

If calling, please ask for Democratic Services

Wairarapa Committee

Tuesday 07 December 2021, 10.00am

Rangatahi Hub, Carterton Events Centre, Holloway Street, Carterton

Members

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

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

Wairarapa Committee

Tuesday 7 December, 10.00am

Rangatahi Hub, Carterton Events Centre, Holloway Street, Carterton

Public Business

No.	Item	Report	Page
1.	Apologies		
2.	Conflict of interest declarations		
3.	Public participation		
4.	Confirmation of the Public minutes of the Wairarapa committee meeting on 21 September 2021	21.442	3
5.	Update on Progress of Action Items from Previous Wairarapa Committee Meetings December 2021	21.559	5
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Please note these minutes remain unconfirmed until the Wairarapa Committee meeting on 7 December 2021.

Report 21.442

Public minutes of the Wairarapa Committee meeting on 21 September 2021

All members participating remotely via Microsoft Teams at 10:01am.

Members Present

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

All members participated at this meeting remotely, via Microsoft Teams, and counted for the purpose of quorum, as per clause 25B of Schedule 7 to the Local Government Act 2002.

Public Business

1 Apologies

There were no apologies.

2 Declarations of conflicts of interest

There were no declarations of conflict of interest.

3 Public participation

There was no public participation.

4 Confirmation of the Public minutes of the Wairarapa Committee meeting on 30 March 2021

Moved: Mayor Beijen / Mayor Lang

That the Committee confirms the Public minutes of the Wairarapa Committee meeting on 30 March 2021 – Report 21.138

The motion was **carried**.

5 Update on Progress of Action Items from previous Wairarapa Committee Meeting – March 2021 – Report 21.278 [For Information]

Wayne O’Donnell, General Manager, Catchment Management, spoke to the report.

6 Wairarapa Flood Protection update report - Report 21.387 [For Information]

Graeme Campbell, Manager, Flood Protection, spoke to the report.

7 Wairarapa Water Water Consenting Pathways – Report 21.429 [For Information]

Al Cross, General Manager, Environment Management, and Nigel Corry, Chief Executive both spoke to the report.

8 Public Transport – Update – Report 21.417 [For Information]

Scott Gallacher, General Manager, Metlink, spoke to the report and tabled a presentation.

The meeting closed at 10.50am.

Councillor Staples
Chair

Date:

For Information

**UPDATE ON PROGRESS OF ACTION ITEMS FROM PREVIOUS WAIRARAPA
COMMITTEE MEETINGS DECEMBER 2021**

Te take mō te pūrongo

Purpose

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

Te horopaki

Context

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

Ngā hua ahumoni

Financial implications

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

Ngā tūāoma e whai ake nei

Next steps

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

Ngā āpitihanga
Attachment

Number	Title
1	Action items from previous Wairarapa Committee meetings December 2021

Ngā kaiwaitohu
Signatory

Approvers	Wayne O'Donnell – General Manager, Catchment Management Group Scott Gallacher – Kaiwhakahaere Matua Waka/General Manager, Metlink
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**He whakarāpopoto i ngā huritaonga
Summary of considerations**

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

The action items are of an administrative nature and support the functioning of the Committee.

Implications for Māori

There are no direct implications for Māori arising from this report.

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

Action items contribute to Council's or Greater Wellington's related strategies, policies and plans to the extent identified in **Attachment 1**.

Internal consultation

There was no additional internal consultation in preparing this report and updating the action items.

Risks and impacts - legal / health and safety etc.

There are no known risks or impacts.

Action items from previous Wairarapa Committee meetings December 2021

Meeting date	Action	Status and comment
1 December 2020	<p>Wairarapa Flood Protection update report - Report 20.462</p> <p>Resolution:</p> <p>That a working group be convened to work with the aggregate industry to identify future long-term sites for gravel extraction and report back to the next Wairarapa Committee meeting.</p>	<p>Status: Under action.</p> <p>Comment:</p> <p>Industry meetings have not been had due to various delays but will be planned for the beginning of 2022.</p>
30 March 2021	<p>Mayors of Territorial Authorities involved in the Gravel Industry Working Group:</p> <p>To be provided with the dates and agendas of future meetings</p>	<p>Status: Ongoing</p> <p>Comment:</p> <p>Officers are working closely with gravel industry and requirements are currently being met within River Management Plans.</p>
30 March 2021	<p>Patronage Numbers on Wairarapa Line trains:</p> <p>Provide more accurate details of patronage numbers on a daily basis and in particular for Mondays and Fridays</p>	<p>Status: Under Action</p> <p>Comment:</p> <p>Officers are in the process of updating this data and strengthening the insights.</p>

For Information

WAIRARAPA FLOOD PROTECTION UPDATE REPORT

1. To update the Wairarapa Committee (the Committee) on:
 - i gravel industry interaction;
 - ii implementation progress for the Te Kāuru Upper Ruamāhanga Floodplain Management Plan (TKURFMP); including progress of both the Ministry for Environment (MfE) and Crown Infrastructure Partners (CIP (now known as Kānoa - Regional Economic Development & Investment Unit (Kānoa - REDIU)) Government funded projects.
 - iii the ongoing operational maintenance of the Wairarapa River Schemes;
 - iv the progress of investigations projects; Waipoua Urban Catchment Plan, Waiohine River Plan, and Mangatāre River Plan, flood hazard mapping and regional initiatives;

Te tāhū kōrero

Background

2. Please refer to the Wairarapa Flood Protection Update Report from 21 September 2021, number 21.387, for previous work progress.

