

PS 15.12.02 .FIT presented to sustainable transport

but modified 1/12/2015

# Sustainable Transport in Wellington

Councillor Paul Swain  
Chair - Regional Transport Ctee  
Chair - Sustainable Transport Ctee  
Regional Council

Councillor Andy Foster  
Chair – Transport and Urban Development  
Wellington City

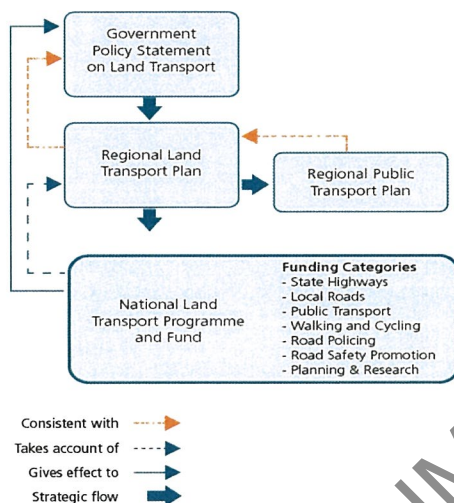


## Transport objectives

- Support social, economic and cultural activity
- Want more use of PT, walking, cycling
- More sustainable – reduce congestion, better energy use, climate change impacts, improve safety and health, add to city vitality.



## Structure of Transport in NZ



## How we're travelling

Mode share: Car volumes – VKT (ownership Wgtn vs rest of country)

PT growth – static in recent times

Cycling growth

Pedestrian growth

## Regional Land Transport Plan

### Objectives

- A high quality, reliable PT network
- A reliable and effective strategic road network
- An effective network for freight
- A safe system for all transport users
- An increasingly resilient transport network
- A well planned, connected & integrated network
- An attractive, safe walking & cycling network
- An optimised transport system that minimises impact on the environment



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## Wellington City Transport Strategy

Wellington Transport and Urban Development Strategy approved June 2015, 30 year outlook

Builds on past work

1995 1<sup>st</sup> city Transport Strategy

2006 Transport and Urban Development Strategies

2007 Bus Priority Network Plan

2008 Walking and Cycling Policies



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Wellington City Council  
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## Public Transport trends

- Steady decline from WW2 -1991
- Growth since 1991
- Flattened off in recent years : 2014/15 24m bus trips, 12.1m train trips, 179,000 harbour ferry trips
- Rail patronage growth: Matangi/rail upgrade
- Future predictions: RONS etc

## GW work programme

- New, Govt-required, performance-based contracts
- Rail: More Matangi, continual upgrades, more peak hour services, faster, more reliable journeys
- Bus: New Routes
- Fleet: Aim for full electric fleet
- Integrated fares and ticketing (IFT)

## WCC work programme

- Parking
- Cycleways
- Bus priority lanes
- Safer roads/Speed limits
- Walking environment
- Medium density housing



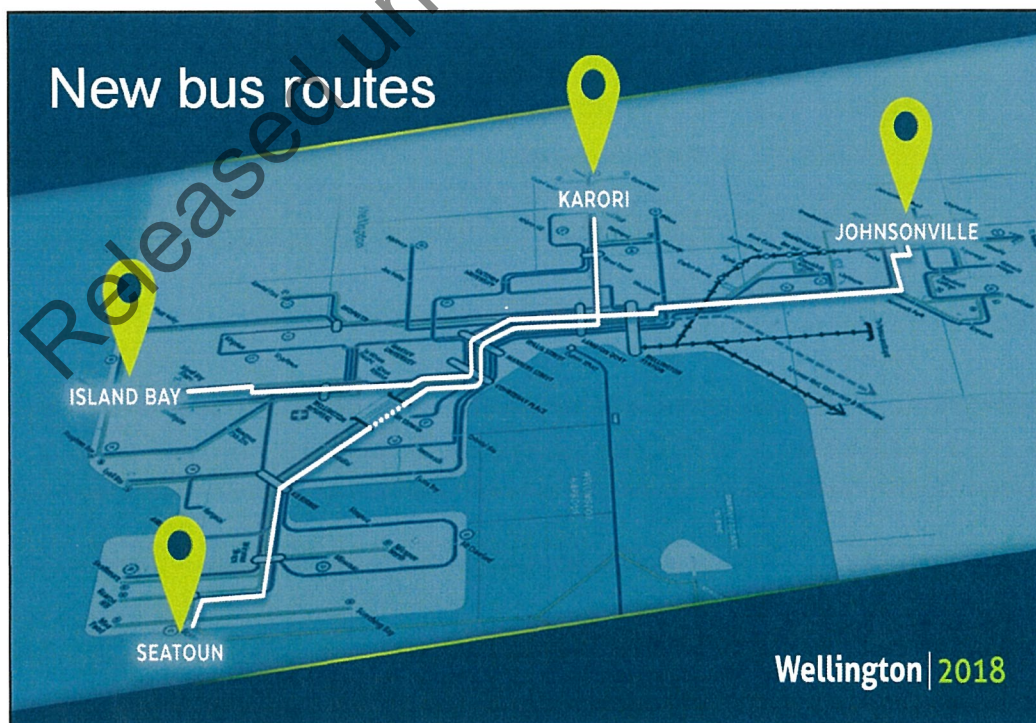
## GW / WCC joint work programme

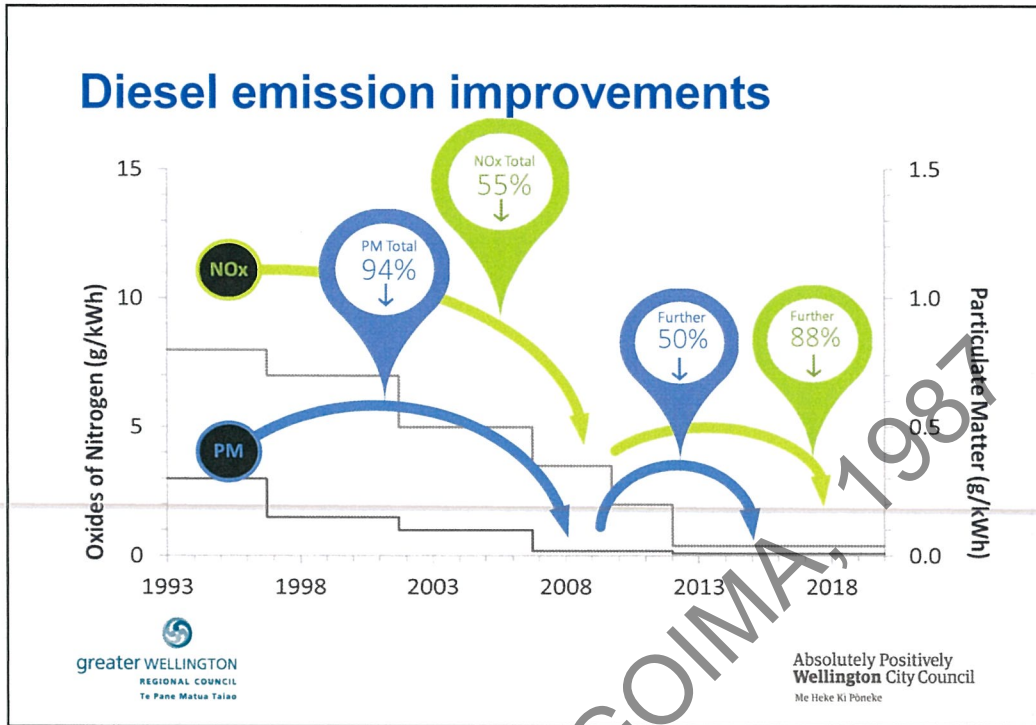
- Cheaper weekend bus fares
- Basin solution
- BRT
- Electric Vehicle Symposium 2016



## Wellington City Fleet Plan

- Spine Study considered a full range of mode and route options for a high quality, high frequency PT system through central Wellington – led to BRT as preferred option
- BRT infrastructure plan, future proofing for LR
- New bus network
- Fleet: - Electric fleet objective, high capacity buses for NS / EW routes, phase out of trolleys mid 2017





### Next steps and timelines

- Rail contract – will take effect 1 July 2016**
- Bus contracts Wellington City - January 2018**
- Routes – January 2018**
- Fleet : high capacity, 2/3 Euro 5 or better and av. age 5 years by 2018**
- IFT – in place by end of 2018**

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# Questions?



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**MINUTES**  
**COMMERCIAL IN CONFIDENCE**

**SUBJECT** Wellington Bus Infrastructure

**WHEN** Friday 3 February 2017, 1.00 – 2.30pm

**WHERE** Wellington City Council, 101 Wakefield St

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**Attendees**

Andrew Cooper Programme Director, Bus Services Transformation (GWRC)  
Geoff Swainson Manager Transport & Waste Operations (WCC)

Rhona Hewitt Project Manager – Network, Customer & Transition (GWRC)  
Ai-Bee Tan Senior Commercial & Legal Advisor (GWRC)  
David Boyd Customer Experience Leader (GWRC)

Stephen Harte Implementation Manager, Network Infrastructure (WCC)  
Steve Spence Chief Transport Advisor (WCC)  
Deven Singh Manager, Transport Assets (WCC)

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■ [REDACTED]

