



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

If calling please ask for: Democratic Services

4 May 2018

Wellington Regional Council

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

Wednesday, 9 May 2018 at 1.30pm

Membership

Cr Laidlaw (Chair)

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

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

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

Wellington Regional Council

Order Paper for the meeting of the Wellington Regional Council to be held on Wednesday, 9 May 2018 in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington at 1.30pm.

Public Business

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Please note that these minutes remain unconfirmed until the meeting of the Council on 9 May 2018.

Report 18.113

5/04/2018

File: CCAB-8-1541

Public minutes of the Council meeting held on Thursday, 5 April 2018 in the Council Chamber, Greater Wellington Regional Council, 15 Walter Street, Te Aro, Wellington at 9:30am

Present

Councillors Laidlaw (Chair), Blakeley, Donaldson, Gaylor (until 10:35am), Kedgley, Laban, Lamason, McKinnon, Ogden, Ponter, Staples, and Swain.

Public Business

1 Apologies

Moved

(Cr Laidlaw/ Cr Donaldson)

That the Council accepts the apology for absence from Councillor Brash.

The motion was **CARRIED**.

2 Declarations of conflict of interest

There were no declarations of conflict of interest.

3 Public participation

There was no public participation.

4 **Confirmation of the Public minutes, the Public Excluded minutes, and the Restricted Public Excluded minutes of 14 March 2017**

Moved (Cr Lamason/ Cr Ponter)

That the Council confirms the Public minutes, the Public Excluded minutes, and the Restricted Public Excluded minutes of 14 March 2018 - Reports 18.88, PE18.89, and RPE18.93.

The motion was **CARRIED**.

Strategy/Policy/Major Issues

5 **Update on implementation programme for the National Policy Statement for Freshwater Management**

Nigel Corry, General Manager, Environment Management, and Matthew Hickman, Manager, Environmental Policy, spoke to the report.

Report 18.97 File: CCAB-8-1515

Moved (Cr Donaldson / Cr Blakeley)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report, including the draft targets being made available to the public.*
3. *Adopts the revised Programme of time-limited stages in Attachment 1 for implementation of the National Policy Statement for Freshwater Management 2014 (amended 2017).*

The motion was **CARRIED**.

Noted: Councillors requested officers circulate the details of the fourth-order rivers in the Wellington Region.

6 **Proposed variation to the Wellington Regional Land Transport Plan 2015: State Highway LED Street Lighting Conversion**

Report 18.92 File: CCAB-8-1508

Moved (Cr Lamason/ Cr Staples)

That the Council:

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

3. *Agrees to adopt the variation to the Wellington Regional Land Transport Plan 2015 as set out in Attachment 1.*
4. *Agrees to forward the variation to the Regional Land Transport Plan 2015 to the NZ Transport Agency, requesting it be included in the National Land Transport Programme.*

The motion was **CARRIED**.

7 **Wellington Region Climate Change Working Group - Terms of Reference**

Councillor Kedgley, Chair, Environment Committee, spoke to the report.

Report 18.98

File: CCAB-8-1516

Moved

(Cr Kedgley/ Cr Blakeley)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Adopts the terms of reference for the Wellington Region Climate Change Working Group, included as Attachment 1.*

The motion was **CARRIED**.

8 **2018 Local Government New Zealand national conference and Annual General Meeting**

Report 18.94

File: CCAB-8-1512

Moved

(Cr McKinnon/ Cr Lamason)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Approves the attendance of Councillors Laidlaw, Blakeley and Brash, and Greg Campbell, Chief Executive, at the 2018 LGNZ national conference and Annual General Meeting.*
4. *Nominates Councillor Laidlaw as the Presiding Delegate for voting on behalf of the Council and the 2018 LGNZ Annual General Meeting.*
5. *Nominates Councillors Blakeley and Brash, and Greg Campbell, Chief Executive, as Alternate Delegates for voting on behalf of the Council at the 2018 LGNZ Annual General Meeting if Councillor Laidlaw is absent from the Annual General Meeting.*

The motion was **CARRIED**.

9 **Remit on climate change investment issues**

Mike Timmer, Treasurer, spoke to the report.

Report 18.103

File: CCAB-8-1528

Moved

(Cr Blakeley/ Cr Kedgley)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Adopts the remit set out in Attachment 1 for consideration at the LGNZ 2018 Annual General Meeting.*
4. *Subject to the support of five councils being received for the remit, requests officers to submit the remit to LGNZ.*

The motion was **CARRIED**.

Councillor Gaylor left the meeting at 10:35am, during discussion of item 9.

Committees/Meetings

10 **Report on the Regional Transport Committee meeting on 13 March 2018**

Councillor Donaldson, Chair, Regional Transport Committee, spoke to the report.

Report 18.101

File: CCAB-8-1525

Moved

(Cr Donaldson/ Cr Laidlaw)

That the Council:

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

The motion was **CARRIED**.

Noted: Councillor Ogden requested that his vote against the motion be recorded.

11 **Exclusion of the public**

Report 18.99

File: CCAB-8-1517

Moved

(Cr Lamason/ Cr Donaldson)

That the Council:

1. *Excludes the public from the following part of the proceedings of this meeting, namely:*
 - a. *Increase in Banking Facilities*
 - b. *Property Agreement - Belmont*

The general subject of each matter to be considered while the public is excluded, the reasons for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 (the Act) for the passing of this resolution are as follows:

<i>General subject of each matter to be considered:</i>	<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground under section 48(1) for the passing of this resolution</i>
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- | | | |
|---|---|---|
| <p>a. <i>Increase in Banking Facilities</i></p> | <p><i>The information contained in this report relates to Greater Wellington Regional Council's banking facilities and pricing. Having this part of the meeting open to the public would disadvantage the banking providers' commercial position. Greater Wellington Regional Council has not been able to identify a public interest favouring disclosure of this particular information in public proceedings part of the meeting that would override this prejudice.</i></p> | <p><i>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(i) of the Act (i.e. to enable any local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</i></p> |
| <p>b. <i>Property Agreement - Belmont</i></p> | <p><i>The information contained in this report relates to a proposed contractual arrangement on land owned by Greater Wellington Regional Council. The report outlines terms of a proposed agreement which includes details of the commercial terms. Having this part of the meeting open to the public would disadvantage Greater Wellington Regional Council's expectations as to the final terms and conditions that would be acceptable to Greater Wellington Regional Council. Greater Wellington Regional Council has not been able to identify a public interest</i></p> | <p><i>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(b)(ii) of the Act (i.e. to protect information where the making available of this information would be likely to unreasonably prejudice the commercial position of the person who supplied or is the subject of the information).</i></p> |

favouring disclosure of this particular information in public proceedings of the meeting that would override this prejudice.

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

The motion was **CARRIED**.

The public part of the meeting closed at 10:44am.

Cr C Laidlaw
(Chair)

Date:



Report 18.166
Date 30 April 2018
File CCAB-8-1564

Committee Council
Author Luke Troy, General Manager, Strategy

Action items from previous Council meetings

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

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

Recommendations

That the Committee:

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

Report prepared by:

Luke Troy
General Manager, Strategy

Attachment 1: Action items from previous Council meetings

Action points from previous Council meetings

Meeting date	Action point	Status and comment
5 April 2018	<p>Noted</p> <p><i>Councillors requested officers circulate the details of the fourth-order rivers in the Wellington Region.</i></p>	<p>Status: <i>Completed.</i></p> <p>Comments: Information on fourth order streams in the Wellington Region is included in Report 18.148 to the Environment Committee meeting of 10 May 2018.</p>



Report 2018.173
Date 1 May 2018
File CCAB-8-1568

Committee Council
Author Helen Chapman, Senior Transport Planner

Draft submission on the draft Government Policy Statement on Land Transport 2018

1. Purpose

This report seeks Council's approval for a submission being made to the Ministry of Transport on the draft Government Policy Statement on Land Transport 2018 (GPS).