Te tātaritanga

Analysis

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

Gravel

4. Masterton District Council and Carterton District Council are arranging a meeting with the extractors, which Greater Wellington will also attend, about the process for developing a land based extraction site. The proposed meeting was delayed due to the August 2021 COVID-19 lockdown.

Te Kāuru Upper Ruamāhanga Floodplain Management Plan - Implementation

5. The Upper Ruamāhanga River Management Advisory Committee (URRMAC) held a Teams workshop on 13 September 2021 which covered the following topics via a presentation:
 - i allowing the river more room
 - ii funding for TKURFMP implementation.

6. The presentation given to the URRMAC outlined what giving the river more room means and that it is not isolated to Te Kāuru and is in fact a national issue. Nationally we are recognising that we need to start working with the rivers, giving them space to move and allow channel adjustments to prevent disaster. Also, given the changes in key legislation and regulation such as the Resource Management Act (RMA), National Policy Statement and National Environmental Standard, to name a few, there is a need to start listening to the rivers.
7. Examples of recent erosion events were shown to the URRMAC committee, with photographs and explanations as to why decisions to intervene or not to intervene were made.
8. The funding section of the presentation covered the confirmation that the proposed funding change within the TKURFMP will form part of the Revenue and Financing Policy review for this Annual Plan. It covered specifically why the change is needed and what work requires completion leading up to public consultation in March 2022.
9. The URRMAC was asked to forward any feedback after the presentation, due to time constraints. Feedback was received and collated, Officer comments were added and then sent back out to URRMAC on 20 October 2021. The feedback covered subjects such as: land parcel identification, design lines, landowner conversations, governance structure, land purchase and scheme reserves.
10. During October 2021 advertising (social media and newspaper) commenced to obtain a Waipoua Urban member for URRMAC, as this position remains empty. The closing date for nominations is 10 December 2021. To date we have not received any nominations, however, we have three enquiries.
11. A further meeting/workshop is scheduled for 14 December 2021. This workshop will cover:
 - a Further discussions on the feedback received
 - b Waipoua Urban member nominations
 - c Te Kāuru catchment boundary – criteria setting for land parcels partially within the catchment.

Current status of MfE Project

12. Planting completed for winter 2021.
13. Nursery supply for winter 2022 - planting almost finalised
14. Contractors are in the process of being secured/finalised for the new 2022 planting sites. Their activities will include vegetation clearance, pest animal and plant control, planting and 3-5 years site maintenance.
15. Spring audits on planting success rates will start mid- December 2021
16. Site maintenance activities for this years' plantings will start in 1-2 weeks or the beginning of December 2021, depending on weather.

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

17. Regular hui are taking place between Greater Wellington and iwi partners: Ngāti Kahungunu ki Wairarapa and Rangitāne o Wairarapa. Partners are involved in co-design of tree planting, signage, storyboards, memorials, and mahi toi, amongst other works.
18. Through this programme, Greater Wellington is working with iwi partners to strengthen the relationship between iwi and the Department of Corrections. Iwi are leading the approach and desired end result, with Greater Wellington helping to facilitate strategy and to connect the appropriate personnel. This engagement has the potential to create meaningful ways for inmates to reconnect to their whenua, whanau, and identity overall.
19. Through this programme, Greater Wellington is involved in an initiative for councils to regularly engage with the Department of Corrections for the procurement of plants. This initiative is growing in scope, with wide appeal for both councils and iwi nationally. Engagement with councils, iwi, and Corrections (through the Correction's National Maori Affairs Manager) has begun.
20. An estimated 3,000 plants are being procured for a planting program at this project site. Much of the planting will be led by Rangitāne o Wairarapa. Ex-prisoners may be involved in this, contributing to the extensive social procurement outcomes of this programme of works as well as to the above Corrections/Councils procurement initiative.
21. The 'Request For Quote' for rock supply and construction works has gone out to the main contractors. The deadline for the receipt of quotes is 29 November 2021.
22. Detailed design work is progressing as scheduled; the draft detailed design is currently being finalised.
23. The resource consent application is currently being prepared by a consultant. The required ecological assessments to support this resource consent application have already been completed.
24. A communication plan specific to this site has been finalised for Fish and Game, Department of Conservation, Masterton District Council (MDC), and other stakeholders.
25. Programme progress is being regularly communicated to partners via email and/or webpage updates.
26. To ensure environmental responsibility, wetland restoration work in the Wairarapa, close to the Ruamāhanga awa, will be funded through this Kānoa - REDIU Project programme of works.
27. A sustainable procurement programme is in place for this programme, with specific deliverables on worker diversity, professional development, youth training, and life skills training.

Te Kāuru Upper Ruamāhanga Floodplain Management Plan - Investigations

Waipoua Urban Catchment Plan

28. Over the last quarter the hydrology has been peer reviewed in line with Greater Wellington's Flood Hazard Modelling Standard (FHMS) and hydraulic modelling is now progressing. Draft maps are on course to be delivered for the February 2022 to feed into the Wairarapa Combined District Plan review.

Upper Ruamāhanga Rural Modelling

29. Over the last quarter the hydrology has been peer reviewed in line with Greater Wellington's Flood Hazard Modelling Standard (FHMS) and hydraulic modelling is now progressing. Draft maps are on course to be delivered for the February 2022 to feed into the Wairarapa Combined District Plan review.

Design Lines

30. The initial draft design channel lines for the Upper Ruamāhanga Rivers are currently under review by Flood Protection to ensure technical feasibility before wider engagement.