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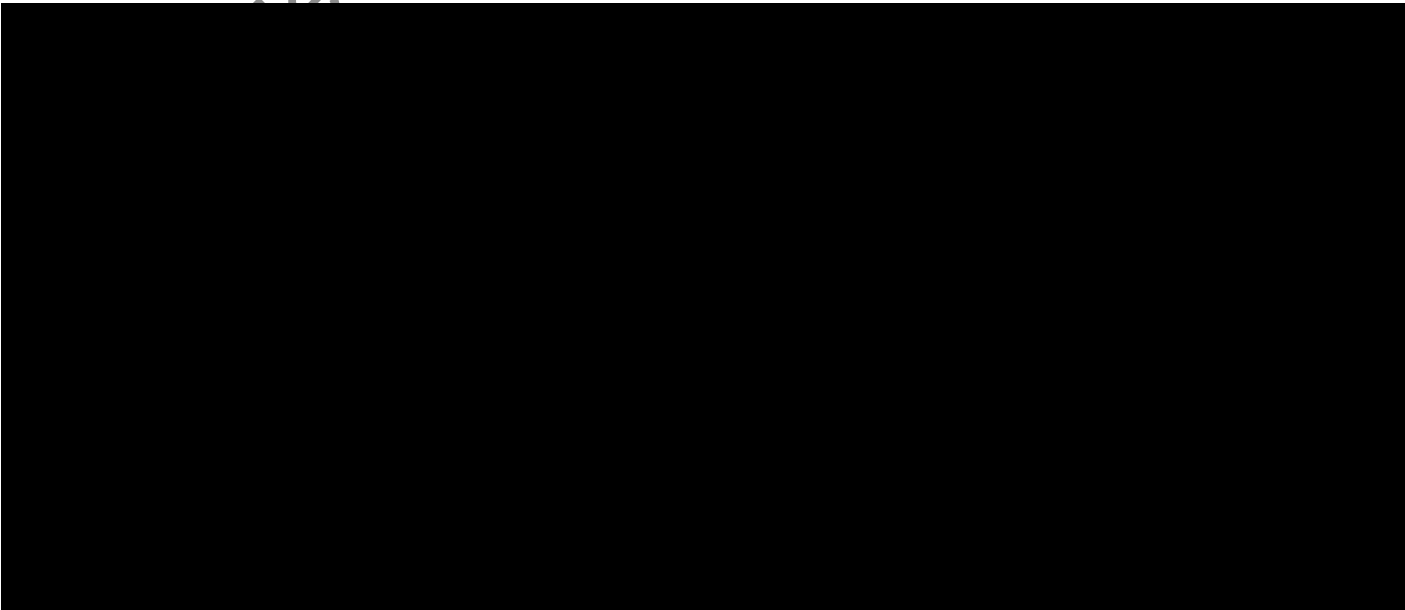
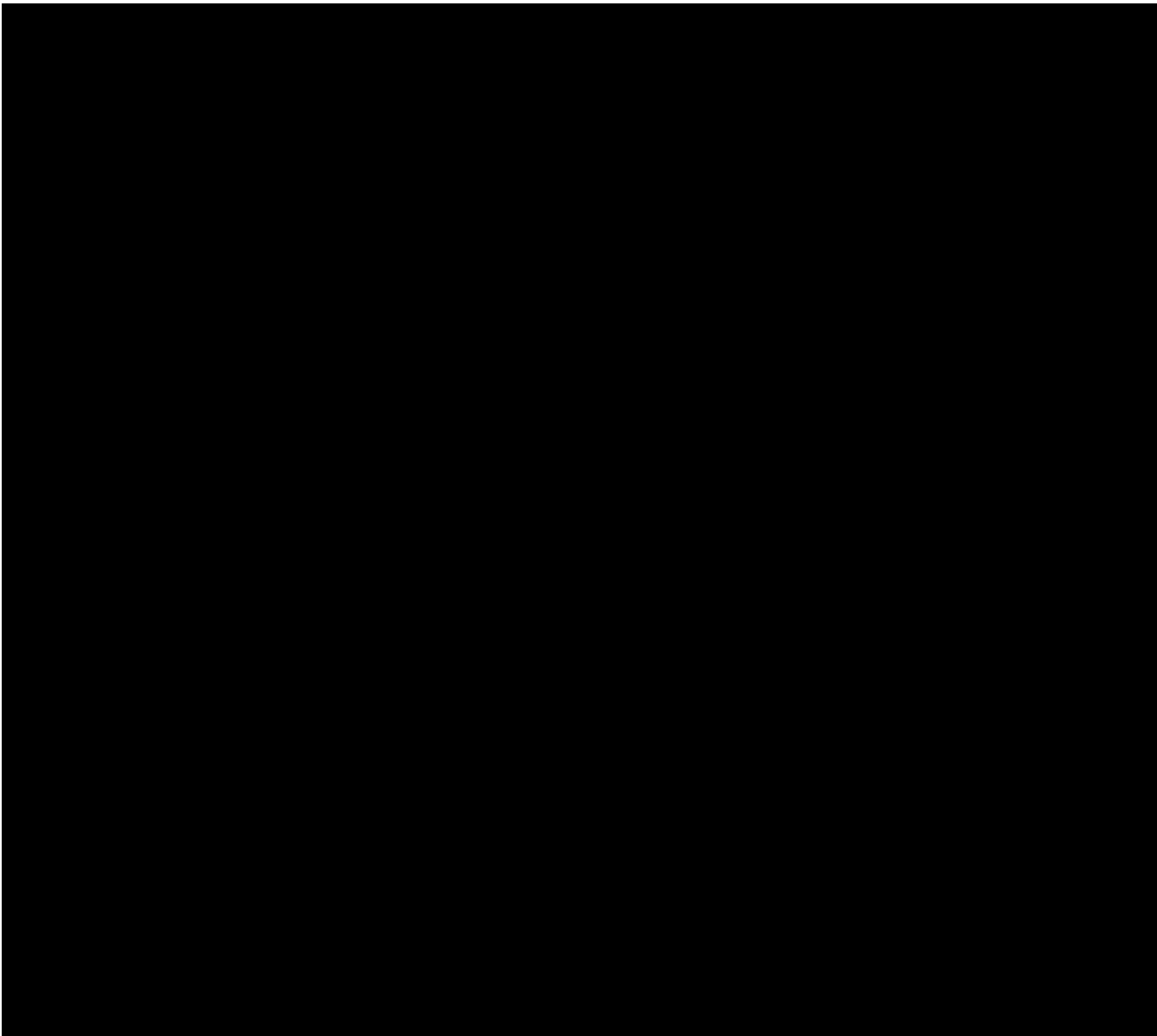
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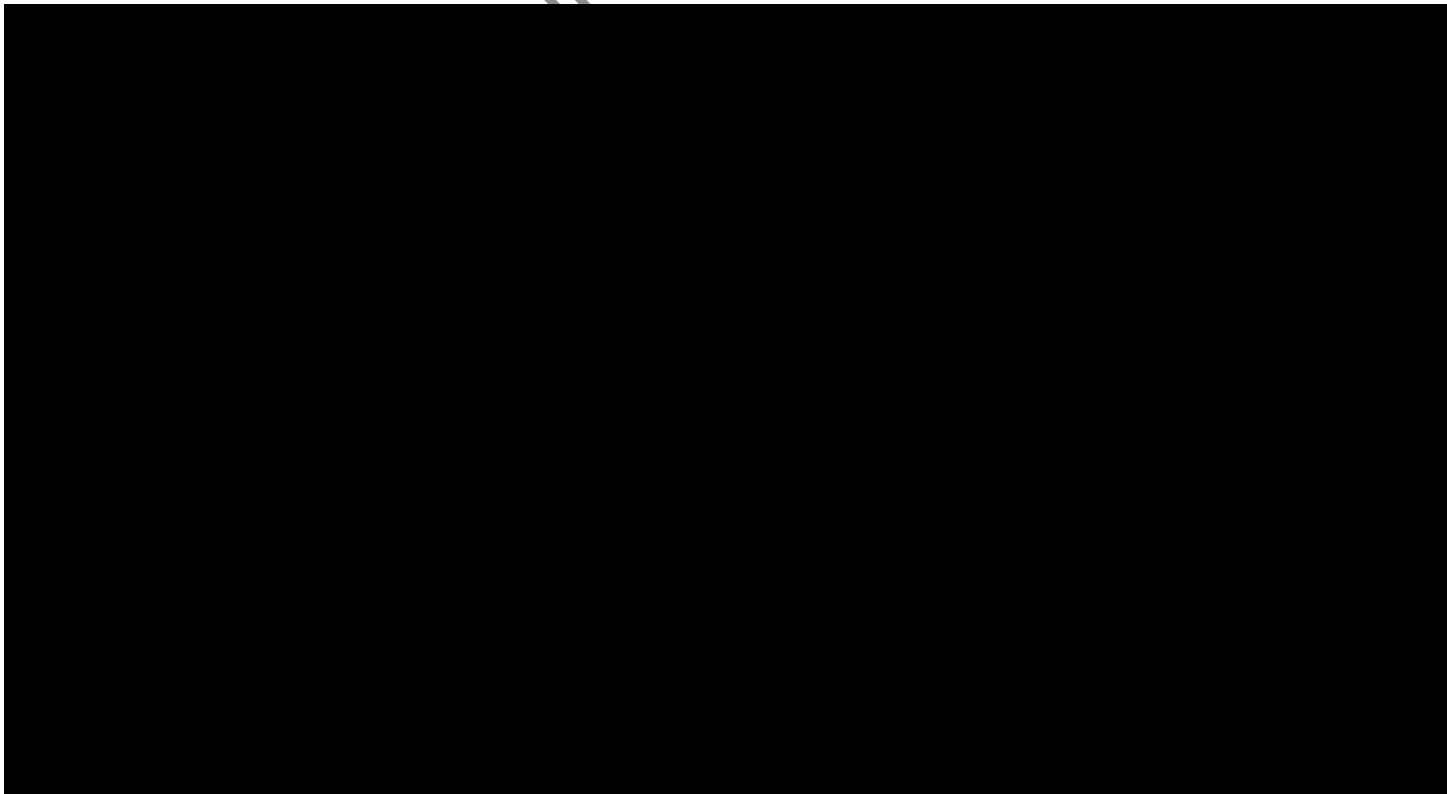
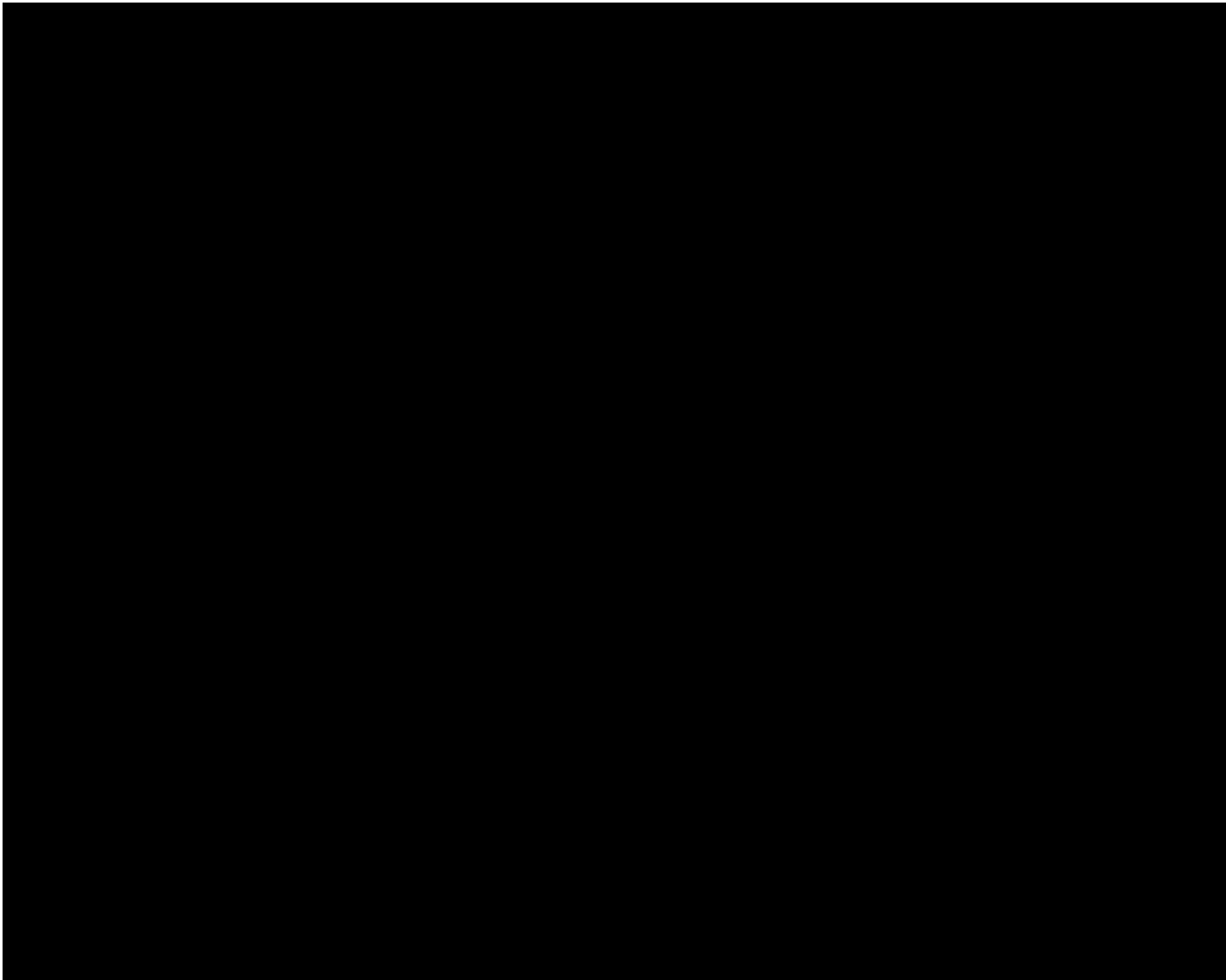
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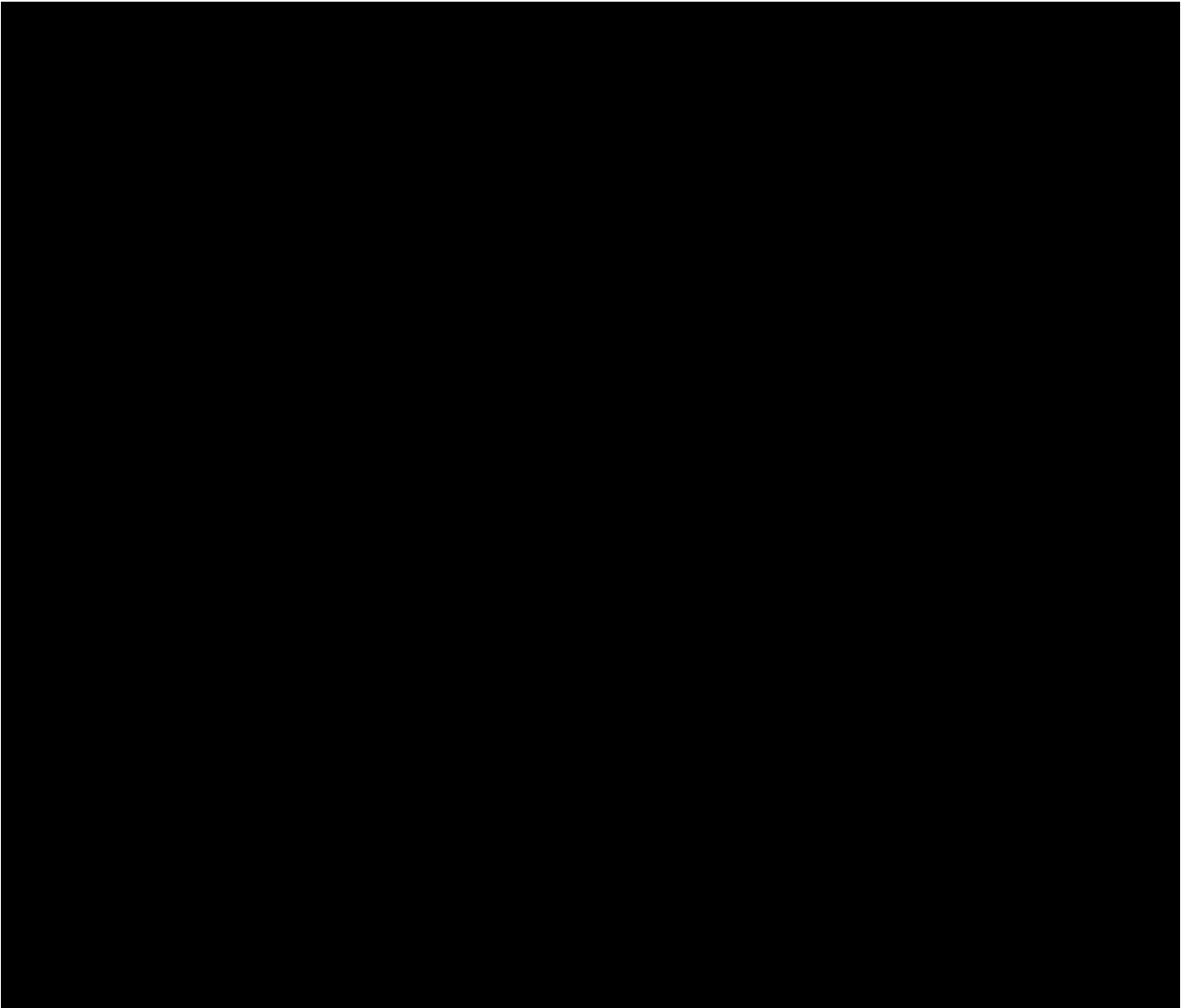
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**7. Travel time improvements and service reliability**