2. Background

The GPS details the government's priorities and results for the land transport sector and is a requirement of the Land Transport Management Act 2003.

The GPS describes the outcomes that the government expects to achieve from its investment in land transport through the National Land Transport Fund (NLTF) over the next 10 years. It sets out how it will achieve these outcomes through investment in certain areas known as activity classes (such as State highway maintenance, road policing, local roads and public transport), how much revenue will be provided and how the revenue will be raised.

In this way, the GPS influences decisions on how the NLTF is invested by the NZ Transport Agency (NZTA). It also guides local government and the NZTA on the type of activities that should be included in Regional Land Transport Plans and the National Land Transport Programme.

A new GPS is released every three years. The next GPS will come into force on 1 July 2018 and cover the ten-year period 2018/19-2027/28 (GPS 2018).

After the change of government in late 2017, the incoming government decided to develop a new GPS 2018, which is currently being consulted on.

The new draft GPS is initiating a change in approach to the land transport system. It transforms the investment focus and sets new strategic priorities.

The four strategic priorities of the draft GPS 2018 are:

- Safety (key strategic priority) – due to concern about the rising level of death and serious injuries on New Zealand’s roads.
- Access (key strategic priority) – a land transport system that provides increased access to economic and social opportunities, enables transport choice and access, and is resilient.
- Environment (supporting strategic priority) – a land transport system that reduces the adverse effects on the climate, local environment and public health.
- Value for money (supporting strategic priority) – a land transport system that delivers the right infrastructure and services to the right level at the best cost.

Three themes have been introduced in the draft GPS to assist understanding of how to effectively deliver on these priorities. They influence how the results should be delivered to ensure the best transport solutions are achieved:

- A mode-neutral approach to transport planning and investment decisions – this encourages looking across the whole land transport system for the best solution. It includes physical infrastructure, but also e.g. better use of (transport) data or new technology.
- Incorporating technology and innovation into the design and delivery of land transport investment – technologies can support the creation of a safer, more efficient and effective transport system.
- Integrating land use and transport planning and delivery – acknowledging the significant impact that land use planning and transport planning and delivery have on each other.

Full details of the draft GPS are provided on the Ministry of Transport website: <http://www.transport.govt.nz/ourwork/keystrategiesandplans/gpsonlandtransportfunding/>.

The closing date for the consultation was on Wednesday 2 May 2018. Officers submitted a proforma submission on behalf of the Council and are now seeking approval of this submission ([Attachment 1](#)). Please note changes requested by Councillors to the draft submission are shown in blue text.

3. Comment

The submission expresses support for the intent of the Draft GPS 2018 and its application in the Wellington region. It identifies particular areas of change that RTC would like made to the GPS, or wider policies influencing transport investment. The submission covers the following areas:

- Support for the new strategic direction.
- The need for wider changes to funding policy to address constrained local share funding.
- Support for the new transitional rail activity class and increases to funding, particularly for public transport and rapid transit.

- The need to improve integration between the Land Transport Management Act 2003, Resource Management Act 1991 and the Local Government Act 2002.

4. Feedback from other forums and organisations

The Council submission has a focus on how the draft GPS 2018 will affect the work carried out by GWRC, particularly related to public transport (including rail), travel demand management and safety education.

Some of the local authorities in the Wellington region have prepared their own submissions on the draft GPS, reflecting the specific issues and concerns for their respective organisations. The Regional Transport Committee has made a submission with a focus on how the draft GPS 2018 will affect strategic region-wide transport issues as reflected in the Regional Land Transport Plan.

5. Communication

The final submission will be sent to the Ministry of Transport. No further communication is proposed.

6. The decision-making process and significance

Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties.

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

6.1 Significance of the decision

Part 6 requires Greater Wellington Regional Council to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance and engagement policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance because the decision subject of this report constitutes feedback to a consultation process, and the final decision will be made by an external party (government).

Officers do consider that a formal record outlining consideration of the decision-making process is therefore not required in this instance.

6.2 Engagement

Engagement on the matters contained in this report aligns with the level of significance assessed. In accordance with the significance and engagement policy, no engagement on the matters for decision is required.

7. Recommendations

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Approves the draft submission on the draft Government Policy Statement on Land Transport 2018 as set out in Attachment 1 to this report.*
4. *Delegates to the Chair the ability to make minor editorial amendments to the submission.*

Report prepared by:

Helen Chapman
Senior Transport Planner

Report approved by:

Harriet Shelton
Manager, Regional Transport
Planning

Report approved by:

Luke Troy
General Manager, Strategy
Planning

Attachment 1: Draft submission on the Draft Government Policy Statement on Land Transport 2018



**Greater Wellington Regional Council
submission on:
The Draft Government Policy Statement on
Land Transport 2018**

Submitted to:

GPS2018@transport.govt.nz

From:

Greater Wellington Regional Council
Shed 39, 2 Fryatt Quay
Pipitea, Wellington 6011

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Greater Wellington Regional Council

Submission on the Draft Government Policy Statement on Land Transport 2018/19 – 2027/28

Introduction

Greater Wellington Regional Council (GWRC) would like to thank the Ministry of Transport (the Ministry) for this opportunity to provide feedback on the new Draft Government Policy Statement on Land Transport 2018/19 – 2027/28 (Draft GPS). We acknowledge the efforts the Minister and Ministry have made to provide us with information as quickly as possible given the significant shifts in transport investments that are proposed.

Key points

GWRC is very supportive of the overall strategic direction of the Draft GPS. We are pleased to note that the strategic direction is well aligned with the Wellington Regional Land Transport Plan 2015 (RLTP) and to see increases in the funding available for public transport and rapid transit.

We are pleased that the government is reviewing the funding model for rail to address barriers to the provision of effective passenger networks, and the introduction of the transitional rail activity class to ensure that critical track work can occur ahead of the findings of the review.

We see the Draft GPS as a starting point for a new direction in land transport. We appreciate that many details still need to be finalised, including the results and targets in section 2.8 of the draft document. We would like to work closely with the NZ Transport Agency (NZTA) and the Ministry on associated policy changes and the second stage GPS. We regard it as crucial to align the government's expectations with our aspirations for the Wellington region.

[Table one](#) presents our key recommendations for changes to aspects of the Draft GPS or supporting policies. [Table two](#) presents recommendations in support of the Draft GPS.

Table One: Key recommendations	Supporting information on page...
1. GWRC recommends that wider funding policies, including the Funding Assistance Rate (FAR), are reviewed to address issues around constrained local share funding.	9
2. GWRC recommends that the government work with local government to review local government funding tools to ensure a sustainable long term approach to funding infrastructure, including congestion pricing, value capture and parking levies.	9
3. GWRC recommends that a 100% FAR is provided for the Transitional rail activity class.	10
4. GWRC recommends that consideration is given to changes to the Resource Management Act (RMA) to improve linkages between the	8

GPS, Regional Land Transport Plans (RLTPs), and district plans (e.g. require district plans to be consistent with the RLTP and make the integration of transport and land use planning a specific function of the councils).	
5. GWRC recommends that Ministers consider how greater alignment between Land Transport Management Act, RMA and Local Government Act processes could be achieved (e.g. changing RLTP timeframes to align better with Long Term Plans).	8
6. GWRC recommends that a clear legislative mandate for region wide spatial planning is introduced.	8
7. GWRC recommends that the GPS provides explicit recognition that public transport is one of the safest transport modes, and that modal shift from private vehicles towards public transport is also likely to contribute to safety outcomes.	5
8. GWRC recommends a stronger focus on resilience for the most critical connections in the transport network and requests assurance that key resilience projects in the Wellington region will be funded.	6
9. GWRC recommends consideration is given to how NZTA's Investment Decision Making Framework, including the Economic Evaluation Manual, could incentivise improved environmental outcomes, and other outcomes such as safety and resilience.	7
10. GWRC recommends that as part of the second stage GPS, the Ministry work closely with local government to consider introducing mode neutral activity classes that deliver key outcomes (e.g. resilience, safety).	8
11. GWRC recommends that the GPS provides explicit encouragement for joint programmes of investment across activity classes to develop integrated transport programmes that support land use outcomes (e.g. transit oriented development).	8
12. GWRC recommends that specific reference is made to the government's climate change policies, including its commitment to reduce emissions to net zero by 2050 and the Ministry for the Environment urban design protocol as government policies relevant to transport.	7
13. GWRC recommends that the Minister provide clear expectations to NZTA that barriers for regional councils accessing funding for travel behaviour change programmes to increasing walking and cycling are reduced.	11

