network capacity for faster and more frequent bus services across the city.
12. [Page 33 consultation question: Will the creation of a network of high frequency bus corridors across the region, at the loss of a modest level of parking and road space, result in improved social, economic and environmental outcomes for all?](#)

Contemporary planning principles and overseas studies would suggest, that this would be the case, but we will work with Greater Wellington to develop robust business cases for Wellington City which demonstrate the value of project proposals and will take this information into account when considering street space reallocation approvals under the Traffic Resolutions process which our Council is responsible for.

13. [Page 43 consultation focus: Do you support Metlink phasing out cash on board buses?](#)

Council would ask for careful consideration of this proposal. Cashless buses could create a barrier to access public transport for the social and economically disadvantaged members of the community and consideration of this possible impact should be part of any decision making.

14. [Page 38, P6. School bus policy introduction states 'travel to school is primarily done through active modes such as walking, cycling, walking school buses, and by using existing public transport services'.](#)

Findings from the Pōneke / Wellington Transport Survey 2023 and 2024 indicated that as distance from home to school increased, children's use of active transport decreased in favour of private vehicles and public transport. The Council suggests amending this introduction to note the impact of distance on mode choice.

15. [Page 41, P8, Policy b, action iii, states: 'Ensure the future fare structure balances the cost for fare payers, ratepayers and taxpayers, and funding partners.'](#)

The WCC is unclear how this balance will be actioned. The RPTP shows that funding is largely covered by the four sources (page 21), noting that fares are reported to be covering just 25% of costs in financial year 2025. The Council requests that the policy is more explicit about what proportional targets or target ranges are sought for the desired balance. We note that [page 44](#) refers to 'Greater Wellington's Ko te Kaupapa Here Moni Whiwhi me Ahumoni Revenue and Financing Policy 2024, which aims to maintain approximately 25% of total operating revenue from fares and other user charges over the years of the Long-Term Plan'.

16. [Page 41, P8:](#)

Policy c. Provide concession fares to targeted groups to increase access to affordable services for those who are most dependent on public transport

- i. Provide free travel for children under five years old
- ii. Offer concessions for school children, full-time tertiary students, and people with disabilities
- iii. Support the central government scheme providing free off-peak travel for SuperGold card holders and discounted travel for Community Services Card holders
- iv. Collaborate with central government and other regions on national and cross-regional concession schemes

The Council is supportive of the stated concession settings.

17. [Page 41, P8, Policy d, action ii, states: 'Provide discounted fare schemes to reward greater use of public transport and encourage off-peak travel through fare capping or other incentive schemes.'](#)

The Council observes this approach is just high-volume discounting. The Council supports the approach set out for concessions in paragraph 16. Further discounting of fares is supported as long as it is only using available capacity and does not require additional services at additional cost to meet higher demand.

18. [Page 41, P8, Policy d, action vi, states: 'Develop targeted products for corporate passengers to encourage greater use of public transport.'](#)

The WCC suggests that a definition of 'corporate passengers' is included, and suggests the plan provides reasoning as to why this group once defined should be eligible for a discount or a price premium.

19. [Page 42, P9, Policy a, action i, states: 'Review fares annually through the Annual or Long-Term planning process to determine adjustments required to balance user contributions with public funding, and to align with national fare box recovery policy requirements.'](#)



The Council supports this approach and suggests that aspects of geographic fairness are also adjusted through this process.

20. [Page 42, P9, policy a, action iv, states: 'Review and adjust fares to be competitive with the cost of using a private vehicle for the same journey to encourage greater public transport use'.](#)

The Council requests clarity as to how this consideration is calculated and takes into account the full ownership and operating cost of a vehicle and parking costs.

21. [Page 46, P10 Objective: 'Providing greater choice and flexibility for journey planning, fares and fare payment options including integrated fares.'](#)

The Council suggests it would be helpful if this mentioned the timeframes for the transitions. This comment also applies to the projects listed at the bottom of the page.

22. [Pages 49-51 Reduce Public Transport Emissions by Decarbonising the Fleet.](#)

The Council is supportive of the approach to decarbonise public transport set out in the draft plan, however the emissions reduction target outlined is potentially confusing. In the introductory section, the plan states that it aims to reduce annual public transport emissions to 16,300 tonnes of CO<sub>2</sub> by 2030. In the section titled 'Reduce Public Transport Emissions by Decarbonising the Fleet,' the plan introduces a separate target measure of a 60% reduction in public transport emissions by 2030. For clarity, an explanation is recommended that states the total emissions, the base year and that a 60% reduction will reduce the total to 16,300 tonnes.