It was agreed that bus priority measures along the PT spine are wrapped up in the Lets Get Wellington Moving (LGWM) programme, and can't be advanced until direction is provided from LGWM.

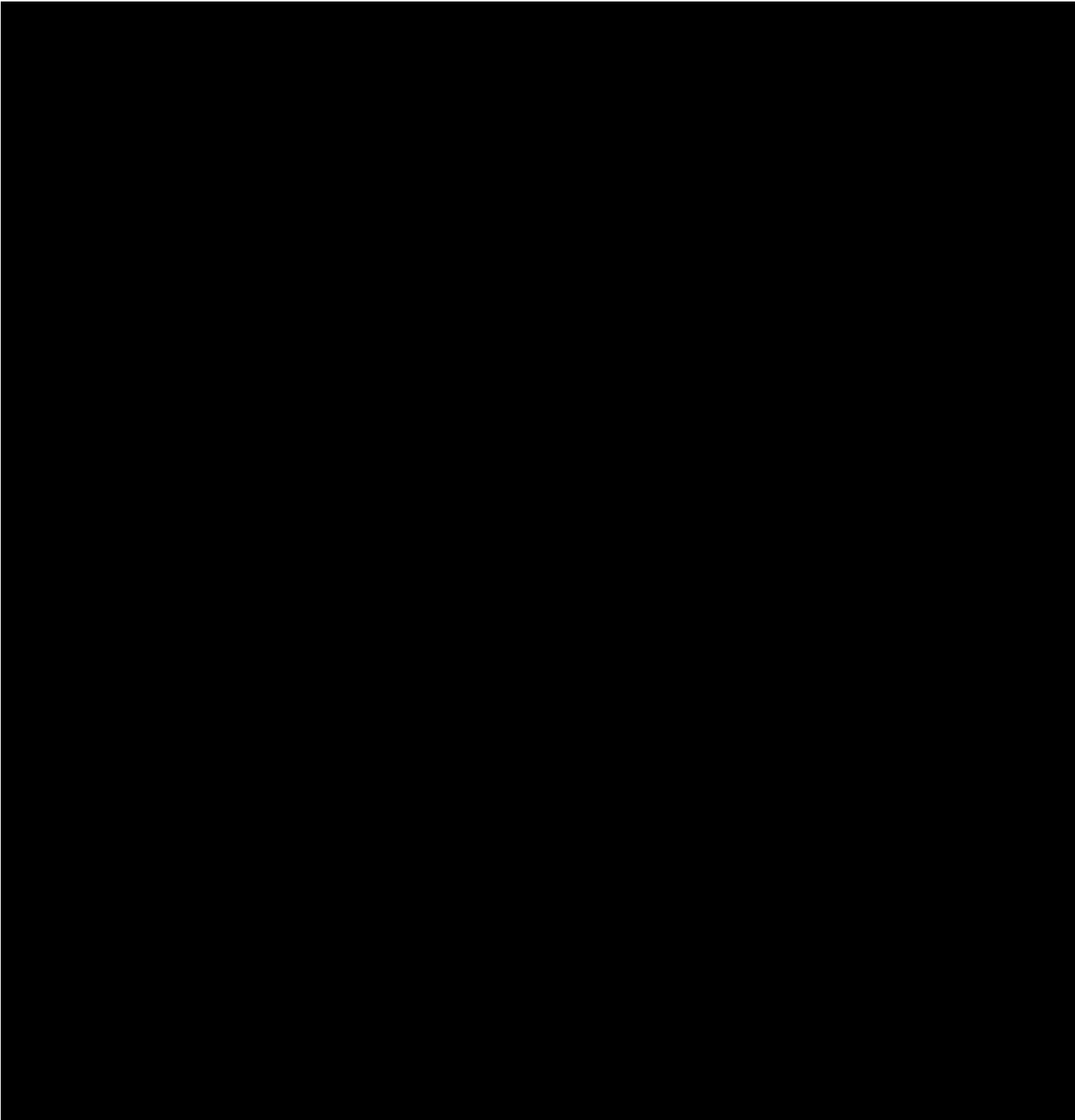
Other areas for bus priority on the network will be included in cycleway developments, with all transport matters considered as part of cycleway development in each area. A watching brief is required on cycleway developments to ensure bus requirements are appropriately considered.

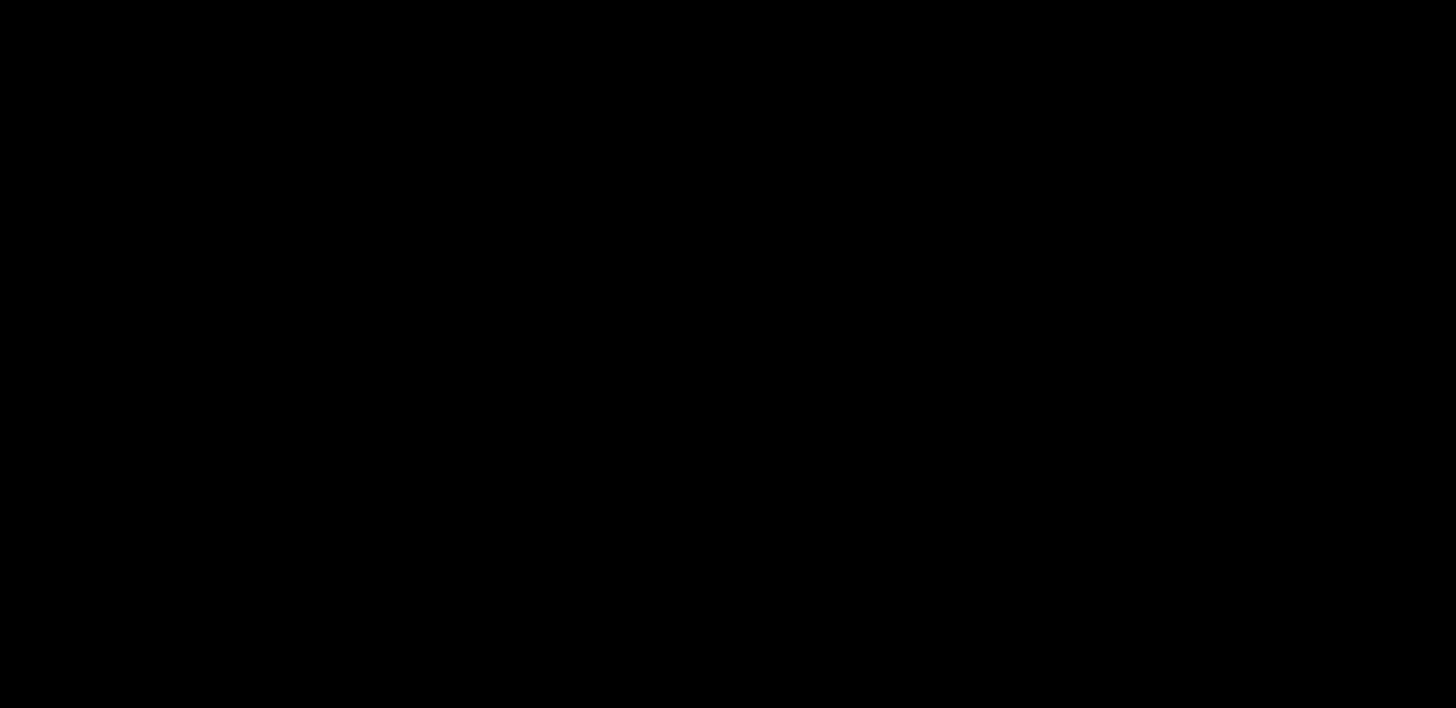
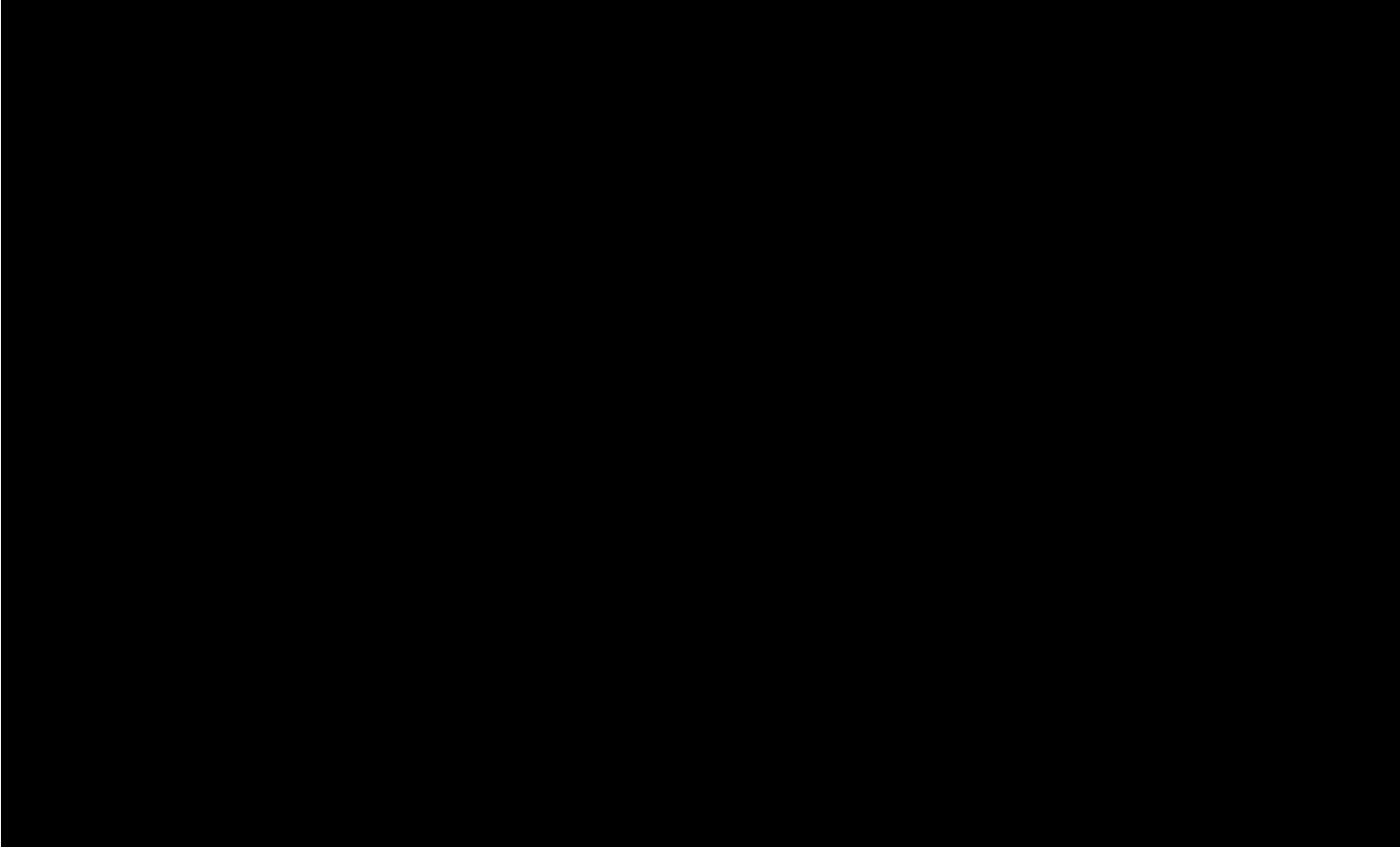
Action 20- 0302	GWRC to review communication channels with WCC cycleway projects	Rhona Hewitt	28 Feb 2017
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**COMMERCIAL IN CONFIDENCE**