Table Two: Recommendations in support	Supporting information on page...
14. GWRC supports the focus on safety as a key strategic priority and the development of a new road safety strategy.	5
15. GWRC supports the focus on access as a key strategic priority.	6
16. GWRC supports the focus on environment as a strategic priority.	7
17. GWRC supports the three themes in the GPS: mode neutrality, better integration with land use and incorporating technology and innovation.	8
18. GWRC supports the rebalancing of funding across the activity classes.	9
19. GWRC supports the inclusion of rail funding within the NLTP framework.	10
20. GWRC supports the increase in funding for rapid transit.	11
21. GWRC supports the inclusion of footpath maintenance in the GPS activity class.	11

New Strategic direction

GWRC fully supports the new strategic direction of the Draft GPS 2018. It is well aligned with the strategic direction of the Regional Land Transport Plan (RLTP) which has a vision 'To deliver a safe, effective and efficient land transport network that supports the region's economic prosperity in a way that is environmentally and socially sustainable'.

Greater focus on safety as a key strategic priority

GWRC welcomes the significant increase in the level of ambition for delivering a land transport system that is safe and the broadened focus to include the highest risk parts of the network, and walking and cycling safety.

We look forward to the development of a new road safety strategy as part of the second stage GPS, which will consider the introduction of Vision Zero. We note that local authorities have a significant knowledge base that should be considered when developing the strategy.

GWRC would like to see an acknowledgement in the GPS that public transport is one of the safest transport modes, and that the GPS result supporting modal shift from private vehicles towards public transport is also likely to contribute to safety and public health outcomes.

Cyclist and pedestrian safety is a high priority for the Wellington region. Within the Wellington urban area reducing conflict at intersections and improving safety for pedestrians and cyclists is crucial to encouraging uptake of active modes. GWRC runs a number of programmes to promote and improve pedestrian and cyclist safety, including Pedal Ready cycle skills training and Project Glow Wear.

Relatively small amounts of funding are required to implement these behaviour change interventions. However, funding policy changes are required to make it easier to access this funding. We provide more comment on this matter under the heading "[Funding ranges and policies](#)".

GWRC **supports** the focus on safety as a key strategic priority and the development of a new road safety strategy.

GWRC **recommends** that the GPS provides explicit recognition that public transport is one of the safest transport modes, and that modal shift from private vehicles towards public transport is also likely to contribute to safety outcomes.

Greater focus on access as a key strategic priority

GWRC welcomes the focus on enabling liveable cities and thriving regions as part of the key strategic priority of access. We are also pleased to see how the Draft GPS acknowledges the strong links between land use planning and transport (demand). We agree with the role mode shift can play in enabling better outcomes for transport and liveability.

GWRC supports the focus on increasing public transport, walking and cycling. The access strategic priority is well aligned with our RLTP short term focus areas of public transport, walking and cycling, and resilience.

We embrace the important role our transport network plays in making sure that the Wellington region is well-connected and accessible and enjoys economic and social prosperity. GWRC is working jointly with Wellington City Council (WCC) and the NZTA on Let's Get Wellington Moving (LGWM) to provide more efficient and reliable access and

enhance the liveability of the central city. We look forward to working with the government on the second stage GPS to ensure that adequate funding is available for the proposed transport programme agreed on as part of LGWM.

GWRC is supportive of the increased focus on walking and cycling, including providing critical missing links in the network. There is a need to support increased investment in developing cycleways with investment in behaviour change and education programmes. Enabling maintenance for footpaths through the National Land Transport Programme (NLTP) will remove one barrier to greater investment in pedestrian infrastructure.

GWRC supports the much stronger focus on public transport in this GPS. The Wellington region already has some of the highest levels of public transport use in New Zealand, but more investment is needed to address capacity constraints and accommodate further growth. We are about to implement significant changes across the bus network including new routes, timetables, ticketing and new buses (including some 100% electric double deckers). However, this transformation programme was largely developed on the basis of reinvesting savings from new contracts to meet existing demand. Increased funding will enable us to provide high quality services to incentivise mode shift and increase patronage growth, [with all the attendant advantages that this brings](#).

Investment over the last ten years in Wellington metro rail services, including rail track upgrades and new Matangi electric trains, has resulted in significant patronage gains, with the Hutt and Kapiti lines now experiencing capacity issues at peak times. Further growth of rail patronage has been constrained under the funding model where track investments sat outside the NLTP. This has led to a situation where the reliability and continued operation of some services is under threat [as a result of underinvestment in Crown assets](#).

GWRC acknowledges that resilience is included as an objective, but we feel this should be a strategic priority in the Draft GPS. We believe that a stronger focus on resilience for the most critical connections is needed. This is based on our experience after the 2016 earthquake and the increasing number of climate change related events that impact on transport infrastructure. The Wellington region has identified key routes with high resilience issues through the Regional Resilience programme business case; one of these is the corridor between Wellington and the Hutt Valley. The railway line along this corridor is highly vulnerable to natural hazards as was seen in the 2013 storm that saw parts of the line damaged.

GWRC **supports** the focus on access as a key strategic priority.

GWRC **recommends** that a stronger focus on resilience for the most critical connections in the transport network and requests assurance that key resilience projects in the Wellington region will be funded.

[Support inclusion of environment as a strategic priority](#)

GWRC welcomes the increased focus on the environment and the broader approach that considers transport effects on local amenity values and public health as well as reducing emissions that contribute to climate change.

Climate change is a significant concern for the Wellington region. Some of our communities are already facing the effects of increased damaging storms and coastal erosion linked to sea level rise. GWRC suggests that specific reference is made to the climate change policies and

urban design protocol as government policies relevant to transport to strengthen the focus on climate change and the environment (section 1.2 of the Draft GPS).

Currently the emphasis placed on cost benefit ratios in NZTA's Investment Decision Making Framework is a barrier to more environmentally friendly alternatives where these cost more. For example, electric buses currently cost more than equivalent diesel buses resulting in a lower cost benefit rating when these are considered as an improvement project. We request that consideration is given to how projects that help mitigate climate changes or have a lower environmental impact can be specifically encouraged, including looking at how environmental benefits are treated in the Economic Evaluation Manual. Similar issues can apply to activities that support safety and resilience outcomes.

GWRC **supports** the focus on environment as a strategic priority.

GWRC **recommends** that consideration is given to how NZTA's Investment Decision Making Framework, including the Economic Evaluation Manual, could incentivise improved environmental outcomes and other outcomes such as safety and resilience.

GWRC **recommends** that specific reference is made to the [government's climate change policies, including its commitment to reduce emissions to net zero by 2050](#) and the [Ministry for the Environment urban design protocol](#) as government policies relevant to transport.

[Support themes of mode neutrality, better integration with land use and incorporating technology and innovation](#)

GWRC supports the three themes underpinning the GPS.

The integration of land use and transport planning and delivery is a significant challenge. Currently the linkages between the Land Transport Management Act 2003 (LTMA), Resource Management Act 1991 (RMA) and Local Government Act 2002 (LGA) are poor and pose a significant barrier to greater integration. There is no explicit link between land use plans prepared under the RMA and the RLTP, with very limited tools to achieve integration. Given the significant benefits that can be achieved through a land form that results in a lower need to travel, improving integration is an urgent transport issue. We support its direct consideration in transport investment, but to fully enable integration statutory barriers need to be addressed.