Te Kāuru Upper Ruamāhanga Floodplain Management Plan - Operations

31. Willow pole planting in all Upper Ruamāhanga River Scheme areas have been completed and maintenance work is now focusing on willow layering, vegetation control and asset condition rating. The Wairarapa experienced four minor flood events between September and early October 2021 which caused erosion in some locations. These sites have been inspected and progressed appropriately in line with the FMP criteria. The most significant of these site was at the Gladstone Sports Complex, which has now been repaired and strengthened with boulder groynes. Ongoing gravel extraction is continuing in the Gladstone scheme as planned.

Waiohine River Plan - Operations

32. Willow pole planting is now complete in the Waiohine Scheme and asset condition rating is underway. Preparation has begun at the SH2 road bridge to construct rock groynes to prevent further erosion. Gravel has been extracted from the upstream beach to provide more water capacity and better align the river channel away from the erosion site. Infilling and willow planting has been completed at the recently constructed Kuratawhiti St rock groynes. The six monthly walkover with the Waiohine Action Group was completed on 3 November 2021 and was well received by the group with positive feedback.

Waiohine River Plan - Investigations

33. Submissions closed on the Waiohine River Plan in August 2021 and 180 submissions were received. Hearings were delayed by the second COVID-19 lock-down in August 2021 but are now scheduled for the 29th and 30th of November at the Greytown Library.

Mangatāre River Plan - Investigations

34. The main focus of the Mangatāre River Plan has been to continue the flood hazard modelling. As such, the hydrology has been peer reviewed in line with Greater Wellington's Flood Hazard Modelling Standard (FHMS) and hydraulic modelling is now

progressing. Draft maps are on course to be delivered for the February 2022 to feed into the Wairarapa Combined District Plan review.

Lower Wairarapa Valley Development – Operations

35. Stopbank maintenance in the Lower Wairarapa Valley Development Scheme is continuing with repairs at various stock damage sites, vegetation mulching and mowing. The Taukerenikau bank erosion, that put a farm building at risk and also exposed a historic dumpsite, have had interim repairs while a more permanent solution is designed. The majority of the plastic bailing wrap has been removed from the river channel and the remaining plastic is planned for clean up during the summer months, when there is lower river flow. Willow pole planting has been completed and asset condition rating has begun along with vegetation control. The Lower Ruamāhanga Advisory Committee annual walkover is scheduled for the 24 November 2021.
36. The Pukio East Stopbank realignment is in its final stage and excess material will begin to be removed this summer. Communication with the landowners will start shortly regarding access and removal of the excess material. Whakawhiriwhiri Stream improvements, including the Hikunui Road Culvert upgrade, have not progressed due to ongoing land access agreement issues. The Barton property has now changed owners and a site meeting with the new owners has been positive, with a second detailed meeting scheduled for late November 2021.

Lower Wairarapa Valley Development - Investigations

37. The Investigations team are conducting a technical investigation on the Tauherinikau which is assessing the stop bank condition and capacity. This investigation is currently in the modelling stage and will be complete by the end of this financial year.
38. The Investigations team is scoping and planning the Lower Valley Floodplain management plan project to align with the barrage gates consent and Whaitua requirements. This project is expected to commence early in 2022.

Regional Initiatives

39. Over the past quarter the Investigations team has been progressing a number of regional initiatives including:

Emergency Management

40. Greater Wellington continues to work with the Wellington Region Emergency Management Office to improve flood response, warning and awareness across the region. Training on the new procedures has been progressing over the past month and will conclude in December 2021. We are exploring opportunities to more closely align with Wellington Water on the provision of flood warning and response.
41. Flood Protection is working with Greater Wellington's ICT Services to procure and embed a flood forecasting platform. This will allow Greater Wellington duty officers to more effectively use current flood forecasting models, newly developed flood forecasting models, and Wellington Water Limited's 'Nowcasting' systems to provide more effective flood forecasts and warning. Procurement of specialist support is still progressing and we have commenced the detailed investigation in alternatives for our legacy phone tree systems in the Wairarapa.

42. Flood Protection has teamed up with Greater Wellington’s Environmental Science team to deliver a regional programme of improvements to the hydrometric flow gauging network. This network is critical for the provision of flood warnings and for the development of hydraulic models. Work has commenced to upgrade the first sites identified in Waikanae and Masterton.

Floodplain Management Planning Guidelines Update

43. With changing attitudes and legislation around freshwater management, Flood Protection is working with other Greater Wellington departments to review and update the Floodplain Management Planning Guidelines which drive the development of our longer term strategies for managing flood and erosion risk. The updated guidelines are expected in early 2021. It is envisaged that these will inform the Lower Valley FMP.

Climate Change Policy

44. Flood Protection has been reviewing the climate guidelines in line with MfE’s latest guidelines. To update this, we are working with other Greater Wellington departments, Wellington Water and the Regional Climate Change working group.

Ngā hua ahumoni

Financial implications

Kānoa - REDIU and MfE Projects

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

LTP or Annual Plan description:	Te Kāuru Capex Implementation
Capex allocated:	\$1.72m (LTP 2018-28)
Third Party Funding	\$1.28m
Rates Impact:	\$3k in 20/21, \$17k in 21/22, \$24k in 22/23, then \$19.5k for 23 years (included in the budget baseline)

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

LTP or Annual Plan description:	Wairarapa River Scheme Maintenance
Loan allocated:	\$0.8m (debt)
Internal Funding:	\$1.7m (LTP 2018-28)
Third Party Funding	\$2.5m
Rates Impact:	\$6k in 22/23, \$34k in 23/24, \$76k in 24/25 then \$97k for 9 years (in the current baseline)

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

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

Ngā kaiwaitohu

Signatories

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

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

Fit with Council or Committee's Terms of Reference

The URRMAC, LRVFMAC and Waiohine Steering Group operate under their own separate Terms of Reference which were adopted by Council on 12 December 2019. The Waipoua and Mangatāreere Steering Groups are currently informal and have been approved by Democratic Services to remain this way during the development stage.