It was understood that Luke Troy’s team (GWRC’s Strategy team) has been advancing BRT options, but WCC have not been consulted on this work. GWRC to provide update.

Action 21- 0302	GWRC to provide update on BRT development work.	Andrew Cooper	28 Feb 2017
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**By email**

19 May 2017

Mayor Justin Lester  
Wellington City Council  
PO Box 2199  
Wellington 6140

Shed 39, 2 Fryatt Quay  
Pipitea, Wellington 6011  
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Manners Street  
Wellington 6142  
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www.gw.govt.nz

Dear Justin

**GWRC submission on the draft Wellington City Council Annual Plan**

Thank you for the opportunity to provide feedback on the Wellington City Council (WCC) draft Annual Plan 2017-2018 Consultation. GWRC wishes to make the following comments.

**Draft three year work programme**

[Redacted content]



[Redacted text block]

**More sustainable: Focus area 3- Low carbon capital**

GWRC supports this focus area. Wherever it is appropriate, we would like to work in partnership with WCC on actions to reduce greenhouse gas emissions in the city. One area in which GWRC can assist is to help identify bus priority measures that make public transport options more accessible and attractive. This too will need to be consistent with the Let's Get Wellington Moving proposals.

[Redacted text block]

[REDACTED]

Thanks again for the opportunity to comment. If you have any questions please contact Laura McKim, Strategic Advisor, Strategic and Corporate Planning by phone on 04 831 3314 or by email at [laura.mckim@gw.govt.nz](mailto:laura.mckim@gw.govt.nz).

Yours sincerely



**Chris Laidlaw**  
Chair

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## MINUTES

SUBJECT **WCC Liaison Meeting**

WHEN Tuesday 27 June 2017

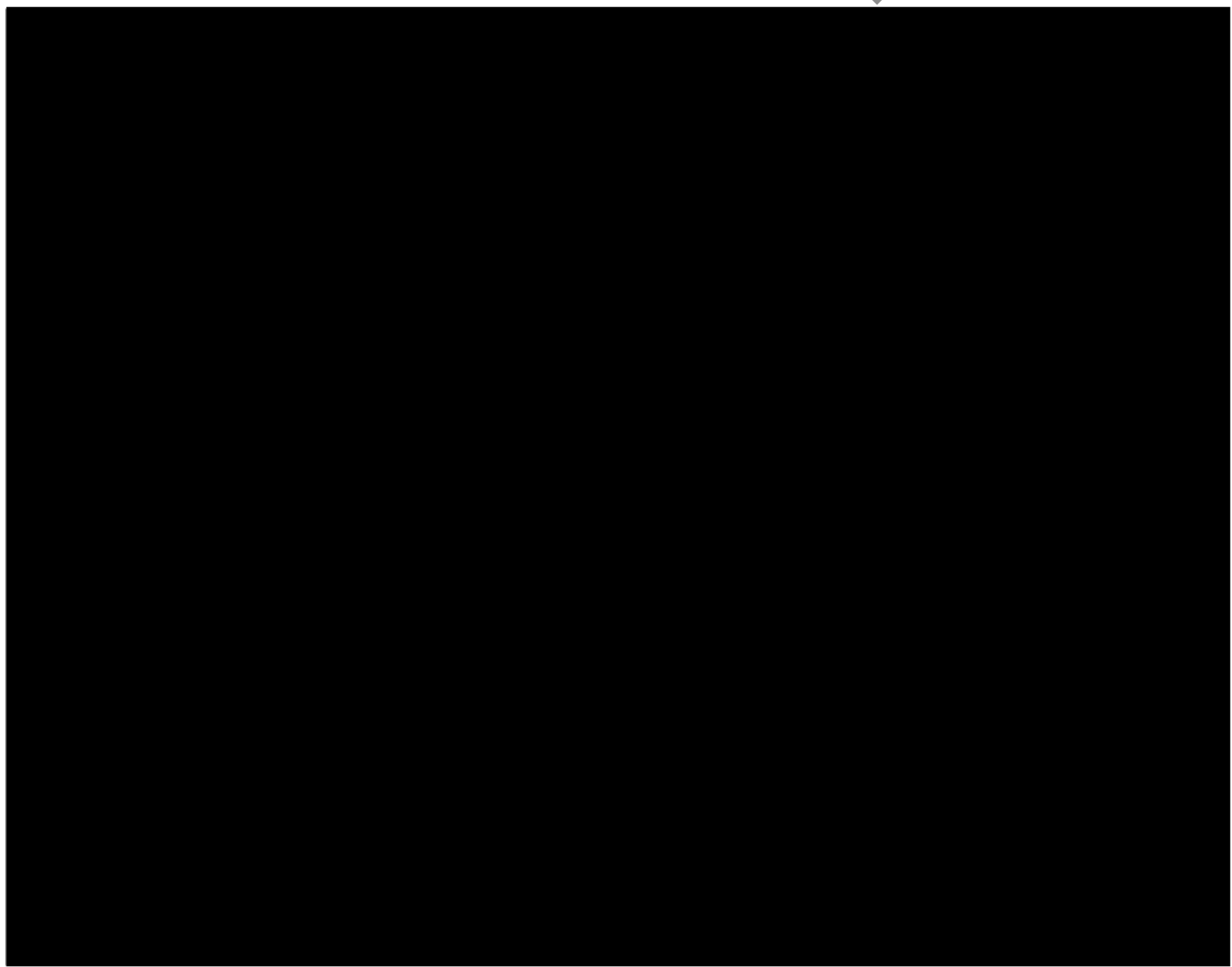
WHERE GWRC, 15 Walter Street

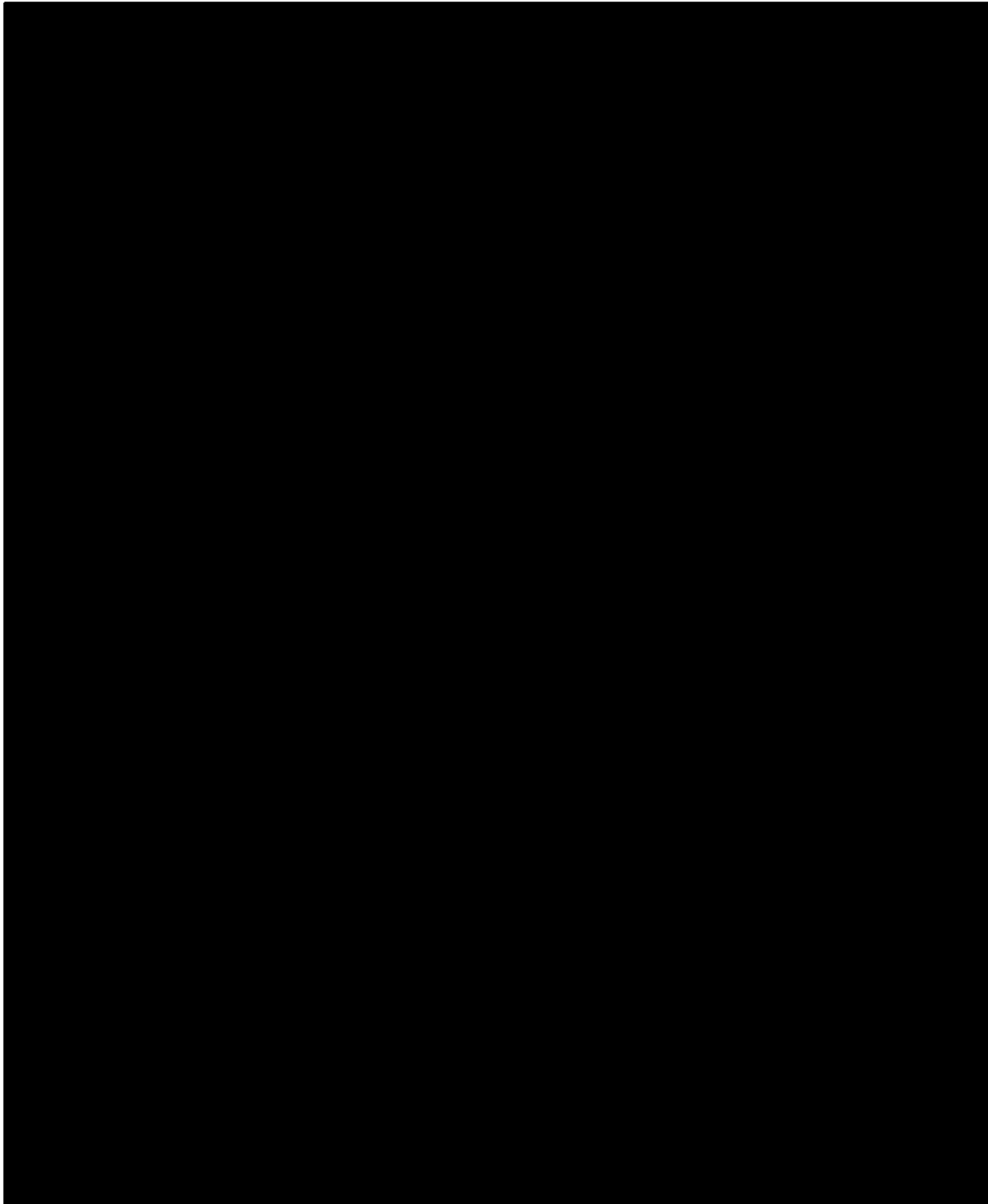
ATTENDEES Gail Reeves, Jo Pritchard, Arne Brandt, Kerryn Merriman - GWRC, Bruce Tan - WCC, Patrick Milner, Jacqui Siologa, Michael Salanoa - NZ Bus, Brent Blann - Mana