Spatial planning is one tool that can be used to achieve better integration. Currently there is no clear legislative mandate for region wide spatial planning. [We regard this as a particular weakness in enabling more integrated land use and transport planning.](#)

The lack of linkages and different statutory timeframes in the LGA and LTMA can also make it challenging to prepare and agree the RLTP. Generally the RLTP has to be prepared and consulted on ahead of councils having agreed priorities and funding with their communities as part of Long Term Plans.

Multi-modal transport programmes provide opportunities for better integrating transport and land use. GWRC suggests that the GPS provides explicit encouragement for joint programmes of investment across activity classes to develop integrated transport programmes that support land use outcomes (e.g. transit oriented development).

GWRC supports a shift to a mode neutral investment system focussed on achieving the desired outcomes through the most effective means, including where this involves non-

transport interventions. We believe that the outdated ‘silo’ structure of the current activity class framework does not encourage a whole system approach or consideration of a wide range of solutions. LGWM is anticipated to deliver a multi-modal programme of activities to be delivered by GWRC, WCC and the NZTA. Some interventions may deliver against multiple activity classes.

We welcome the consideration of other policies to achieve mode neutrality, such as smarter pricing tools, to encourage users to consider the full costs imposed by their travel.

The focus on using technology and innovation to improve the delivery of transport is in line with the direction the region is moving in. GWRC is already making significant investments in better integrated ticketing, real time and business analytics tools, and better planning and information for the public. Enabling the right tools and open data means that we can work more effectively with the sector to deliver better outcomes for our customers.

GWRC **supports** the three themes in the GPS: mode neutrality, better integration with land use and incorporating technology and innovation.

GWRC **recommends** that consideration is given to changes to the RMA to improve linkages between the GPS, RLTPs, and district plans (e.g. require district plans to be consistent with the RLTP and make the integration of transport and land use planning a specific function of the councils).

GWRC **recommends** that Ministers consider how greater alignment between LTMA, RMA and LGA processes could be achieved (e.g. changing RLTP timeframes to align better with Long Term Plans).

GWRC **recommends** that a clear legislative mandate for region wide spatial planning is introduced.

GWRC **recommends** that the GPS provides explicit encouragement for joint programmes of investment across activity classes to develop integrated transport programmes that support land use outcomes (e.g. transit oriented development).

GWRC **recommends** that as part of the second stage GPS, the Ministry work closely with local government to consider introducing mode neutral activity classes that deliver key outcomes (e.g. resilience, safety).

Need for wider changes to funding policy to address constrained local share funding

GWRC welcomes the re-balancing of funding across activity classes. However, we are concerned that – in the absence of other changes to funding policy – this may not be sufficient to achieve the ambitious outcomes sought in the Draft GPS. Currently all activities other than state highways require a council contribution of around 50%. As councils’ main funding tool is rates, we are very constrained in our ability to raise additional funding. We also already experience significant pressure to minimise rates increases, while operating in an environment of increasing costs and competing priorities for funding.

GWRC recommends that changes to the Funding Assistance Rate (FAR) policy be introduced. Greater use of targeted enhanced FARs in the short term could be used to accelerate investment. We believe that more fundamental changes to FAR and/or local government funding tools are needed in the longer term. GWRC has recently completed public consultation with their communities to set their budgets for the next three years, and

will not be able to substantially change the funding available for transport in the short term. Changes to increase FARs or provide targeted enhanced FARs could enable projects to proceed that would not otherwise be able to.

Longer term a more fundamental review of local government funding tools is required¹. While some government initiatives such as the Provincial Growth Fund may be able to assist in the short term with meeting local share funding requirements, these do not provide long term certainty. The Provincial Growth Fund will only be available to the non-urban parts of our region, and relies on a separate set of criteria which are not yet publicly available. This still leaves an issue for our urban councils that are experiencing funding constraints.

The Regional Fuel Tax Bill may be a funding source in the future and additional tools such as congestion pricing, value capture and parking levies should also be considered.

GWRC **supports** the rebalancing of funding across the activity classes.

GWRC **recommends** that wider funding policies, including the FAR, are reviewed to address issues around constrained local share funding.

GWRC **recommends** that the government work with local government to review local government funding tools to ensure a sustainable long term approach to funding infrastructure, including congestion pricing, value capture and parking levies.

Activity classes and changes to funding ranges

Transitional rail activity class

GWRC strongly supports the move to shift rail into the NLTP so that decisions can be made on an equal basis with other modes. How this shift occurs is critical to the success of the Wellington regional rail network renewals, and ongoing improvements. Currently the lack of a transparent long-term funding process for the track infrastructure owned by KiwiRail is a significant impediment to improvements to the Wellington metro rail network.

We understand that the Transitional rail activity class has been designed as an interim measure to fund immediate pressures on the rail network constraining growth. Ahead of the longer term rail review GWRC and KiwiRail have jointly prepared two business cases. These are:

1. Network Track Infrastructure Catch-up Renewals - To address life-expired track infrastructure on the Wairarapa Line and other critical track infrastructure on the network.
2. Unlocking Network Capacity and Improving Resilience - To capitalise on the success of previous 'above rail' investments and upgrade the network to provide sufficient capacity to manage existing and future growth.

We understand that these business cases will now be considered for funding as part of this new activity class. We seek certainty that the activity class definitions and NZTA funding

¹ Local Government New Zealand has previously undertaken work looking at local government funding tools, <http://www.lgnz.co.nz/assets/Uploads/Our-work/Local-Government-Funding-Review.pdf>.

policies will enable these business cases to be funded. [These are of fundamental importance to the future of rail passenger transport in the region.](#)

In order for the infrastructure business cases to be funded in the 2018/19 year, certainty is needed about how the funding will be managed. The RLTP implications of adding KiwiRail activities to the programme for 2018/21 need to be clarified.

Previously, Crown funding for capital investment in Wellington and Auckland metro rail track and associated assets was provided as 100% grant funding. This acknowledged the high capital costs of most investment in rail, the catch-up nature of much of this investment and that the assets are owned by the Crown. GWRC requests that NLTP investment in rail track and associated infrastructure should be treated similarly to Crown contributions and receive a 100% FAR². Not implementing a 100% FAR will lead to further delays in the implementation of these critical projects as local share funding could be needed and has not been planned for.

GWRC welcomes the indication that inter-regional rail commuter services such as the Capital Connection service will be supported. We look forward to continuing to work closely with NZTA and Horizons Regional Council to ensure this important service can be retained.

A third business case is under development for new long-distance rolling stock, to replace GWRC's aging Wairarapa fleet and KiwiRail's Capital Connection fleet with modern Electro/Diesel Multiple (E/DMU) units. We look forward to working with the government on the second stage GPS to ensure that projects like this are able to be funded under the new policy settings.

GWRC **supports** the inclusion of rail funding within the NLTP framework.

GWRC **recommends** that a 100% FAR is provided for the Transitional rail activity class.

[Rapid transit activity class](#)

GWRC supports a much greater focus and increased investment for rapid transit. Rapid transit is a space efficient, safe and environmentally friendly way to achieve access and place making goals in major urban areas. As part of LGWM, proposals for a rapid transit solution for Wellington City are being developed to address capacity constraints on the current bus network, particularly along the 'Golden mile', and enable future growth in a way that contributes to land use outcomes and liveability.

We would like to work with NZTA as they develop the funding policies and FAR to support the new rapid transit activity class. Getting these right will be critical to ensuring funding certainty. NZTA funding policies help determine what activity class an activity will be funded from. Some services may sit at the boundary between rapid transit and high capacity, high frequency public transport. For projects early in the scoping process, where operational characteristics have yet to be determined, it may not always be clear which activity class these will fit in. What FAR is set for this activity class will also be critical in enabling projects to proceed.