Implications for Māori

There are no implications for Māori arising from this update report.

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

All river matters discussed here are included in the 2018—28 Long Term Plan.

Internal consultation

There is no requirement for internal consultation at this stage for any of the rivers in Wairarapa.

Risks and impacts: legal / health and safety etc.

Greater Wellington has adopted procedures and processes to minimise risks. Working with community committees enables a wider understanding of the risks before adoption of work programmes.

For Information

PUBLIC TRANSPORT - UPDATE

Te take mō te pūrongo

Purpose

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

Update on activities

Rail

Wairarapa carriage refurbishment

2. The light refurbishment of the Wairarapa Carriage fleet is progressing well. The SE carriage fleet is now complete, and five of the eighteen SW carriages have been completed. This programme is expected to be completed in early 2023.

Network upgrades

3. The Trentham to Upper Hutt double tracking is now open.
4. The double tracking will increase the network capacity and ultimately reduce delays to the Wairarapa trains as a result of congestion in this former single-track section.
5. Renewal of the track on the Wairarapa Line continues with inter-peak daytime train services replaced with buses. The level of Temporary Speed Restrictions and Heat Restrictions as a result of the renewal have increased, causing strong customer dissatisfaction. We continue to work with KiwiRail to improve processes, systems, and resources to efficiently deliver this essential renewal with the minimal disruption possible.

Bus replacement stops

6. We have assessed the Wairarapa Line for bus replacement stops that need upgrading to enhance accessibility, customer experience and efficiency.
7. The first three identified bus replacement stops are Solway, Renall Street and Woodridge. We are currently consulting with the relevant territorial authorities on these changes; following this, we will consult affected residents. We have also included the stop outside the St John building, in Main Street, Greytown as a temporary bus replacement stop.

Masterton Railway Station toilets

8. The toilets at Masterton Railway Station are complete.

Lower North Island Rail Integrated Mobility

9. The Detailed Business Case for Lower North Island Rail Integrated Mobility (LNIRIM) has been submitted to the Waka Kotahi board for approval.
 - a If funding is approved, it will deliver:
 - i a proven solution that is highly reliable and provides dependable connectivity;
 - ii inclusive access and improved mobility, and hence unlock economic prosperity;
 - iii elimination of the risk of discontinuing public transport services due to life expired rolling stock;
 - iv significant reduction in car usage and CO2 emissions on these transport corridors.
 - b The investment is needed now because:
 - i the carriage fleet is approaching end of life;
 - ii we are already approaching full capacity on the Wairarapa Line;
 - iii we can't keep up with our projected future growth;
 - iv we can't provide a frequent enough service on longer lines to incentivise behaviour change – this is particularly an issue for Manawatu.
 - c The preferred solution consists of:
 - i procure 22 x 4-car tri mode (1600vdc + battery + CI engine) multiple units;
 - ii build new fleet maintenance facilities – proposed to be located in Masterton;
 - iii increase peak services from the current 3 peak services each morning and afternoon, up to 7 peak services (4 additional). It is also proposed to increase the inter-peak services from the current 2 return services, up to 4 return services on the Wairarapa line.

Rest of Region Bus Network Review – Wairarapa progress

10. Officers continue to implement the Rest of Region Bus Network Review actions identified in Attachment 1 to Report 20.260 (*Bus Network Review*).
11. In regards to the Wairarapa these included:
 - a Provide bus timetables that offer more travel options for the journey to work in Ōtaki (Route 290) and the Wairarapa (especially Route 200).
 - b Metlink should also consider whether on-demand services might be a more cost effective way of delivering the increased service levels being sought by the community. At the appropriate time, this type of service might be tested through a trial or trials. Evening train connections at Waikanae, Paraparaumu, Paremata and Upper Hutt could be considered for trials of on-demand services, as could all-day services for Masterton, Waikanae, Paraparaumu-Raumati, Tawa and the

Western Hutt Hills. The Ōtaki to Waikanae service could also be considered for on-demand trial on the part of the route within the Ōtaki urban area.

- c Wairarapa
 - i Consider better coverage of bus routes in the Masterton area, including to rail services.
 - ii Develop a plan for more frequent trains to and from Wellington in line with the availability of additional rolling stock, currently expected to be 2025.
12. Officers are undertaking the following work in relation to these actions:
- a Route 200: We are currently engaging with key employers and stakeholders to determine service needs. We expect to produce an enhanced timetable to meet identified service needs, with an aim to implement the new timetable during 2022.
 - b On Demand: A public transport on demand trial will take place in Tawa early next year. The results on the trial will form future provision of these services by Metlink.
 - c Coverage: Work being done to improve Route 200 and the public transport on demand trial demonstrate our intention to provide better coverage of bus routes in the Masterton area.
 - d Trains: See above.

Metlink future fares review

13. As part of the transition process towards the National Ticketing Solution, Metlink has commenced a review of the fares structure across the Wellington regional public transport network. The strategic direction for the review is to provide “A fares and ticketing system that attracts and retains customers and balances user contribution with public funding”. This direction was adopted in June 2021 through the Wellington Regional Public Transport Plan 2021-2031 (RPTP).
14. The future fares review is guided by five key principles adopted by Greater Wellington in November 2021. These are that the future fare system should:
- a Contribute to the Region’s mode-shift and decarbonisation targets
 - b Provide for social good
 - c Promote consistency and fairness
 - d Improve network efficiency
 - e Be simple and easy to understand and use.
15. Public consultation on the review will commence in May 2022 with public hearings on submissions likely in early July 2022. A series of public engagement events will be held digitally and in-person across the region during the consultation process.
16. During the pre-consultation period, Greater Wellington will be engaging with officers and elected representatives in all Territorial Authorities in the region, and through the Regional Transport Committee, the Wairarapa Committee and the Technical Advisory Group for regional transport.