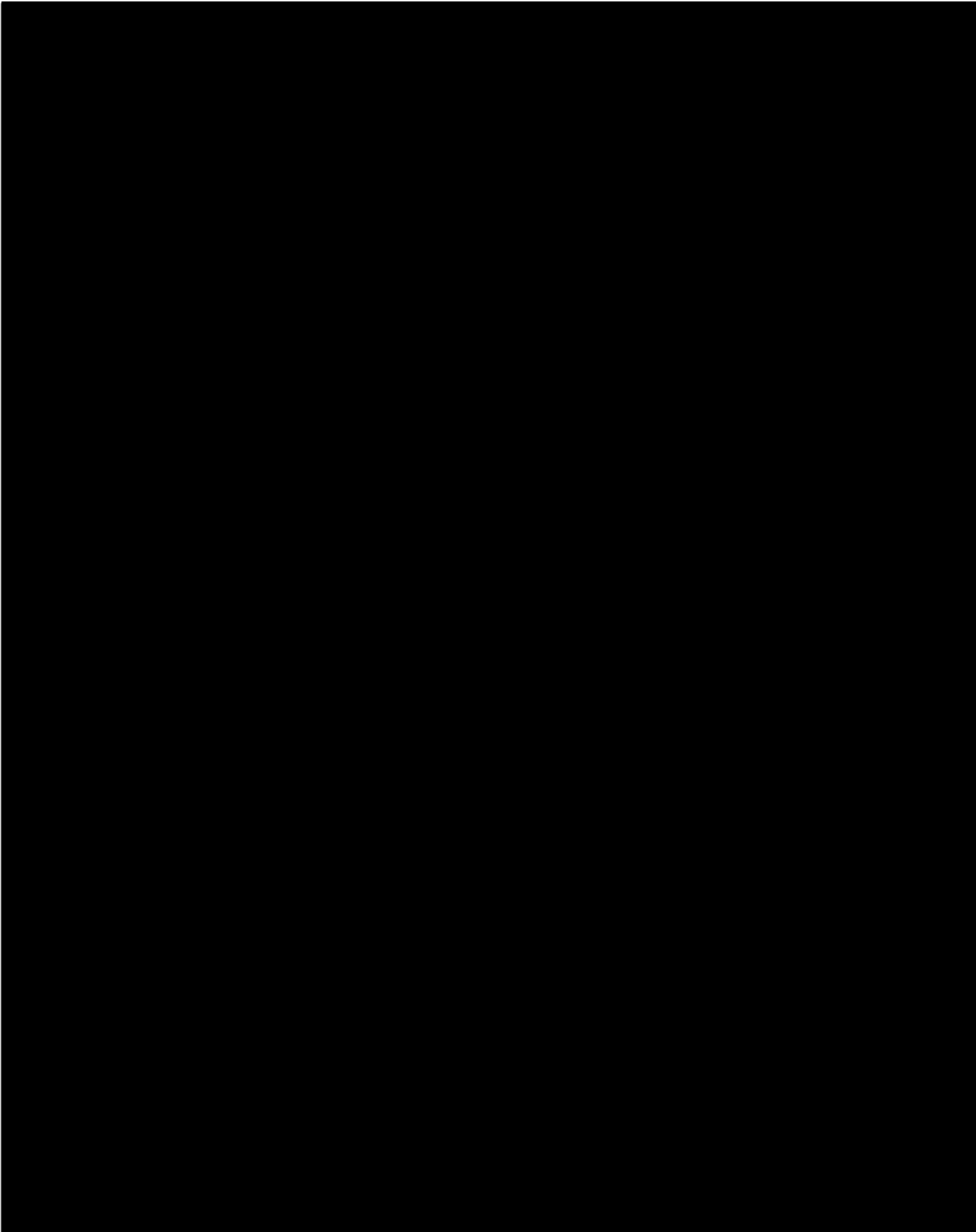
APOLOGIES Charles Kingsford - WCC, Raymond Malcolm - GWRC

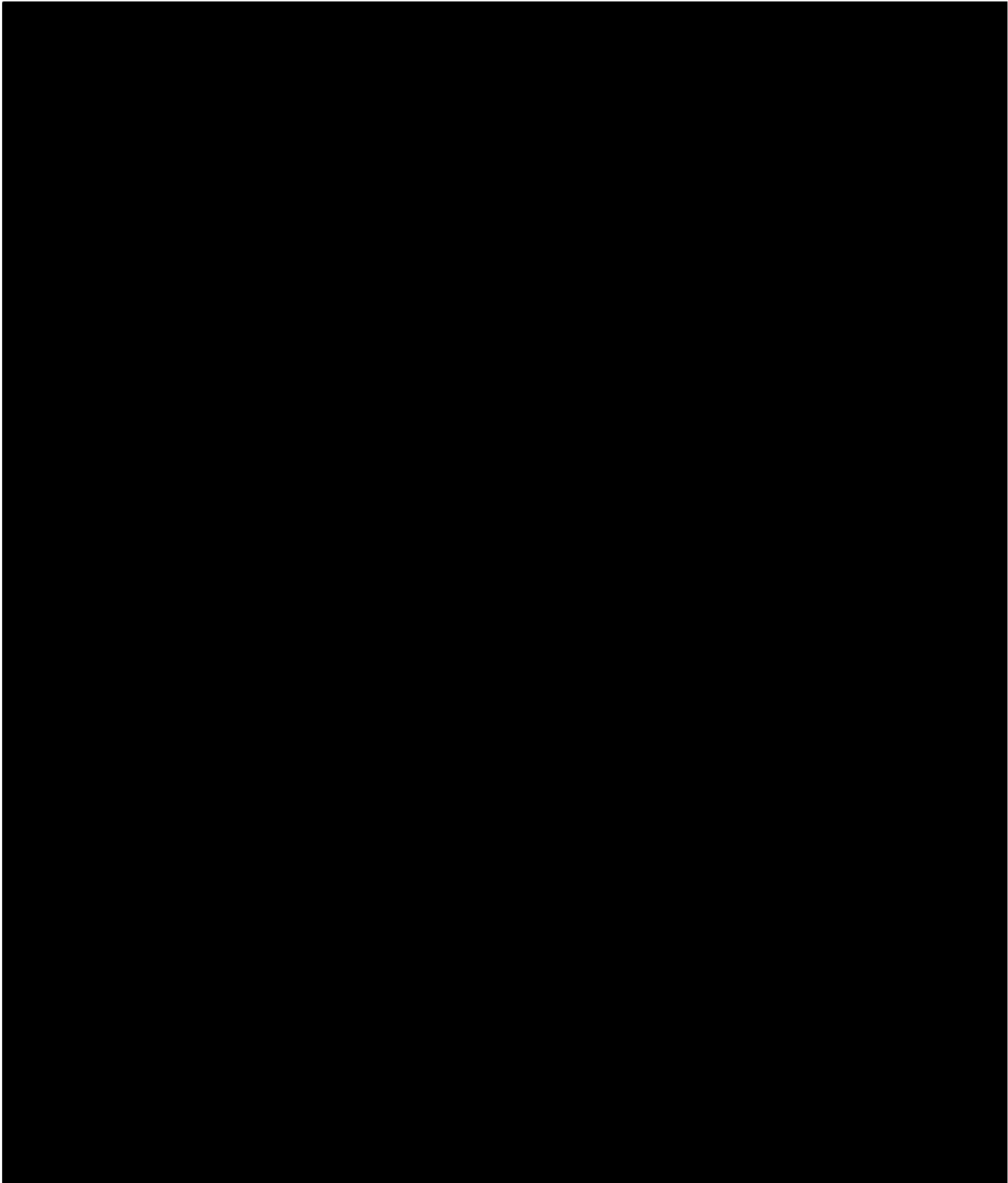
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## 2.8 Bus Priority on the network

GWRC asked who at WCC is the person to talk to about putting bus priority in place. Attendees were advised that Charles Kingsford would be the first person of contact at WCC. If there are any places that attendees considered would be suitable for bus priority to let Chris Groom of GWRC know. [Chris.groom@gw.govt.nz](mailto:Chris.groom@gw.govt.nz)

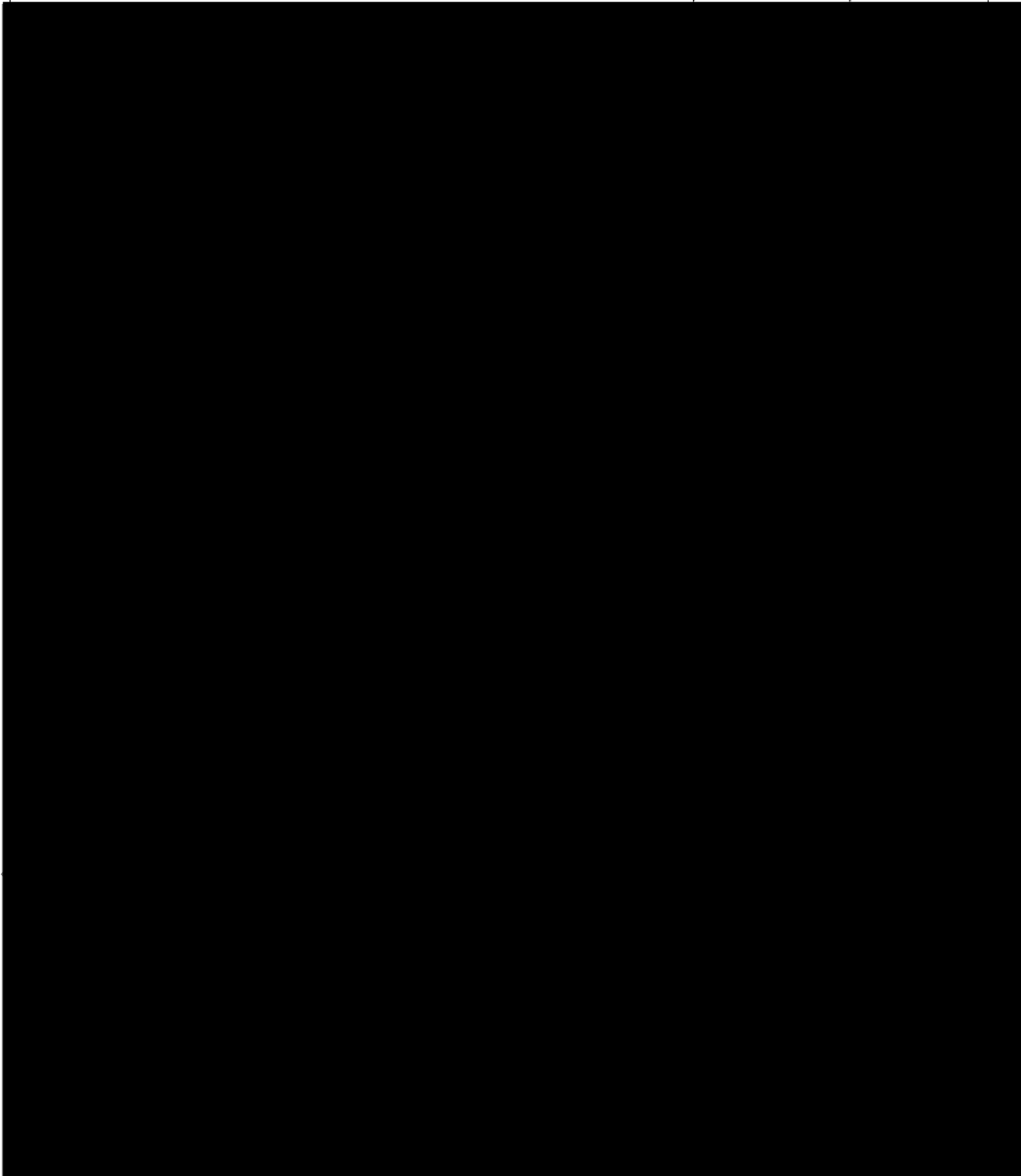
### **ACTION POINTS:**

**Attendees to advise Chris Groom if there are any suitable spots for bus priority**

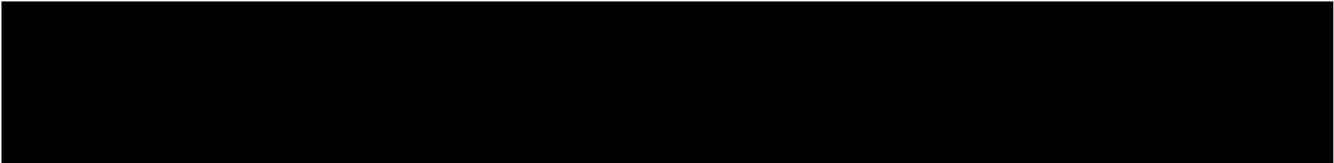


**Current Actions**

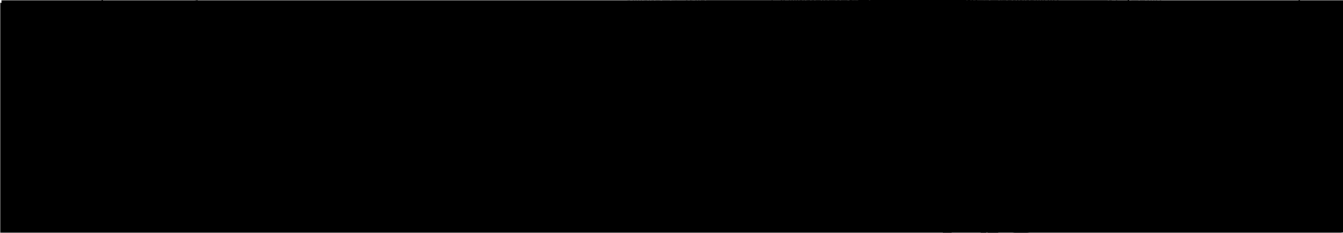
REF	ACTIONS	ACTIONER	DUE DATE
	UPDATES:		