Given the importance of clear and measurable targets for climate action, the plan should state baseline year and ensure consistency in how emissions reduction targets are presented. WCC recommends ensuring and stating that the emissions reduction target aligns with the Science Based Targets initiative (SBTi).

23. [Page 54, P13, policy e, action i, states: 'Provide an array of payment methods that suit different passenger needs.'](#)

The Council suggests that this action is inconsistent with the policies to move to cashless and suggests this matter be given further consideration.

24. [Page 54 consultation question: Should Metlink permit customers to travel on buses and trains with pets, including small and large dogs, \(noting that Disability Assist dogs are already welcome on all our services\)?](#)

The Council does not have a view on this operational matter.

25. [Page 59-63 Supporting the transport disadvantaged.](#)

The Council is generally supportive of the approach set out in the plan.

26. [Page 88 consultation question: Will the planned redevelopment of Waterloo Station into a high-amenity, climate-friendly, integrated transport hub improve the customer experience of, and access to, public transport in the Hutt Valley.](#)

The Council does not have a view on this matter.

27. [Pages 94-95, WCC projects from the RLTP \(Eastern Bus Corridor stage 1, Harbour Quays Bus Corridor, and Wider WCC Bus Network Improvements\).](#)

WCC notes that in the absence of NLTP funding, the Eastern Bus Corridor and Harbour Quays projects were revised as follows. WCC requests that these project updates are included in the RLTP.

Name: Eastern Bus Corridor

Lead: Wellington City Council

Desc: Enable high-capacity or additional buses to operate along route 2 from Courtenay Place to Miramar/Seatoun

Cost: \$6.0 million (50:50 cost share between WCC and GWRC; no funding from NZTA)

Name: Harbour Quays Bus Corridor

Lead: Wellington City Council

Desc: Deliver a two-way rapid transit bus corridor along Harbour Quays to alleviate pressure on current and future peak time bus services along the Golden Mile.

Cost: \$10.0 million (50:50 cost share between WCC and GWRC; no funding from NZTA)

Budget for the Wider WCC Bus Network Improvements project, which was scheduled for years 4-10 of WCC's LTP, is currently proposed to be removed in the LTP amendment and no funding has been made available from NZTA.

28. WCC acknowledges the need to continue cost sharing discussions with GWRC related to costs for adapting local streets to accommodate higher capacity buses, and increased maintenance costs due to increased wear and tear on roads.
29. Pages 117-123, Park and Ride. Page 119 states 'Greater Wellington have agreed to initiate the development and implementation of a demand management framework for Park and Ride across the Wellington region. This demand management framework will include a mechanism for charging for parking at our Park and Ride facilities across the network.' ... 'The aim is to ensure that payment for parking could be integrated as part of the public transport fare with a modest fee of potentially less than \$5 per full-day of parking for those taking a further journey on public transport.'

In general, the WCC believes that land around transport stops is best developed to its highest and best use as Transit Oriented Developments providing alternative revenue streams, housing opportunities, and patronage and convenience. Park and Ride should not be developed at the expense of those opportunities. There are however cases where land may be fragmented or unsuitable for these developments. In these cases, the WCC observes:

- \$700,000 divided by ~1.5 million parking occurrences per year (6100 spaces multiplied by 250 weekdays), gives an average daily parking subsidy of \$0.47, or approximately **50c per day**.
- Metlink report more than 900,000 monthly rail boardings<sup>1</sup>, divided by 30 days gives approximately 30,000 daily boardings or 15,000 inbound trips. Therefore, Park and Ride supports approximately **40% of inbound boardings**, which is a very large proportion of rail activity.

The Council observes that a \$5 daily fee is 10 times the cost recovery level for the current service provision and appears to be excessive even when considering the addition of a demand management premium. The Council recommends careful consideration be given to implementing a fair charge for this service. It also notes that demand-based pricing should be considered to ensure optimisation of the parking resource and the attractiveness of off-peak public transport use. A less nuanced demand management framework could have detrimental impacts on the local street network, creating spillover effect and creating on street parking conflict with local residents.

Page 120 principles for approach to Park and Ride. The Council supports all principles, especially e. 'Project must be delivered in partnership with local Territorial Authorities', and P.18, policy b. actions i-iv (see table below). It is essential that complementary parking management is simultaneously introduced on streets surrounding the site with new charges to ensure users do not move to parking on the adjacent streets to avoid the new fee at the Park and Ride site.