Update on performance

17. A PowerPoint presentation on Wairarapa public transport performance, issues and opportunities will be given at this meeting. A copy is attached as **Attachment 1**.

Ngā āpitihanga

Attachment

Number	Title
1	Presentation Public Transport Update December 2021

Ngā kaiwaitohu

Signatories

Writers	Barry Fryer – Manager Rail Assets Alex Campbell – Principal Advisor, Network Design Emmet McElhatton – Manager Policy
Approver	Scott Gallacher – General Manager, Metlink

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

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

This is an information report on public transport matters in the Wairarapa.

Implications for Māori

There are no implications for Māori.

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

This report provides an update on the delivery of public transport activities in the Wairarapa. Delivering public transport is a key activity in the Long-term Plan.

Internal consultation

No other departments were consulted in preparing this report.

Risks and impacts: legal / health and safety etc.

There are no risks arising from this report.

METLINK PUBLIC TRANSPORT PERFORMANCE

FOCUS ON WAIRARAPA

WAIRARAPA COMMITTEE

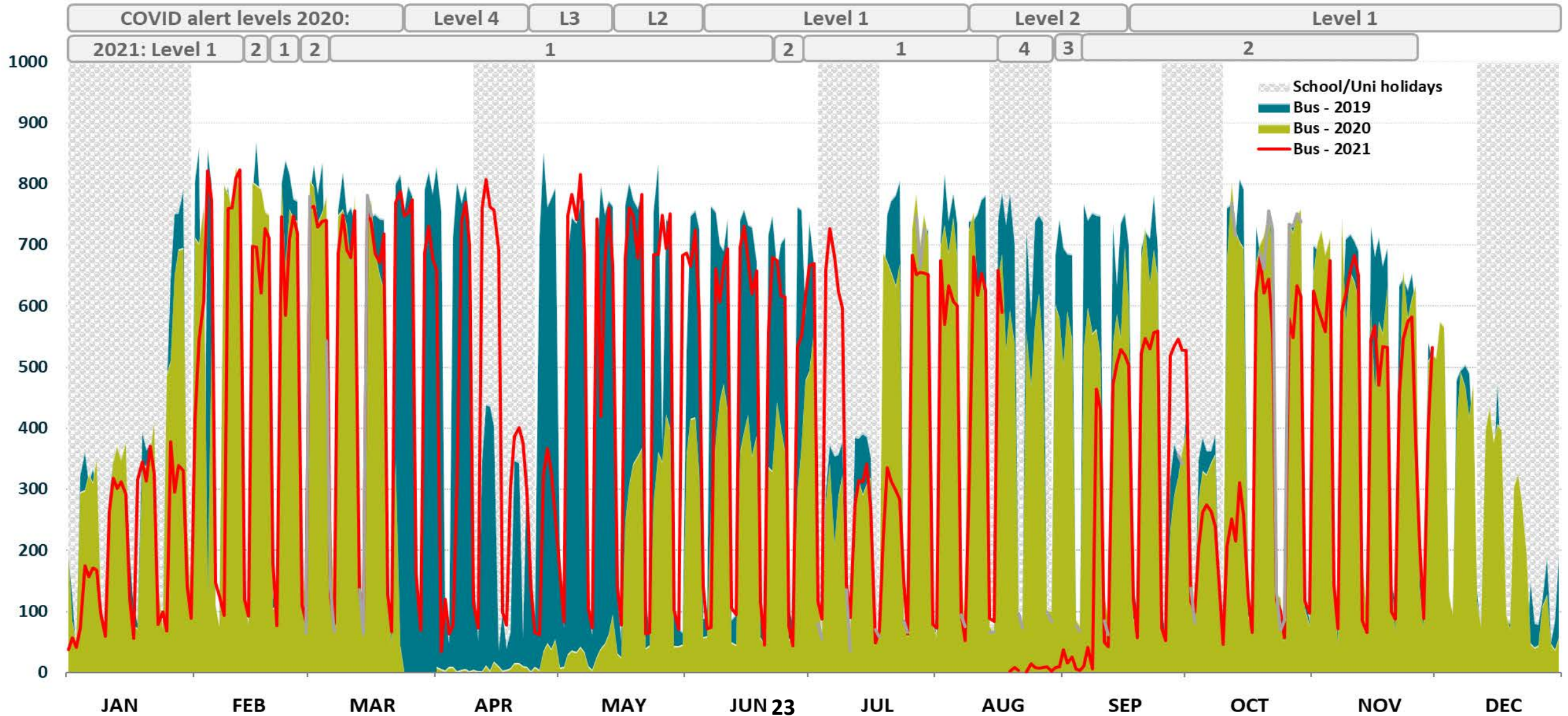
7 DECEMBER 2021

Scott Gallacher, General Manager Metlink, GWRC

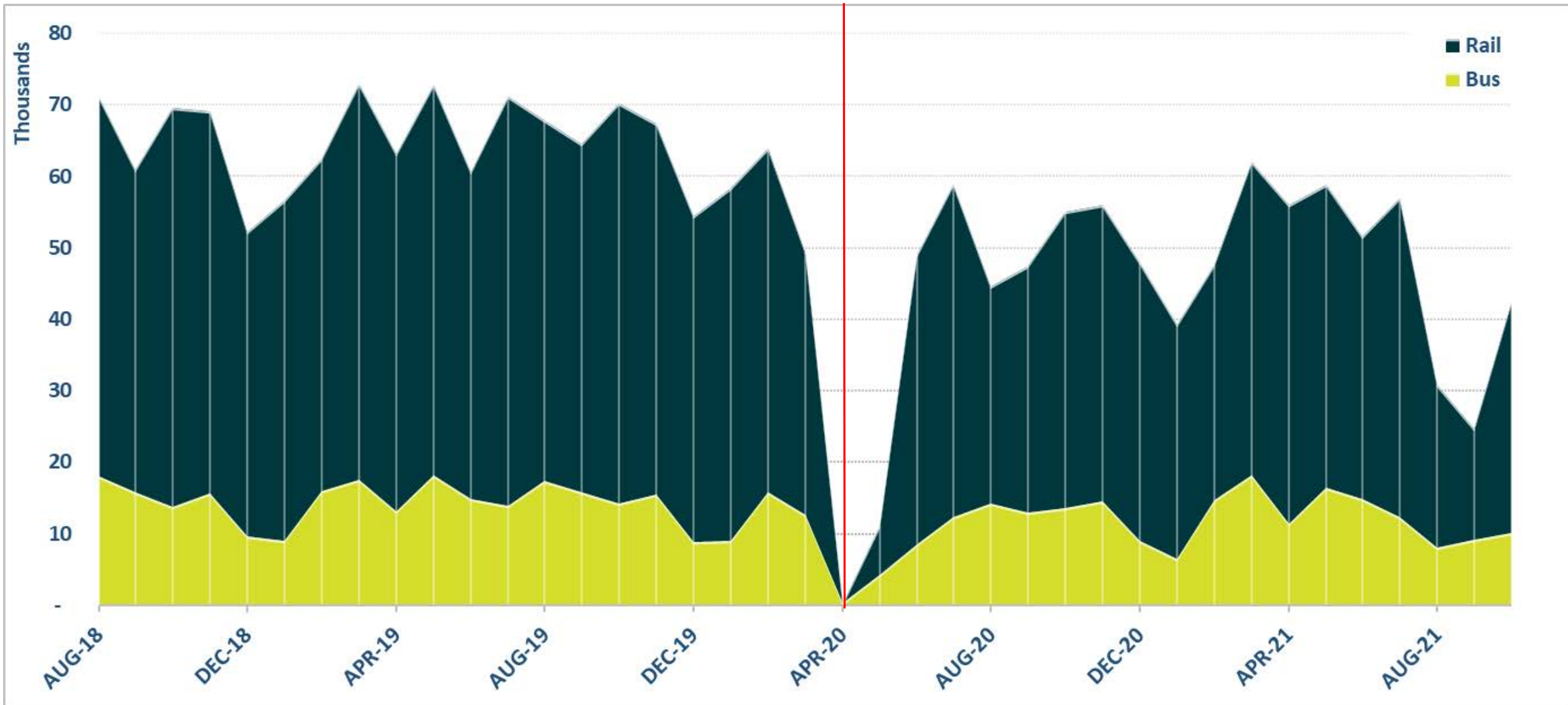