2.8	<b>Bus Priority on the network</b> Advise Chris Groom if there are any suitable spots bus priority	All	
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Released under 19

**From:** Rhona Hewitt <[Rhona.Hewitt@gw.govt.nz](mailto:Rhona.Hewitt@gw.govt.nz)>  
**Sent:** Thursday, 20 April 2017 8:24 AM  
**To:** Luke Troy <[Luke.Troy@gw.govt.nz](mailto:Luke.Troy@gw.govt.nz)>  
**Cc:** Wayne Hastie <[Wayne.Hastie@gw.govt.nz](mailto:Wayne.Hastie@gw.govt.nz)>; Andrew Cooper <[Andrew.Cooper@gw.govt.nz](mailto:Andrew.Cooper@gw.govt.nz)>; Steve Ferguson <[Steve.Ferguson@gw.govt.nz](mailto:Steve.Ferguson@gw.govt.nz)>  
**Subject:** FW: GW/WCC Transport Working Group - future meeting topics  
**Importance:** High

Hi Luke

Can we also add a 15-20 min slot at the beginning of the meeting for Steve Ferguson to give an update on Connection Points for new 2018 Wellington City bus network. The councillors will be keen to hear about progress, particularly on the community engagement strategy.

Also do you know if there is anything the councillors are expecting us to prepare for the other agenda items?

Cheers

Rhona

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**From:** Luke Troy  
**Sent:** Tuesday, 18 April 2017 4:04 PM  
**To:** Councillor Chris Calvi-Freeman; Sue Kedgley - External; Councillor Brian Dawson; Councillor Sarah Free; Daran Ponter - External; Barbara Donaldson; Councillor Jill Day; Roger Blakeley  
**Cc:** Wayne Hastie; Angus Gabara; David Chick ([david.chick@wcc.govt.nz](mailto:david.chick@wcc.govt.nz)); 'Geoff.Swainson@wcc.govt.nz'  
**Subject:** GW/WCC Transport Working Group - future meeting topics  
**Importance:** High

The Co-Chairs (Barbara and Sarah) met before Easter and agreed on the next topics for the Working Group to consider as well as the frequency of meetings. Further details on these are set out below.

A separate email will come from Andrea Houlihan (my EA) will a Doodle Poll on a range of possible dates.

The topics for future meetings are:

27 April	<ul style="list-style-type: none"> <li>• Future Central City Project (WCC lead)</li> <li>• Golden Mile pressure points and opportunities Part 1 (GW and WCC lead) including:             <ul style="list-style-type: none"> <li>- Bus stop rationalisation</li> <li>- Pedestrianisation/shared space options</li> <li>- Bus stop lengths</li> <li>- Slower speed limits</li> <li>- Bus priority measures</li> <li>- Removal of on-street parking</li> </ul> </li> </ul>
mid May	<ul style="list-style-type: none"> <li>• PT Fare Zones (GW lead)</li> <li>• Park n Ride opportunities (GW and WCC lead)</li> <li>• Golden Mile pressure points and opportunities Part 2 (GW and WCC lead) including:             <ul style="list-style-type: none"> <li>- Bus stop rationalisation</li> <li>- Pedestrianisation/shared space options</li> <li>- Bus stop lengths</li> <li>- Slower speed limits</li> <li>- Bus priority measures</li> <li>- Removal of on-street parking</li> </ul> </li> </ul>
6 June	<ul style="list-style-type: none"> <li>• Bus priority measures on key routes (lanes and intersections) (GW and WCC lead)</li> </ul>
Mid Aug	<ul style="list-style-type: none"> <li>• Revenue and Financing Policy Review – PT targeted rate (GW lead)</li> <li>• PT Farebox Recovery (GW lead)</li> </ul>
Mid Sept	<ul style="list-style-type: none"> <li>• Update on LRT from LGWM (LGWM lead)</li> </ul>

Thanks

Luke

**Luke Troy** | General Manager Strategy

**GREATER WELLINGTON REGIONAL COUNCIL**

***Te Pane Matua Taiao***

142 Wakefield St | PO Box 11646, Manners St, Wellington 6142

**T: 04 830 4155 | M: 021 456 947**

[www.gw.govt.nz](http://www.gw.govt.nz)

## By email

25 September 2018

Lindsey Hill  
Wellington City Council  
Freepost 2199  
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[hataitaisignals@wcc.govt.nz](mailto:hataitaisignals@wcc.govt.nz)

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F 04 385 6960  
[www.gw.govt.nz](http://www.gw.govt.nz)

Dear Lindsey

### Hataitai intersection traffic lights proposal

Thank you for the opportunity to make a submission in relation to the proposal to introduce traffic lights and associated safety improvements at Hataitai intersection. Greater Wellington (GWRC) does not support the current proposal and would like the opportunity to engage with you further on solutions for this intersection. Our Sustainable Transport Committee have directed our Chief Executive to initiate a work programme with Wellington City to identify, confirm and progress:

- i. Further bus priority lanes;
- ii. Further instigation of bus priority at traffic lights on core routes;
- iii. Appropriate measures to better facilitate bus manoeuvring

The intersection of Moxham Avenue and Waitoa Road is a core part of the strategic bus network. High volumes of buses, including the main east west spine between Miramar and Karori, travel through this intersection. GWRC supports improving pedestrian safety, but is concerned that the current proposal has not fully considered the implications for bus operations and doesn't address wider issues with this intersection.

The needs of people walking and cycling and the place values of the Hataitai town centre are important, and need to be considered alongside the need to provide for high volumes of buses using this intersection. GWRC would recommend that further investigation is undertaken with changes to this intersection considered within a broader scope that looks at wider issues around pedestrians, cyclists, buses and general traffic movement within the Hataitai town centre.

The nearby intersection with Taurima Street and Moxham Avenue is heavily used in the morning peak to access the SH1 Mt Victoria Tunnel, with queues both north and south along Moxham Ave impeding buses and other traffic in both directions. The addition of lights at



Waitoa Rd may result in additional queues on Moxham Ave. The pedestrian's crossings at this intersection experience similar safety issues to those at the Waitoa Road intersection. We would strongly suggest that improvements to the Taurima Street intersection are considered alongside any change to the Waitoa Road intersection.

Currently the tight alignment for buses turning from Waitoa Road onto Moxham Avenue is a significant issue. With higher capacity buses on this route being up to 13.5m there is a need to ensure that these can safely travel through the intersection. While the removal of some parking may assist with this is, it unclear from the high level designs whether this will be sufficient to provide for the necessary turning radius for buses and further changes may be needed. We strongly encourage you to engage with us in undertaking the detailed designs for this intersection.

If pedestrian signals are to be installed at the intersection of Waitoa Road and Moxham Avenue a "barn dance" style crossing would be preferred. This style of crossing enables pedestrians to cross diagonally reducing delay and frustration. It would also result in less conflicts and delays for turning buses than having pedestrian crossing phases aligned with green lights for straight through traffic. Consideration should also be given to how best to enable cyclists to travel through this intersection and the intersection of Moxham Avenue and Taurima Street as the route through Haitaitai and Mt Victoria tunnel is part of the strategic cycle network connecting the eastern suburbs and CBD.

In undertaking the detailed design GWRC would like improvements to Waitoa bus stops to comply with best practice to be considered as part of any changes to road layouts in this area. The current bus stops on Waitoa Road do not meet best practice of 15m stops with 9m entry and exit tapers.

If you have any questions please feel free to contact me at [luke.tory@gw.govt.nz](mailto:luke.tory@gw.govt.nz), or Matthew Lear Acting Manager Bus Operations at [matthew.lear@gw.govt.nz](mailto:matthew.lear@gw.govt.nz).

Yours sincerely

**Luke Troy**

General Manager, Strategy  
Greater Wellington Regional Council

## JOINT TRANSPORT WORKING GROUP

Attendees:

Actions:

### Item 1: Role of working group

- Agreed to refocus how the group works by formalising a joint officer working group that would report (via CEs) to the councillor working group. Officers would prepare joint advice on agreed issues for endorsement or resolution (if agreement is not found).
- Officer working group to have membership including:
  - o Wayne Hastie - others as required
  - o Siobhan Proctor, Stephen Harte, Gunther Wild – others as required
- Officer working group to focus on agreed work programme items and other items raised by councillors
- Councillor working group to meet at two monthly intervals or as required
- A revised Terms of Reference to be developed
- The focus of the work programme to be generally those not within LGWM, although from time to time the group may need to be kept informed of relevant LGWM projects

### Item 2: Work Programme

An initial work programme was agreed as follows:

- Courtenay Place/Lambton Interchanges
- Bus shelter ownership and management
- Bus prioritisation
- Bus shelter programme
- Street risk elimination programme (tree trimming, bus stop extensions etc)
- Maintenance costs for oversized buses
- Bus hubs
- Regional PT Plan
- Scooter management
- Cycleway planning and implementation
- Speed limit reviews
- Park and ride (including PT fare zone boundaries)
- Street safety reviews
- Accessibility reviews

## AGENDA

SUBJECT **WCC/ GW Transport Working Group**  
WHEN Monday 10 December 2018 from 3:00 pm to 5:00 pm  
WHERE WCC, Committee Room 1, 101 Wakefield St

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Topic	Lead	Time
1 Bus priority and LGWM early wins	WCC	30 mins
2 Bus shelters at Courtenay Place	GW	15 mins
3 Bus shelter management	GW	10 mins
4 On-going partnership	All	30 mins
Reflection on how GW & WCC have worked together this year in improving and managing the transport network and what could be improved going forward		

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**From:** Wayne Hastie  
**Sent:** Monday, 28 January 2019 4:29 PM  
**To:** Siobhan Procter  
**Subject:** Bus priority suggestions  
**Attachments:** Paul's suggestions.pdf

Hi Siobhan

Further to the suggestions that I sent through last week from Mike Mellor re bus priority measures in the eastern suburbs, I attach suggestions that came from Paula Warren, also a member of our PT Reference Group. In both cases it would be good if our joint working party can give them some consideration.

Cheers

Wayne

Wayne Hastie | GM Public Transport  
Metlink

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## Bus transit time reliability

### Why does this matter?

There are a number of reasons why there should be a primary focus on bus transit time reliability:

1. Passengers consistently identify reliability as their top priority, not transit times *per se*. Unpredictable bus transit times directly and indirectly (through the next three effects) reduce the ability of a passenger to decide whether a particular service will get them to their destination in time.
2. Where there are variable bus transit times, particularly where they are unpredictable, timetables will either be unreliable, or there will need to be significant waste in operating the system – buses sitting at key stops until the timetabled departure time arrives, and buses having long turn-around periods at the end of each run.
3. If that isn't built into the system, buses will gradually move out of synch with the timetable, and the bus cluster phenomenon will develop – a big gap between services, then several buses together.
4. Often the only solution to the effects of unexpectedly long transit times will be to cancel one service.

### What are the main causes?

In Wellington, the key causes of unpredictable and variable bus transit times are:

1. Buses being delayed by traffic.
2. Buses being delayed by bus congestion at stops.

Other contributors are:

1. Boarding delays, including delays caused by passengers needing information, slow ticketing, and slow boarding for passengers with wheelchairs or pushchairs.
2. Failures of drivers to start a run on time, a failure to take the correct route, or other driver failures that slow the service.
3. Vehicle breakdowns.

Perceived unreliability can also be the result of passengers being given information on expected transit times that are not realistic or accurate.