² Although the NZTA has statutory responsibility for setting the FAR for activities funded from the NLTF, it does this in accord with any criteria set by the Minister (s20C, LTMA).

GWRC **supports** the increase in funding for rapid transit.

Funding ranges and policies

GWRC welcomes the increased funding for public transport, and road safety promotion and demand management.

GWRC strongly supports the inclusion of footpath maintenance in the GPS. The lack of footpath maintenance funding has in the past been a barrier to territorial local authorities improving pedestrian facilities to enable more people to walk and ensure good linkages to public transport for pedestrians.

We note that the second stage GPS will consider interventions to significantly improve the affordability of public transport, such as direction to NZTA to review of the Farebox recovery policy and investigating the possibility of a green transport card to reduce public transport fares for people on low incomes. GWRC supports this aspiration in principle and looks forward to working with the Ministry. However any change to the funding arrangements would need to be considered carefully so as to avoid any negative impacts on local government funding.

It is worth noting that regional councils already consider issues around affordability of fares through their fare reviews. GWRC has recently undertaken a review of fares which improved the consistency of concession and introduced cheaper off peak and student fares.

GWRC is strongly supportive of the explicit inclusion of demand management in the Road safety promotion and demand management activity class as well as the increase in funding for this class. Demand management programmes are essential to help promote behaviour change towards greater use of more sustainable transport modes. NZTA's funding policies have in the past been a barrier to greater investment in demand management. For example, GWRC has been unable to access funding through the Walking and cycling activity class for behaviour change and education programmes such as Pedal Ready Cycle Skills training and Moving March (a programme to encourage children to walk, cycle and scoot to school). These have previously been funded through the constrained Road maintenance and Road safety activity classes. Care needs to be given to ensure that the desired outcomes in the GPS around behaviour change and mode shift are fully enabled through NZTA's Investment Decision Making framework, including the Planning and Investment Knowledge Base which identifies what can be funded from activity classes.

GWRC requests that consideration be given to the changes required to NZTA's Investment Decision Making framework in order to address the barriers to investment in Road safety promotion and demand management programmes.

The changes in the GPS are likely to result in an increased need for planning and variations to RLTPs, at a cost to local government. Currently transport planning, including RLTPs, is funded from the Investment management activity class. We suggest consideration of an increased funding range for this activity class.

GWRC **supports** the inclusion of footpath maintenance in the GPS activity class.

GWRC **recommends** that the Minister provide clear expectations to NZTA that barriers for regional councils accessing funding for travel behaviour change programmes to increasing walking and cycling are reduced.

Thank you once again for the opportunity for GWRC to provide feedback on the Draft GPS 2018. Note that the GWRC and the other councils in the region are working in partnership with the government to develop a Regional Investment Plan that will include major transport projects that will contribute to the GPS outcomes. Please do not hesitate to contact us to discuss any of the points raised.

Cr Chris Laidlaw
Chair, Greater Wellington Regional Council

Date:

DRAFT



Report 18.156
Date 24 April 2018
File CCAB-8-1560

Committee Council
Author Patrick Farrell, Transport Planner

Proposed variation to the Wellington Regional Land Transport Plan 2015: Tawa Street Level Crossing Automatic Gates and new pedestrian surface treatments

1. Purpose

To seek Council's approval for the proposed variation of the Wellington Regional Land Transport Plan 2015 described in this report.

2. Consideration by Committee

The matters raised in this report were considered by the Regional Transport Committee (RTC) at its meeting on 24 April 2018 (Report 18.131 refers). The recommendations contained in this report have been endorsed by the RTC, for the Council's consideration and decision.

3. Background

3.1 The Regional Land Transport Programme

The current Regional Land Transport Plan 2015 (RLTP) was prepared by the RTC, and subsequently approved by Council in April 2015.

The RLTP contains all the land transport activities proposed to be undertaken throughout the Region over six financial years, and the regional priority of significant activities (costing >\$5m).

The activities in the RLTP are submitted by the NZ Transport Agency (NZTA) and 'Approved Organisations' (including the eight territorial authorities and GWRC).

4. Process for considering a variation

The Land Transport Management Act 2003 (the Act)¹ includes provision for changes to some types of activities without the need for a variation to the RLTP. However, this provision does not apply to the activity that is the subject of this report.

¹ As amended by the Land Transport Management Amendment Act 2013.

Section 18D of the Act states that if a good reason exists to do so, the RTC may prepare a variation to its RLTP during the six years to which it applies. This can be at the request of an Approved Organisation, or the NZTA, or on the RTC's own motion.

Once the RTC has considered and endorsed the variation, it is then forwarded to Council for approval. As is the case with the programme itself, Council must either accept the recommendation, or it can refer the variation back to the RTC once, with a request that it be reconsidered.

5. Proposed variation

The details of the proposed variation to be considered by Council at this meeting are set out in the table below:

Name of activity: Tawa Street Level Crossing Automatic Gates and new pedestrian surface treatments

Request by: Wellington City Council (on behalf of KiwiRail)

Description of variation: To add a new, previously unidentified, activity to the six year programme

Reason for the variation: This project is required in the urgent interests of public safety. The improvements are designed to mitigate pedestrian safety risk at this location. ALCAM (Australian Level Crossing Assessment Model)² rates this crossing as high risk. Near miss occurrences are common at this crossing and train drivers rate it as the riskiest on the North Island Main Trunk rail line in the Wellington region.

NZTA funding has only recently become available from the National Land Transport Fund for local road level crossing improvements. This funding was not available at the time the six year programme was being written. In order for level crossing improvements to obtain NZTA funding, the local council is required to submit a variation to the RLTP because KiwiRail is not authorised to request National Land Transport Fund contributions directly.

Details of the subject activity: Tawa Street level crossing is being upgraded with automatic gates at all four pedestrian crossing locations. The gates close automatically when a train is approaching which prevents pedestrians from crossing the tracks. New track surfacing for pedestrians is also being installed.

Estimated total cost: The total cost of the project is \$905,000.

Proposed timing and cash-flow: The subject activity is expected to commence in May 2018 and be completed by June 2018.

Funding sources: The project will be fully nationally funded by NZTA and will not affect any other projects in the current National Land Transport Programme.

² ALCAM is the tool KiwiRail uses to prioritise crossing risk.

Full details of the proposed variation for inclusion in Figure 50 of the RLTP 2015 are set out in **Attachment 1** to this report.

6. Determination of Significance

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

A record of the key factors considered by the RTC in making that determination of significance is provided in the tables below:

1) Key considerations in determining significance – Would the proposed variation:		
<ul style="list-style-type: none"> Materially change the balance of strategic investment? 	No	The proposed cost variation of \$905,000 associated with this activity is not considered to materially change the overall balance of strategic investment in the context of the \$1.3 billion programme cost.
<ul style="list-style-type: none"> Negatively impact on the contribution to Government or GPS objectives and priorities? 	No	The proposed variation relates to a project that will make a positive contribution towards the Government Policy Statement objectives through the construction of improvements that will have a significant contribution to road safety and efficiency.
<ul style="list-style-type: none"> Affect residents? (moderate impact on large number of residents or major impact on a small number of residents considered to be of more significance than those of minor impact) 	No	The variation would have a relatively minor impact on a small number of residents close to the project boundaries. No properties are directly affected by the proposed activity.
<ul style="list-style-type: none"> Affect the integrity of the RLTP, including its overall affordability? 	No	The proposed variation is not expected to affect the integrity of the RLTP or its overall affordability.