WAIRARAPA BUS PATRONAGE - BOARDINGS

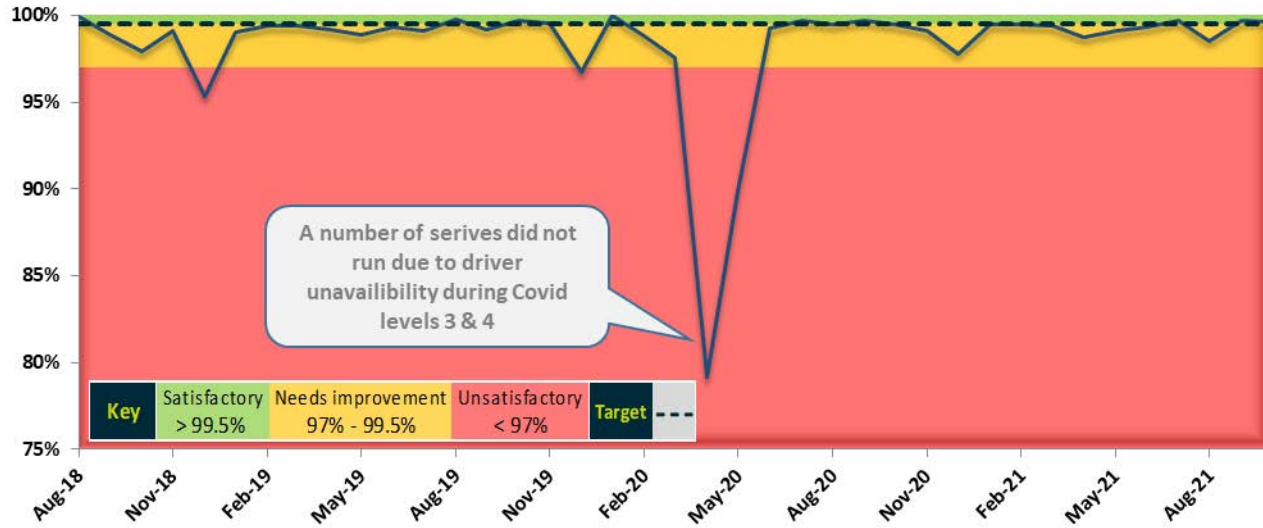
Attachment 1 to Report 21.581



WAIRARAPA BUS PATRONAGE - BOARDINGS



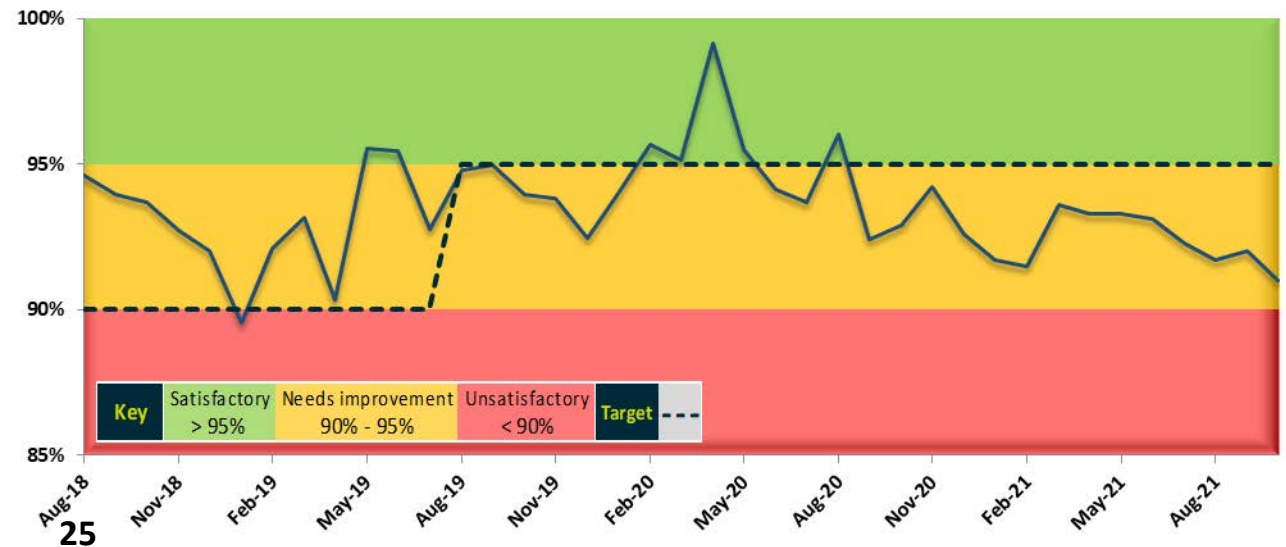
WAIRARAPA BUS RELIABILITY & PUNCTUALITY Attachment 1 to Report 21.581



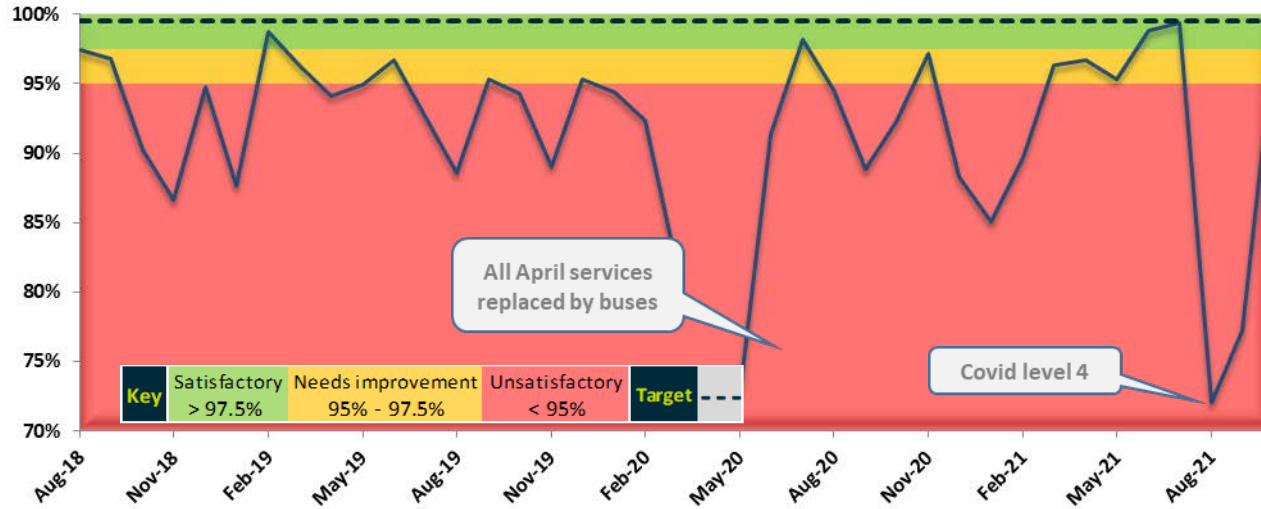
The bus reliability measure shows the percentage of scheduled services that actually ran, as tracked by RTI and Snapper systems.

The bus punctuality measure shows the percentage of scheduled services that depart from origin, leaving between one minute early and five minutes late.

Punctuality is being affected as the buses are waiting for late running trains to arrive.