Policy b. Work with territorial authorities and partner organisations on any approach to management of Park and Ride facilities

- i. Work with territorial authority partners to develop an agreed approach to demand management, including a payment system, for Park and Rides in individual cities and districts
- ii. Implement a graduated approach to Park and Ride demand management, setting terms and conditions for use, enforcing measures, and implementing charging
- iii. Work closely with territorial authorities and stakeholders to ensure that access to public transport is considered in the planning of new development areas
- iv. Collaborate with territorial authorities and developers to design street and roading networks that accommodate public transport services and offer seamless connections with walking and cycling facilities

<sup>1</sup> Metlink, November 2024, page 13: <https://www.metlink.org.nz/assets/Policies-and-reports/Performance-of-our-network/Performance-Reports/Metlink-monthly-performance-report-November-2024-v2.pdf>

30. [Page 120 consultation question: Will introducing demand management to Metlink Park and Rides, including paid parking in the form of an integrated park and travel system, improve customer access to the public transport network?](#)

The Council agrees that a well-designed fee structure will benefit late comers and those who can afford the premium for a convenient car park to access rail services. The provision of a car park is an additional service to the public transport trip. The cost recovery level for this service is quite low (50 cents per day) and this should be captured in the new payment system if feasible. However, we note that the \$700,000 annual cost is very small in the context of the \$250-\$300 million<sup>2</sup> annual cost of the whole public transport operation.

#### **Conclusion**

31. Thank you for the opportunity to submit on this draft plan. Our city has an ambitious programme of work to transform our transport system and we welcome opportunities to further collaborate with GWRC in this regard.
32. The Council would welcome the opportunity to speak to this submission.

Yours sincerely

**Tim Brown**  
**Chair, Infrastructure and Environment Committee,**  
**Wellington City Council**

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<sup>2</sup> GWRC, June 2024, page 89: [Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review](#)



# DECISION REGISTER UPDATES AND UPCOMING REPORTS

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## Kōrero taunaki | Summary of considerations

### Purpose

1. This report provides an update on which previous decisions have been implemented and which are still outstanding. It also provides a list of items scheduled to be considered at the next two meetings (hui).

### Why this report is being considered

2. This report is considered at every ordinary meeting and assists in monitoring progress on previous decisions and planning for future meetings.

## Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information.

Author	Tian Daniels, Democracy Advisor
Authoriser	Hedi Mueller, Elected Member Support Team Leader Liam Hodgetts, Chief Planning Officer

## Whakarāpopoto | Executive Summary

### Decision register updates

3. A full list of decisions, with a status and staff comments, is available at all times on the Council website. Decisions where work is still in progress, or was completed since the last version of this report can be viewed at this link:  
<https://meetings.wellington.govt.nz/your-council/decision-register?CommitteeName=K%C5%8Drau+T%C5%AB%C4%81papa+%7C+Environment+and+Infrastructure+Committee%2BP%C5%ABroro+Waihanga+%7C+Infrastructure+Committee%2BP%C5%ABroro+%C4%80mua+%7C+Planning+and+Environment+Committee&Triennium=2022-2025%2B2019-2022&UpdatedSinceLastMeeting=true>
4. If members have questions about specific resolutions, the best place to ask is through the written Q&A process.
5. This body passed 15 resolutions at the last meeting:
  - 12 are complete and 3 are still in progress.
6. 108 in progress resolutions were carried forward from previous reports:
  - 8 are now complete and 100 are still in progress.

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### **Upcoming reports**

7. The following items are scheduled to go to the next two hui:

Rāpare, 08 Haratua 2025 (Thursday, 08 May 2025)

- Housing Action Plan 6-monthly Report
- Key amendment to the BID (Business Improvement District) Policy
- Dixon Street and Te Aro Park concept design and approval to consult
- City Noise and Music Venues: Advice on District Plan Changes and Other Methods
- Wellington Airport's Huetepara Proposal Review and Recommendations (PX)

Rāpare, 12 Pipiri 2025 (Thursday, 12 June 2025)

- Tranche 2 Proposed District Plan
- Car share guidelines
- CAB (Civic Administration Building) and MOB (Municipal Office Building) Redevelopment Heads of Terms (PX)

### **Takenga mai | Background**

8. The purpose of the decisions register is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. A resolution could be made to receive a full update report on an item, if desired.
9. Resolutions from relevant decision-making bodies in previous trienniums are also included.
10. Elected members can view public excluded clauses on the Council website:  
<https://meetings.wellington.govt.nz/your-council/decision-register>.
11. The upcoming reports list is subject to change on a regular basis.

### **Attachments**

Nil