2) Several types of variations are considered to be generally not significant in their own right. Is the proposed variation:	
<ul style="list-style-type: none"> An activity in the urgent interests of public safety? 	Yes
<ul style="list-style-type: none"> A small scope change costing less than 10% of estimated total cost, or less than \$20M 	No
<ul style="list-style-type: none"> Replacement of a project within a group of generic projects by another project? 	No
<ul style="list-style-type: none"> A change of the duration or priority of an activity in the programme which does not substantially alter the balance of the magnitude and timing of activities in the programme? 	No
<ul style="list-style-type: none"> The addition of an activity previously consulted on in accordance with sections 18 and 18A of the Act and which comply with section 20 of the Act? 	No
<p><i>Note: A variation that is assessed as meeting any one of these criteria will generally not be considered significant, however the key considerations in the first table should still be assessed.</i></p>	

3) Other considerations –	
<ul style="list-style-type: none"> What are the likely impacts time delays or cost on public safety, economic social, environmental wellbeing as a consequence of undertaking consultation? 	Delays at this stage will delay the implementation of the project and the associated safety and efficiency benefits.
<ul style="list-style-type: none"> What are the relative costs and benefits of consultation? 	Due to the minor impact of the project, and the consequences of delays to the project, the associated costs are considered to significantly outweigh the benefits of public consultation on the variation.
<ul style="list-style-type: none"> To what extent has consultation with the community or relevant stakeholders been undertaken already? 	The Tawa Community Board is aware of this project and has provided their full support.

Conclusion: The variation is therefore **not** considered to be significant for the purpose of requiring consultation.

7. Next Steps

Once the variation has been approved by Council, the variation is then forwarded to the NZTA for consideration, for inclusion in the National Land Transport Programme (NLTP) for funding.

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

8. Consideration of Climate Change

The matter requiring decision in this report has been considered by officers in accordance with the process set out in the GWRC Climate Change Consideration Guide.

8.1 Mitigation assessment

Mitigation assessments are concerned with the effect of the matter on the climate (i.e. the greenhouse gas emissions generated or removed from the atmosphere as a consequence of the matter) and the actions taken to reduce, neutralise or enhance that effect.

Officers have considered the effect of the matter on the climate. As this is a procedural matter, officers recommend that the matter will have no effect.

Officers note that the project, once operational, is expected to reduce emissions through encouraging safer walking and rail operations.

8.2 Adaptation assessment

Adaptation assessments relate to the impacts of climate change (e.g. sea level rise or an increase in extreme weather events), and the actions taken to address or avoid those impacts.

Officers recommend that climate change impacts have no direct relevance to the matters addressed by this paper.

9. The decision-making process and significance

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002.

9.1 Significance of the decision

The matter for decision in this report has been assessed to be of low significance.

The decision-making process is subject to the legislative requirements of the Land Transport Management Act 2003.

Sections 18D and 18B of the Land Transport Management Act 2003 sets out the process to be followed for variations to regional land transport plans. Variations may be prepared by regional transport committees. The Council is required to approve any proposed variations. If the Council does not wish to approve proposed variations, it must refer the proposed variation back to the RTC.

9.2 Engagement

Engagement on this matter is not considered necessary.

10. Recommendations

That the Committee:

1. **Receives** the report.
2. **Notes** the content of the report.
3. **Approves** the variation to the Wellington Regional Land Transport Plan 2015 as set out in **Attachment 1**.
4. **Agrees** to forward the variation to the Regional Land Transport Plan 2015 to the NZ Transport Agency, requesting it be included in the National Land Transport Programme.

Report prepared by:

Patrick Farrell
Transport Planner

Report approved by:

Harriet Shelton
Manager, Regional Transport
Planning

Report approved by:

Luke Troy
General Manager,
Strategy

Attachment 1: Proposed variation to the Wellington RLTP 2015

Proposed variation to RLTP 2015

Organisation: Wellington City Council (on behalf of KiwiRail)														
Activity Name	Stage	Expected start year	Duration (months)	Cost (\$m) 2015/16	Cost (\$m) 2016/17	Cost (\$m) 2017/18	Cost (\$m) 2018/19	Cost (\$m) 2019/20	Cost (\$m) 2020/21	6 year cost (\$m)	10 year projected cost (\$m)	Delivery against strategic objectives	Assessment Profile ***	Funding Source
Tawa St Automatic Gates	Construction	2018	4	0	0	0.905	0	0	0	0.905	0	2,4,6,7	H,H,M	NZTA 100%
Significant activity?		No	If Yes, what is the recommended priority ranking: n/a											

Key:

Strategic Objectives that projects are assessed against in terms of project primary delivery goals	<p>* Estimated year 6 construction and property cost</p> <p>** Estimated year 10 construction and property cost</p> <p>*** Three letter assessment profile based on NZTA requirements. Strategic Fit, Effectiveness and Economic Efficiency.</p>
1 = A high quality, reliable public transport network	<p>Significant activity definition = Any large new improvement projects that have a total cost greater than \$5million.</p>
2 = A reliable and effective strategic road network	
3 = An effective network for the movement of freight	
4 = A safe system for all users of the regional transport network	
5 = An increasingly resilient transport network	
6 = A well planned, connected and integrated transport network	
7 = An attractive and safe walking and cycling network	
8 = An efficient and optimised transport system that minimises the impact on the environment	



Report	2018.81
Date	1 May 2018
File	CCAB-8-1566
Committee	Council
Author	David Querido, Manager, Health & Safety

Health and Safety update

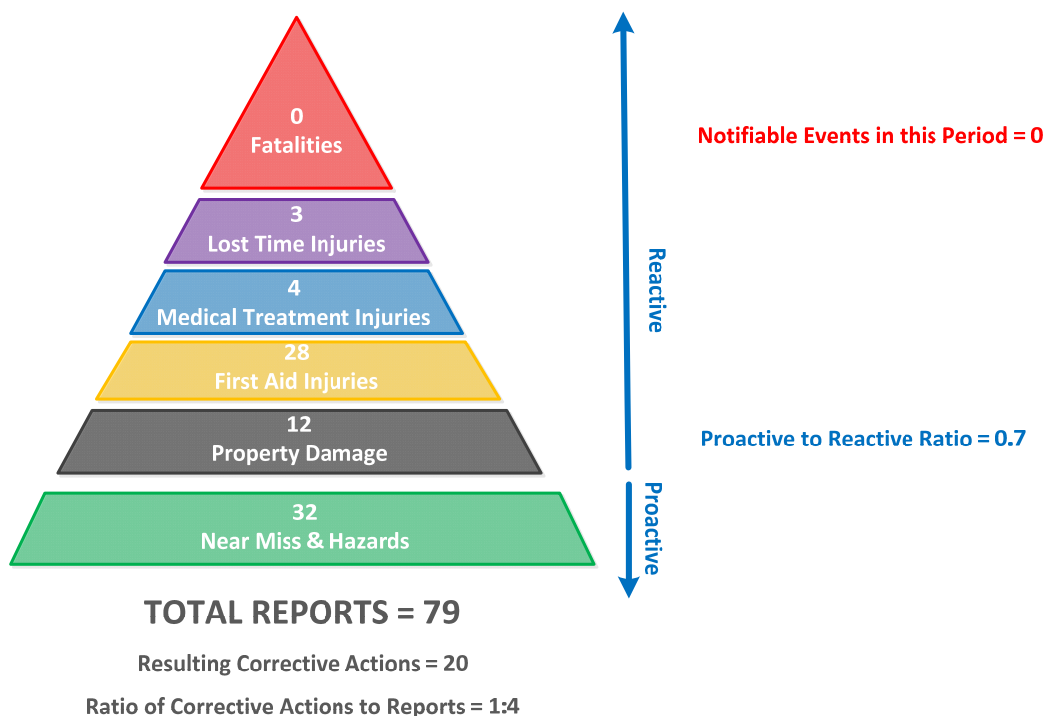
1. Purpose

To inform Council on the health and safety performance of the organisation, extreme and high risk events and associated activities in the health and safety space.