### Where are predictable delays happening?

All the work to date has identified the golden mile, and particularly Lambton Quay, as a key squeeze point in the system, particularly in the peak. There have been studies on that issue, and it is clearly the key location to be addressed, given that it has widespread impacts across the operation of the entire network.

Individual routes also have other delay points, at intersections or where bus movement is impeded by parked vehicles. I have not seen a list of those points, but they could be easily identified through the RTI data.

### **What needs to be done to the Golden Mile**

There are two things that would resolve the issues:

1. Avoid having buses stopped or delayed, other than at bus stops.
2. Have short dwell times at stops, by reducing bus queue lengths and allowing a bus that has completed boarding to immediately move off the stop.

To achieve that there need to be four changes:

1. Remove traffic from as much as possible of the golden mile.
2. Remove intersections and pedestrian crossing lights where they delay buses.
3. Ensure all buses that arrive at a stop can be accessed by passengers, and educate and assist passengers so they board their bus wherever it is on the stop.
4. Ensure that street width at bus stops is wide enough to allow a bus to pull out and pass a bus that is still at the stop.

### Traffic and intersection removal

There has for many years been a consensus that there is no reason to allow traffic in Lambton Quay, given that:

1. It is not an important route for through traffic; and
2. All businesses can be serviced either from the Terrace or from side streets (cf businesses in Manners Street serviced from St Hill st).

The simplest change, which could be done immediately at very low cost using tactical urbanism approaches, would be to:

1. Close off the side streets and ban traffic from Lambton Quay.
2. Design the side streets to provide disabled parking, loading zones, taxi stands, etc.
3. Allow business vehicles that need to access the front of businesses (e.g. construction vehicles, trucks picking up large objects) to use the street by permit, in the same way that footpath use is currently authorised.

A co-benefit of that change would be the provision of greater amenity and easier road crossing for pedestrians, and increased public green/sitting space at the end of each side street (cf the current arrangements in Grey Street).

In addition, if the side streets were well designed, businesses may find that access to short term parking for deliveries is increased, and the speed at which the vehicles can access those spaces increased. Competition for space in Lambton Quay is high, and interaction with buses and pedestrians can make it difficult for business vehicles that need to park for short periods.

### Bus stops

As part of the reconfiguration, it should be possible to ensure that buses can overtake each other at the bus stops, reducing the impact of bus congestion at stops.

### Passenger education

A problem for passengers is that bus drivers do not make clear whether they want passengers to walk down the stops to the bus or wait near the front. We need more consistency in how bus drivers behave, and clear information to passengers that if the bus driver opens their door, they should walk down and board.

**From:** Siobhan Procter <Siobhan.Procter@wcc.govt.nz>  
**Sent:** Monday, 11 March 2019 4:14 PM  
**To:** Rhona Hewitt; James Meffan; Stephen Harte; Penny Hope; Joelene Birmingham; Wayne Hastie  
**Subject:** Bus Priority  
**Attachments:** Bus Priority Programme Outline March 2019.docx

As per Action 5 from the last meeting, please find a table of the bus priority projects and their relationship with either a cycleway or LGWM project.

Regards

**Siobhan Procter**

Manager Transport & Infrastructure | Wellington City Council

M 021 228 5429

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Wellington City Council**

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# Bus Priority Programme Outline

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11 March 2019

## Purpose

This note outlines of the current status of the programme which takes account of the need to integrate the planning and delivery with the cycleways and the Let's Get Wellington Moving programmes.

## LTP provision

Wellington City Council's Long-term Plan 2018-2028 signals an investment of \$38.4 million for Bus Priority Improvements over the 10 year period. The Plan states *"The areas that will be included in our bus priority programme will be informed by and align with the Let's Get Wellington Moving (LGWM) and cycling programmes of work"* (page 126).

For the current three years, the plan is to invest some \$4.9 million as shown below.

2018/19	2019/20	2020/21
\$1,975,000	\$1,751,000	\$1,214,000

The investment level stays at around \$1.4 million per annum for years 4 to 7, then rises to around \$4.7 million for each of the last three years of the plan (page 222). This indicative funding will need to be reviewed once decisions have been made around the scope and timing of related LGWM investments. The timing of this realignment is at least a few months away.

No significant progress has been made on this project at present, largely due to the need to wait in order to align work with the LGWM programme. The Network Improvements team will shortly include the development of a Bus Priority Programme Business Case in an application to the Transport Agency for Targeted Enhanced Funding (75% subsidy).

## Priority corridors for bus priority improvements

Greater Wellington has used real time bus data to identify priority corridors which experience significant delays. A list produced in July 2017 has used as a basis to understand higher priorities and how these align with the Cycleways and indicative LGWM programmes (refer Table 1 attached).

The order in the table is based on the corridors which have the greatest amount of peak period delay when compared to off-peak travel times. This is not to the only way, nor the



best way, to determine priorities. For example, corridors with very low travel speeds may also be used to inform priorities.

Significant improvements are likely to require significant road space reallocation to create bus lanes. These bus lanes would be supported by appropriate bus stop rationalisation and signal priority measures. While the development of concept design solutions can be progressed relatively quickly, the wider consideration of the needs of other modes and community interests will make these improvements every bit as challenging as the cycleways programme. In other words, significant engagement and communications are key parts of successful project development and delivery. Bus priority projects cannot be delivered without appropriate consideration of other current priorities i.e. LGWM, community planning, cycleways, higher density housing etc.

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Attachment 1 - Bus corridor delay summary (GWRC July 2017)

Programme alignment review March 2019										
Corridor	Peak speed (km/h)	% delay peak/off peak	WCC Cycling	LGWM FFEI	LGWM EI	LGWM Cycling	LGWM Mass Transit	Notes	FFEI First Five Early Improvements	EI Early Improvements
SH1 to City	24.5	59%	.	.	.	.	.	Ngauranga Gorge		
Wallace St to City	10.5	39%	.	.	.	.	.	Thorndon Quay/Hutt Road Project.		
Thorndon Quay to City	13.9	39%	✓	.	✓	.	.			
Murphy St to City	9.4	37%	.	.	.	.	.	Western Corridor: anticipate starting review early 2020 subject to WCC councillors agreeing priority.		
Karori Rd and Chaytor St to City	15.2	34%	✓	.	.	.	.	Current Newtown Connections may address Adelaide Rd to Basin. Adelaide Rd to Basin: anticipate traffic resolutions Dec 2019, installation late 2020. Longer term part of mass transit roll out. Subject to WCC councillors agreeing priority early 2020.		
Riddiford St and Adelaide Rd to City	8.9	33%	✓	✓	.	.	✓	Thorndon Quay/Hutt Road Project. Cycling potential 800k contribution to Centennial/Hutt intersection (est \$2m). Longer term: Hutt Rd dual path widening coordinated with Petone-Ngauranga cycleway.		
Newlands Rd to City	14.6	32%	✓	.	.	.	.	Western Corridor: anticipate starting review early 2020 subject to WCC councillors agreeing priority.		
Wallace St to Newtown	11.3	32%	.	.	.	.	.	Western Corridor: anticipate starting review early 2020 subject to WCC councillors agreeing priority.		
Hutt Rd to City	32.8	31%	✓	✓	.	.	.	Western Corridor: anticipate starting review early 2020 subject to WCC councillors agreeing priority.		
The Terrace to Vic Uni	12.2	29%	✓	.	.	.	.	Work stopped on draft case for change when not part of FFEI. Anticipate starting Western Corridor review early 2020 subject to WCC councillors agreeing priority.		
Glenmore St to Karori	20.5	25%	✓	.	.	.	.	Western Corridor: anticipate starting review early 2020 subject to WCC councillors agreeing priority.		
Taranaki St to Mt Cook	9.6	22%	.	✓	✓	.	.			
Bowen St to City	13.4	21%	✓	✓	.	.	.	Work stopped on draft case for change when not part of FFEI. Anticipate starting Western Corridor review early 2020 subject to WCC councillors agreeing priority.		
Thorndon Quay to Kaiwharwhara	27.8	21%	✓	.	.	✓	.	Thorndon Quay/Hutt Road Project.		
Glenmore St to City	22.1	20%	.	✓	.	.	.	Western Corridor: anticipate starting review early 2020 subject to WCC councillors agreeing priority.		
Victoria St to Brooklyn	8.4	19%	.	✓	✓	.	.			
Hutt Rd to Ngauranga	35.4	18%	✓	✓	.	.	.	Thorndon Quay/Hutt Road Project. Cycling potential 800k contribution to Centennial/Hutt intersection (est \$2m). Longer term: Hutt Rd dual path widening coordinated with Petone-Ngauranga cycleway.		
Kent Terrace to Newtown	10.1	18%	.	✓	✓	✓	✓	Work stopped on draft case for change when not part of FFEI		
The Terrace to Parliament	13.1	18%	.	.	.	.	.	Western Corridor: anticipate starting review early 2020 subject to WCC councillors agreeing priority.		
SH1 to Johnsonville	40.9	17%	.	.	.	.	.	Ngauranga Gorge		
Upland Rd to City	17.6	17%	✓	.	.	.	.	Western Corridor: anticipate starting review early 2020 subject to WCC councillors agreeing priority.		
Karori Rd and Chaytor St to Karori	18.4	16%	✓	.	.	.	.	Western Corridor: anticipate starting review early 2020 subject to WCC councillors agreeing priority.		
Willis St to City	7.7	14%	.	✓	✓	.	.			
Taranaki St to City	9.5	14%	.	✓	✓	✓	✓			
Cambridge Terrace to City	13.6	13%	.	✓	✓	✓	✓	Work stopped on draft case for change when not part of FFEI		
Golden Mile to Courtenay Place	8.6	10%	.	✓	.	.	.	Golden Mile Project (Cycling in Courtenay PI)		
Golden Mile to Station	9.0	10%	.	✓	.	.	.	Golden Mile Project (Cycling in Courtenay PI)		
Brooklyn Rd to Brooklyn	19.6	10%	✓	.	.	.	.	Brooklyn Route: anticipate starting review early 2020 subject to WCC councillors agreeing priority.		
Upland Rd to Karori	18.8	9%	✓	.	.	.	.	Western Corridor: anticipate starting review early 2020 subject to WCC councillors agreeing priority.		
Bowen St to Tinakori	21.8	9%	✓	✓	.	.	.	Work stopped on draft case for change when not part of FFEI. Anticipate starting Western Corridor review early 2020 subject to WCC councillors agreeing priority.		
Johnsonville Rd to Churton Park	11.9	8%	.	.	.	.	.			
Molesworth St to Wadestown	11.5	8%	.	.	.	.	.			
Newlands Rd to Newlands	24.2	8%	✓	.	.	.	.	Subject to WCC councillors agreeing priority early 2020.		
Johnsonville Rd to City	8.0	7%	.	.	.	.	.			
Riddiford and Adelaide to Newtown	14.2	5%	✓	.	.	.	✓	Current Newtown Connections may address Adelaide Rd to Basin. Adelaide Rd to Basin: anticipate traffic resolutions Dec 2019, installation late 2020. Longer term: part of mass transit roll out.		
Brooklyn Rd to City	23.9	1%	✓	.	.	.	.	Brooklyn Route: anticipate starting review early 2020 subject to WCC councillors agreeing priority.		