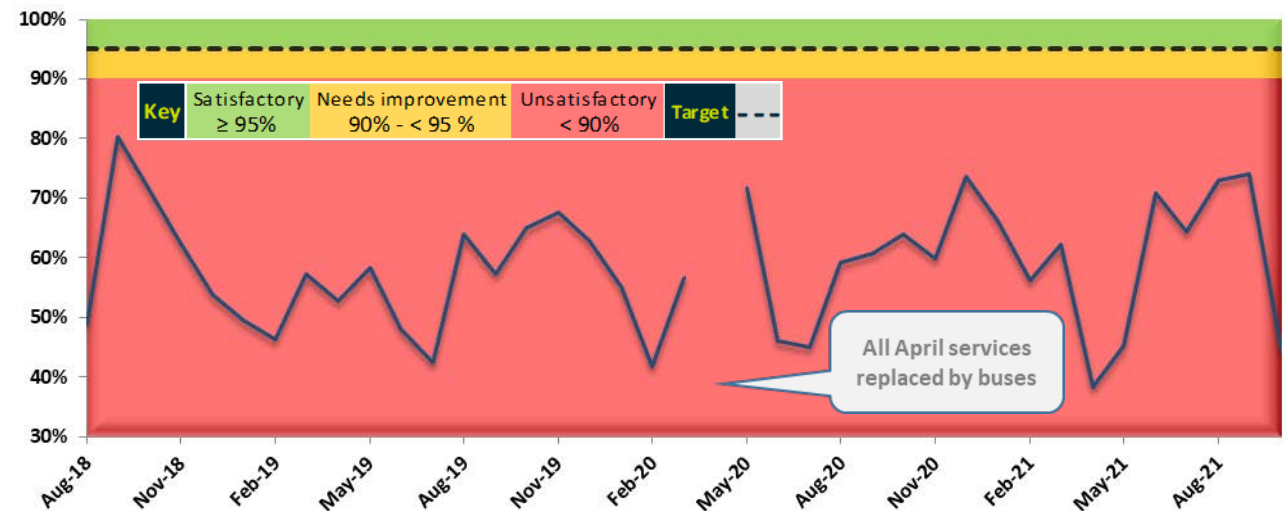
WAIRARAPA RAIL RELIABILITY & PUNCTUALITY



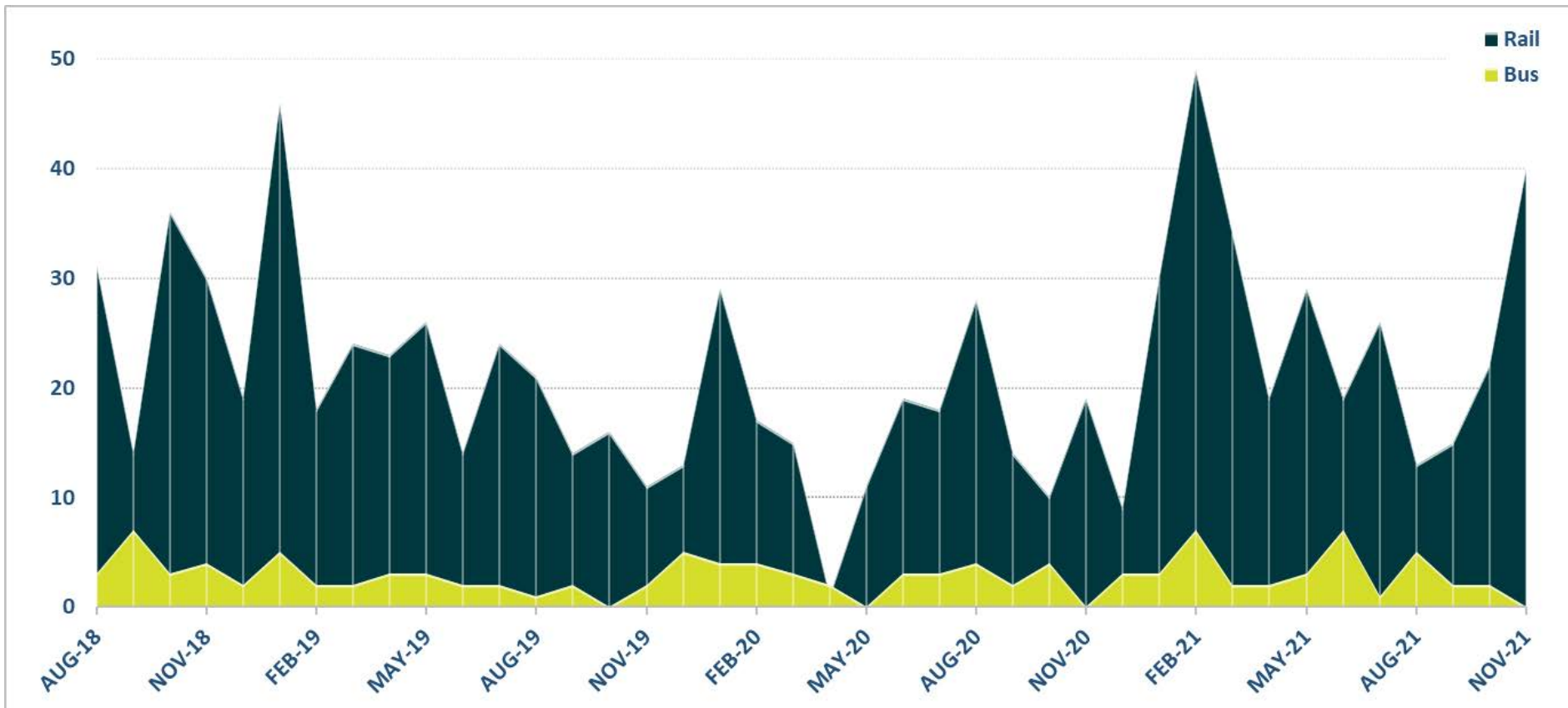
The rail reliability measure shows the percentage of scheduled services that depart from the origin and key stations no earlier than 30 seconds before the scheduled time, meet the consist size for the scheduled service, and stop at all stations timetabled for the service.

The rail punctuality measure records the percentage of services arriving at key interchange stations and final destination within five minutes of the scheduled time.

Punctuality has been affected by speed restrictions and worksites along the line.



WAIRARAPA COMPLAINTS



Bus complaints in Wairarapa have remained steady at under 7 complaints/month since August 2018.

Rail complaints show an increase in November - these complaints have been about ongoing delays caused by track maintenance, and the cancellations caused by a WRL train breaking down.

Double tracking between Trentham and Upper Hutt is now operational, which will significantly reduce the congestion along the line.