The report also provides an update on the Health, Safety and Risk Culture Report undertaken by Wilson Consulting Group and the way forward on implementing their recommendations.

2. Understanding our health and safety risks

During the period from 1 March to 30 April 2018, a total of 44 health and safety related events were recorded in KESAW (Keeping Everyone Safe at Work). 39 of these directly related to activities of our staff and a further five related to reported events involving our response to events triggered by members of the public (e.g. Members of the public camping or using the parks for recreational activities). The following diagram is a breakdown of the 39 events that directly involved staff, by outcome.



3. Extreme and High Risk Events, including Lost Time Injuries

While there were no LTI reported in this period, two events in the previously report period (December 2017 to February 2018) were reclassified as lost time injuries as these required staff to take time off work due to the injuries sustained. Details of these injuries are provided below in section 3.1 Sprained ankle and 3.2 Gradual process injury.

With the LTI count for February 2018 being 3, our lost time injury frequency rate (LTIFR), a calculation based on the number of hours worked and the number of LTI sustained, has raised from 0.61 to 0.98, surpassing the 0.90 LTIFR performance target set for GW. LTIFR is expected to drop below the 0.9 LTIFR by the end of Q4 but is dependent on no further lost time injuries and Safety Leadership training planned for staff.

A significant near miss involving a GW and third party truck was reported. GW was not at fault and no injuries were sustained. It was encouraging to note that past lessons regarding securing of loads had been implemented to good measure. Details of this event are provided in section 3.3 Motor vehicle accident.

3.1 Sprained ankle from jumping down a bank at a river worksite

A Land Management staff member working at a rail iron driving site beside a river sprained his ankle after jumping down an approximately 1 metre bank landing on uneven surface. This resulted in a lost time injury. Injured person (IP) is now back at work on full duties. Land Management have made changes

to their management of temporary worksite like this including either cutting steps into banks or securing a short ladder to them to provide a safe means of access between different levels of these worksites.

3.2 Gradual process injury from repetitive manual tasks

A Parks' staff member has been diagnosed with a "Work Related Gradual Process Injury" associated with severe elbow pain.

A "Gradual Process Injury" is one that is not caused from a single accident event; rather it recognises that it is repeated exposure to the same manual task or action over a period of time that leads to the injury being suffered.

The injured person (IP) had been doing longer periods of Parks seasonal track maintenance using various items of equipment for extended periods.

The IP is back at work, following several days off. They are receiving on-going treatment from a physiotherapist. A conscious effort is also be made across this team to make sure all team members are being rotated through the various manual tasks they routinely perform so that no one is doing to same task and therefore physical action for an extended period of time.

Review of equipment ergonomic design features are being taken into account for future equipment purchases. Safety Leadership training has been secured starting in July 2018 which will equip staff with the tools to undertake risk assessments as well as support a culture of safety reporting and conversations. A review of manual handling training as a core training is underway.

3.3 Motor vehicle accident on SH58 Haywards Hill

A Biosecurity staff member returning in their work ute to the Upper Hutt depot was side swiped by a light truck that had lost control in the opposite direction coming up Haywards Hill on SH58. The other vehicle struck the centre wire rope centre barrier. This prevented it crossing directly into the path of our staff member's vehicle. Our staff swerved to avoid the on-coming vehicle but was still side swiped, breaking the wing mirror and driver door window as well as damaging the side of his flat deck tray.

Our staff member managed to maintain control of his vehicle and pull safely to the side of the road. He was not injured and was assisted by other members of the public until the police arrived.

A positive from this accident was following the lessons from last year's motor vehicle review that focused on ensuring all loads on vehicle are well secured, the bundle of waratah fence stakes were and remained secured to the ute's tray throughout the accident and so were not able to become a secondary source of potential harm and damage.

3.4 Transdev reported a staff member operating inside a rail corridor without adequate protection

A notification was received from Transdev that a Train Driver had reported that they had spoken to a GWRC staff member walking alongside the railway tracks.

This has been confirmed to be a Flood Protection staff member and is currently under investigation.

4. Recognising good safety behaviour and practise

Two staff (both from Parks) were recognised by the H&S Team for their 'above and beyond' safety effort for the period.

One related to the staff member demonstrating a very good understanding of the risks associated with hazardous substances management and being proactive to ensure compliance and best practise. GW Way value demonstrated is *kia ihuoneone 'own it'*.

The other relates to a member of the public reporting a wasp attack on a Sunday afternoon which prompted the staff member to immediately respond and engage a contractor to eradicate the nest. Good demonstration of rapid response, managing dynamic risk and excellent principal/contractor relationships. GW Way values demonstrated are *whanaungatanga 'for people by people'* and *kia ihuoneone 'own it'*.

5. Health, Safety and Risk Culture Report

The Safety Summit that is the first key action coming from the Wilson Review is scheduled for the 16 May 2018. Approximately 20 staff representatives from across the organisation, in both field areas and management levels, are participating in this one day workshop. The workshop will be facilitated by Wilson Consulting and will establish GWRC's H&S vision and Golden Rules for Safety and the next stage of H&S Roadmap activity to be built on.

Also a small group of staff, including several members of the H&S Team, have been identified as a pilot group to participate in a 2-day public Safety Leadership course like that is planned to be rolled out to all GWRC staff.

6. Communication

No external communication is proposed as an outcome of the consideration of this report.

7. Consideration of climate change

The matters addressed in this report have been considered by officers in accordance with the process set out in the GWRC Climate Change Consideration Guide.

7.1 Mitigation assessment

Mitigation assessments are concerned with the effect of the matter on the climate (i.e. the greenhouse gas emissions generated or removed from the atmosphere as a consequence of the matter) and the actions taken to reduce, neutralise or enhance that effect.

Officers have considered the effect of the matters on the climate. Officers consider that the matters will have no effect.

Officers note that the matter does not affect the Council's interests in the Emissions Trading Scheme (ETS) and/or the Permanent Forest Sink Initiative (PFSI).

7.2 Adaptation assessment

Adaptation assessments relate to the impacts of climate change (e.g. sea level rise or an increase in extreme weather events), and the actions taken to address or avoid those impacts.

Officers have considered the impacts of climate change in relation to the matters. Officers recommend that climate change has no bearing on the matters.

8. The decision-making process and significance

Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties.

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

8.1 Significance of the decision

Part 6 requires Greater Wellington Regional Council to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance and engagement policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

8.2 Engagement

Engagement on this matter is unnecessary.

9. Recommendations

That the Council:

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Endorses the health and safety approach outlined in this report.*

Report prepared by:

David Querido
Manager,
Health & Safety

Report approved by:

Lucy Matheson
General Manager,
People & Customer



Report 2018.164
Date 24 April 2018
File CCAB-8-1567

Committee Council
Author Luke Troy, General Manager, Strategy

Report on the Regional Transport Committee meeting, 24 April 2018

1. Purpose

To inform the Council of the Regional Transport Committee (the Committee) meeting of 24 April 2018

2. Public participation

There was no public participation in this section of the meeting. Submissions on the Regional Land Transport Plan 2015 mid-term review were heard under item 6 on the agenda.

3. Reports

3.1 Action items from previous Regional Transport Committee meetings

Meeting with Horizons Regional Council – ongoing conversations are taking place regarding the Capital Connection. Officers have been in contact regarding strategic transport planning including Regional Land Transport Plans and both councils are happy with the direction this is taking and no further meetings are planned at this stage.

4. Regional Land Transport Plan 2015 mid-term review submissions and draft update document Report 18.128

Anke Kole, Transport Advisor, spoke to the report. Submissions were made on behalf of the following organisations;

Time	Submission number	Name and organisation
10:10-10:15	25	Mike Brown, Wellington International Airport Ltd
10:16-10:25	55	Mike Mellor, Living Streets Aotearoa
10:26-10:35	46	David Tripp, Hutt Cycle Network

10:36-10:41	30	Ron Beernink, Cycle Aware Wellington
10:42-10:48	35	Russell Tregonning, congestion Free Wellington
10:49-10:58	52	Laura Somerset, Wellington City Youth Council
10:58-11:06	47	Dr Marion Leighton, Doctors for Active Safe Transport

5. **Ministry of Transport on the Draft Government Policy Statement on Land Transport**

David Eyre, Principal Analyst, Ministry of Transport, updated the committee on the progress of the Government Policy Statement on Land Transport for 2018 (GPS) and advised the final GPS will be released at the end of June but there will be a second stage GPS released later on covering topics such as the Climate Change Commission and the review of rail.

6. **RTC Submission on the Draft Government Policy Statement on Land Transport 2018 report 18.136**

Helen Chapman, Senior Transport Planner spoke to the report. She outlined the support in strategic direction and some key barriers to implementation which are the statutory process itself and the NZTA decision making barriers.

7. **NZTA projects update (including update on the draft Investment Assessment Framework and draft State Highway Investment Proposal)**

Emma Speight, Regional Relationships Lower North Island Director, NZTA gave an oral report to the Committee on NZTA projects, including an update on the Investment Assessment Framework which is under consultation until 18 May. A submission to NZTA will be happening at officer level.

8. **Other central government development update (Regional Fuel Tax, Kiwirail)**

Helen Chapman, Senior Transport Planer, gave an oral report to the Committee she outlined two recent items of relevance, the Regional Fuel Tax Bill is currently at the Select Committee stage, this bill would allow from 2021 Regions outside Auckland to impose a fuel tax. GWRC submitted in support of this Bill but asked if it would be possible to exclude part of a region and queried how the mechanism of inter-regional contributions could work. Also KiwiRail is to become an approved public organization, allowing them to apply for funding under the RLTP, and this is supported.

9. **The decision-making process and significance**

No decision is being sought in this report.

9.1 **Engagement**

Engagement on this matter is unnecessary.

10. **Recommendations**

That the Council:

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

Report prepared by:

Luke Troy
General Manager, Strategy

Report approved by:

Barbara Donaldson
Chair, Regional Transport
Committee



Report 18.174
Date 2 May 2018
File CCAB-8-1569

Committee Council
Author Luke Troy, General Manager, Strategy

Report on the Wellington Regional Strategy Committee meeting of 24 April 2018

1. Purpose

To inform Council of the Wellington Regional Strategy Committee meeting of 24 April 2018.

2. Reports

2.1 WREDA Half Year Report 2017/18

Peter Biggs, Chair, David Perks, General Manager Venues and Project Development, David Jones, General Manager Business Growth and Innovation, and Lance Walker, Chief Executive, Wellington Regional Economic Development Agency (WREDA) gave a presentation to the Committee, with highlights from Q2 and Q3, including information on a 20% increase in film permits, and advice of successful pop-up business schools which were held in Porirua and Upper Hutt.

The Committee was advised that WREDA's Business Events Wellington team are on track to deliver double the number of bids for international conferences compared with last year.

2.2 WREDA Draft Statement of Intent 2018-21

Lance Walker, Chief Executive, WREDA, gave a presentation to the Committee on the goals of the draft statement of intent, to drive vibrancy and build a story for the Region. Lance Walker acknowledged that it is WREDA's responsibility to facilitate the connections, and advised the Committee that WREDA is looking to leverage Creative HQ, as a 100%-owned subsidiary of the agency.

The Committee recognised that climate change was not addressed as a risk in the draft Statement of Intent, and it was agreed that this would be taken back to WREDA for consideration.

2.3 Indoor Arena update

David Perks, General Manager Venues and Project Development, WREDA, gave a presentation to the Committee, summarising the findings from the Gemba Report, the options for venue management and operating model, and provided a comparison between events held at Spark Arena and TSB Arena.

David Perks advised the Committee on the current work in progress, which is evaluating sites and developing a strategic case.

A motion was moved Mayor Guppy and seconded by Mayor Lester that the Committee agrees to reaffirm the Region's in-principle support for a Wellington Indoor Arena, subject to evidence-based data on the following aspects:

1. Strategic business case
2. Location
3. Financial and market feasibility.

2.4 Wellington Regional Investment Plan

Luke Troy, General Manager, Strategy, introduced Geoff Henley, Partner, Henley Hutchings, to the Committee.

Geoff Henley gave a presentation to the Committee regarding the Wellington Regional Investment Plan, the story of the Plan, and the direction that the Plan is heading, including pulling the regional priorities and the local priorities together to create the basis for growth. It was confirmed that the Plan is collectively owned.

3. Consideration of climate change

The matters addressed in this report are of a procedural nature, and there is no need to conduct a climate change assessment.

4. The decision-making process and significance

No decision is being sought in this report.

4.1 Engagement

Engagement on this matter is unnecessary.

5. Recommendations

That the Council:

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

Report prepared by:

Luke Troy
General Manager, Strategy

Report approved by:

Cr Roger Blakeley
Deputy Chair, Wellington
Regional Strategy Committee

Exclusion of the public

Report 18.176

That the Council:

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

- 1. Confirmation of the Public Excluded minutes of 5 April 2018*
- 2. Integrated fares – National Ticketing Solution*
- 3. Request for a remission of rates*
- 4. Ara Tahi appointments to the Wellington Region Climate Change Working Group*
- 5. Appointment of a non-councillor member to the Sustainable Transport Committee*

The general subject of each matter to be considered while the public is excluded, the reasons for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 (the Act) for the passing of this resolution are as follows:

<i>General subject of each matter to be considered:</i>	<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground under section 48(1) for the passing of this resolution</i>
<i>1. Confirmation of the Public Excluded minutes of 5 April 2018.</i>	<i>The information in these Minutes relates to an Increase in Banking Facilities and a property agreement for Belmont. GWRC has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override this prejudice.</i>	<i>That the public conduct of the whole or the relevant part of the proceedings would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(i) of the Act (i.e. enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</i>
<i>2. Integrated Fares National Ticketing Solution</i>	<i>The information contained in this report relates to ticketing procurement matters, some of which are likely to have commercial implications for suppliers, Greater Wellington Regional Council and other local government bodies. Release of this information would likely prejudice a proposed competitive procurement process by exposing</i>	<i>That the public conduct of the whole or the relevant part of the proceedings would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(b)(ii) of the Act (i.e. to protect information where the making available of that information would be likely unreasonably to prejudice the commercial position of the person</i>

- proposed commercial terms. Greater Wellington Regional Council has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override this prejudice.*
- who supplied or is the subject of the information).*
3. Request for remission of rates
- a The information contained in this report relates to an application for a rates remission. Release of this information would prejudice the applicant's privacy by disclosing the fact that they are requesting a rates remission for their property. GWRC has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the privacy of the individual concerned.
- That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under sections 7(2)(a) of the Act (i.e to protect the privacy of natural persons).
4. Ara Tahī appointments to the Wellington Region Climate Change Working Group
- The information contained in this report relates to the proposed appointment of Ara Tahī appointees to the Wellington Region Climate Change Working Group. Release of this information would prejudice the proposed appointees' privacy by disclosing the fact that they are being considered, and have expressed interest in becoming a member of the Working Group. GWRC has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the privacy of the individual concerned.
- That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under sections 7(2)(a) of the Act (i.e to protect the privacy of natural persons).
5. Appointment of a non-councillor member to the Sustainable
- The information contained in this report relates to the proposed appointment of a non-councillor member to the Sustainable
- That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure

*Transport
Committee*

Transport Committee. Release of this information would prejudice the proposed appointee's privacy by disclosing the fact that they are being considered, and have expressed interest in becoming a trustee of the Trust. GWRC has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the privacy of the individual concerned.

of information for which good reason for withholding would exist under sections 7(2)(a) of the Act (i.e to protect the privacy of natural persons).