Bus corridor improvements included LGWM Early Improvements Programme (LGWM October 2018)

Programme alignment review March 2019							Notes
Corridor	WCC Cycling	LGWM FFEI	LGWM EI	LGWM Cycling	LGWM Mass Transit	FFEI First Five Early Improvements EI Early Improvements	
Add bus lanes from Kent Tce to Adelaide Rd intersection with isolated widening	.	.	✓	✓	✓	✓	SSBC required after stand up of IDV.
Review bus lane times and length along Kent/Cambridge Terrace. Give PT priority at all intersections	.	.	✓	✓	✓	✓	SSBC required after stand up of IDV.
Provide an east-west connection across northern Te Aro, likely to be on Courtenay Place and Dixon Street (Courtenay Place sections to be part of wider programme Golden Mile PT improvements, Dixon Street could progress as trial)	.	✓	.	✓	.	.	Golden Mile Project (Cycling in Courtenay Pl).
Improve bus priority at intersections along Golden Mile and Kent/Cambridge	.	✓	✓	✓	✓	✓	Short term: signal improvements in FFEI Technology project. Medium term: Golden Mile Project will include cycling in Courtenay Pl. Longer term: part of mass transit roll out.
Rationalise bus stops, minor funding to remove Stout Street infrastructure and reinstate pavers (required as part of Taranaki PT interchange in larger programme)	.	✓	.	.	.	.	Golden Mile Project.
Trial remove general traffic along the northern section of Willis Street - Potentially Lambton Quay to Panama and Williston Street	.	✓	.	.	.	.	Golden Mile Project.
Trial restrict private vehicles on sections of Courtenay Place	.	✓	.	.	.	.	Golden Mile Project.
Trial PT priority on Hutt Road (2016 proposal rejected by Council) (signal priority at Kaiwharwhara Road intersection, bus lanes, HOV lane) (transit lanes, some sections of bus lanes and bus stop rationalisation part of cycling scheme)	.	✓	.	✓	.	.	Thorndon/Hutt Project.
Ensure bus stops allow buses to exit and enter vehicle flows (9 stops identified)	.	✓	.	.	.	.	Technology Project, addressing stops in Mt Victoria and Hataitai.
Rationalise bus stops Kilbirnie Cres near aquatic centre and library	.	✓	.	.	.	.	Technology Project.
Optimise lanes at Victoria/Karo intersection	.	.	✓	✓	.	.	SSBC required after stand up of IDV.
Review bus lane times and length along Riddiford/Adelaide city bound (need to pitch as first phase of bigger picture)	✓	.	.	.	.	✓	Current Newtown Connections may partly address this. Longer term: part of mass transit roll out.
Improve bus priority between Hamilton Rd and Kilbirnie Cres at the Wellington Road intersection	.	.	✓	.	.	.	Longer term: part of mass transit roll out.
Add PT priority to Taranaki Street	.	.	✓	✓	✓	✓	SSBC required after stand up of IDV.
Trial provision of a cycling facility between Civic Square and Mt Cook, likely to be on Taranaki St	.	.	✓	✓	✓	✓	Work stopped on draft case for change when not part of FFEI. Anticipate starting Western Corridor review early 2020 subject to WCC councillors agreeing priority.
Review bus lane times and length along Bowen St city bound	.	.	✓	.	.	.	Traffic resolution process, part of wider Willis/Victoria corridor review.
Remove three car parks on Victoria St south of Vivian	.	.	✓	.	.	.	SSBC on wider Willis/Victoria corridor.
Provide a cycling facility between Civic Square and Te Aro, likely on Willis and Victoria streets	.	.	✓	✓	.	.	SSBC on wider Willis/Victoria corridor.
Investigate bus priority on Willis and Victoria streets	.	.	✓	✓	.	.	SSBC on wider Willis/Victoria corridor.

**From:** Dougal List <dougal.list@rdcgroup.co.nz>  
**Sent:** Thursday, 11 April 2019 12:47 PM  
**To:** David Chick; anna.harley@wcc.govt.nz; lucie.desrosiers@wcc.govt.nz; Siobhan Procter; Luke Troy; Greg Pollock; Wayne Hastie; Harriet Shelton  
**Subject:** Updated agenda - bus partnering workshop 12 April  
**Attachments:** GWRC and WCC bus partnering workshop agenda.12.4.19.pdf

Kia ora

Thanks for the useful feedback and discussions on the purpose and agenda for the workshop tomorrow.

Please find attached an updated agenda to help guide the workshop.

Let me know if any further thoughts, otherwise I look forward to seeing you tomorrow

(Luke and Siobhan - agenda FYI only, apologies noted).

ngā mihi



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## WELLINGTON BUS PRIORITY WORKSHOP AND ACTION PLAN

### Partnering workshop: Principles and behaviours

<b>Meeting Date and location</b>	GWRC Council Chamber, 15 Walter St 12 April 2019 1pm to 4pm
<b>Attendees</b>	<ul style="list-style-type: none"> <li>• GWRC: Greg Pollock, Wayne Hastie, Harriet Shelton</li> <li>• WCC: David Chick, Anna Harley, Lucie Desrosiers</li> <li>• Apologies: Siobhan Procter, Luke Troy</li> </ul>
<b>Facilitation</b>	<ul style="list-style-type: none"> <li>• Dougal List, RDC Group</li> </ul>
<b>Purpose of the workshop and outcomes sought</b>	<p>The purpose of the workshop is to identify principles, behaviours and processes for a more collaborative approach to delivery of bus priority improvements.</p> <p>The workshop will focus on the 'how' rather than the 'what' as this is being investigated through other workstreams.</p> <p><b>Outcomes sought</b></p> <p>The workshop will:</p> <ul style="list-style-type: none"> <li>• Bring together key senior stakeholders from Greater Wellington and Wellington City</li> <li>• Confirm what success looks like</li> <li>• Identify what is getting in the way</li> <li>• Identify principles and behaviours for a more collaborative approach</li> <li>• Clarify governance requirements and links to LGWM</li> <li>• Clarify the engagement and communications opportunity</li> <li>• Help identify process and resource issues to enable resolution of issues</li> <li>• Help identify actions, accountabilities and next steps – including testing the principles</li> </ul>

## PROPOSED AGENDA

Focus	Indicative Timing	Issues to cover
Purpose	1.00	<ul style="list-style-type: none"> <li>• Why are we here?</li> <li>• What are the objectives?</li> <li>• What is collaboration?</li> </ul>
Success	1.15	<ul style="list-style-type: none"> <li>• Why - what are the reasons to collaborate?</li> <li>• What does success look like – where do we want to be?</li> <li>• Who else needs to be involved or sign up for this?</li> <li>• Mandate and commitment</li> </ul>
Barriers	1.45	<ul style="list-style-type: none"> <li>• Where are we now in terms of working together?</li> <li>• What is getting in the way?</li> </ul>
Principles	2.15	<ul style="list-style-type: none"> <li>• How do we need to work?</li> <li>• How do we need to behave?</li> </ul>
Governance	2.45	<ul style="list-style-type: none"> <li>• How do we need to organize ourselves?</li> <li>• Interconnections with LGWM?</li> <li>• Other stakeholders?</li> </ul>
Narrative	3.15	<ul style="list-style-type: none"> <li>• Shared story</li> <li>• Who are the stakeholders or customers?</li> <li>• What is the engagement or communications opportunity?</li> </ul>
Process	3.30	<ul style="list-style-type: none"> <li>• Urgency?</li> <li>• How to move forward</li> <li>• Testing the principles – putting these to the test – how / who / when</li> <li>• Processes</li> <li>• Resources – people and funding</li> <li>• Evidence</li> <li>• Who does what</li> <li>• Timeline</li> </ul>
Close	4pm	

**From:** Dougal List <dougal.list@rdcgroup.co.nz>  
**Sent:** Monday, 15 April 2019 4:43 PM  
**To:** Nichola Powell; 'david.chick@wcc.govt.nz'; 'Anna.Harley@wcc.govt.nz';  
lucie.desrosiers@wcc.govt.nz; Siobhan Procter <Siobhan.Procter@wcc.govt.nz>  
(Siobhan.Procter@wcc.govt.nz); Luke Troy; Harriet Shelton; Greg Pollock; Wayne  
Hastie  
**Subject:** Bus Priority Workshop  
**Attachments:** Bus priority partnering workshop outcomes.pdf

Hi all

please find attached the write up from our workshop on Friday.

Any feedback appreciated.

My suggestion for how we can use the 10 May workshop would be:

1. Set the scene - why are we here, what are we trying to achieve
2. Confirm principles, scope and approach
3. More detailed project scoping workshop to start working through the details of how we can deliver this project

Ahead of this workshop, there are a few issues to work through:

- who needs to be there
- confirm agenda and timing
- clarifying how this work is positioned or connected to LGWM
- role and involvement of NZTA

ngā mihi



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---

**From:** Nichola Powell <Nichola.Powell@gw.govt.nz>  
**Sent:** Monday, 15 April 2019 3:45 PM  
**To:** 'david.chick@wcc.govt.nz'; 'Anna.Harley@wcc.govt.nz'; lucie.desrosiers@wcc.govt.nz; Siobhan Procter  
<Siobhan.Procter@wcc.govt.nz> (Siobhan.Procter@wcc.govt.nz); Luke Troy; Harriet Shelton; Greg Pollock; Wayne  
Hastie  
**Cc:** Dougal List  
**Subject:** Bus Priority Workshop - 10 May 2019 at GWRC

Hello, following on from the workshop last Friday, can you please provide names from your respective Councils who are to attend the Workshop on the 10 May. Previous correspondence went to the following people:

WCC  
Joe Hewitt  
Gunther Wild  
Stephen Harte  
Paul Barker  
Soon Teck Kong

GWRC  
Paul Kos  
Rhona Hewitt  
Natasha Hayes

If these names are still relevant please advise, or someone else is to be added.

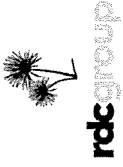
Regards

**Nichola Powell** | Executive Assistant to General Manager Public Transport  
**GREATER WELLINGTON REGIONAL COUNCIL**  
*Te Pane Matua Taiao*  
Level 2, 15 Walter Street  
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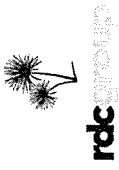
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# Bus Priority Partnering Workshop

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Outcomes and Actions



## WCC and GWRC have committed to collaborate to deliver bus priority improvements

A workshop was held on 12 April to identify principles, behaviours and processes for a more collaborative approach to delivery of bus priority improvements.

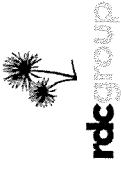
The workshop focused on the 'how' rather than the 'what' as this is being investigated through other workstreams.

Key aspects discussed were:

- Common purpose
- Success
- Principles for working together
- Scope and relationship with LGWM
- Approach
- Next steps



# Common purpose – why collaborate



**Wellington's bus network is failing to deliver a reliable service for customers.**

GWRC, WCC and bus operators are under considerable pressure from customers and stakeholders to urgently address service reliability. A lack of a reliable bus service is leading to poor customer service for thousands of people every day.

A contributing factor to poor reliability is a lack of bus priority measures. This increases the variability of travel times which mean buses struggle to meet timetabled services.

To urgently deliver increased priority for buses on the network, a fresh, more collaborative and urgent approach is required. Key drivers include:

- Significant investment in the public transport network is planned through LGWM, however this will take at least 3-5 years of planning, funding, consultation and construction before any benefits are realised
- LGWM focuses on central Wellington and therefore will not make improvements on large sections of high frequency routes in suburban areas
- GWRC has accountability for the bus network and WCC has accountability as road controlling authority and asset owner – co-creation and shared ownership is required to agree and deliver change
- Past behaviours, processes and lack of a collaborative approach have led to ineffective change and delivery
- There is growing population growth and demand for PT



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# We will know we are being successful when:



- Shared commitment:** the partners have committed to working together to address the problems
- Mandate:** the partners have given this programme the ongoing mandate to succeed
- Governance:** the partners have agreed a governance model with shared power, clear leadership and open communications
- Co-creation:** the partners are working together to co-create and deliver processes and solutions
- Shared Story / strategy:** the partners have developed a shared, evidence based narrative for stakeholders of the need for change, how this will be achieved and benefits
- Political alignment:** the partners have aligned political positions in support of the shared story
- LGWM:** there is clarity of how the programme aligns with and supports LGWM
- Focused:** the programme focuses on the highest priority routes and issues that will deliver the most benefits for customers
- Urgency:** the programme moves with urgency to remove roadblocks and deliver demonstrable benefits early
- Enduring:** the partnership is lasting

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# Principles

**Our principles will guide how we will work together and trade-offs.**

**Shared power** – this is a joint programme with shared governance and skin in the game

**Honest and open communications** – we will be open and transparent, aiming to build trusted relationships

**Bold and innovative** – we will support staff to be brave and take calculated risks

**Innovate, trial and learn** – our approach is based on trialling and learning to enable faster delivery

**80 / 20** – we accept that going faster means not getting it perfect and mistakes will happen

**Multi-modal approach** – we will aim to balance the needs of all road users

**Transparent trade-offs** - between movement, place and service (bus stops, design, parking)

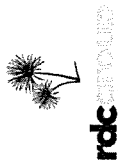
**Issues to resolve:**

Need to develop more detailed principles to guide trade-offs. These will be developed further drawing on LGWM and WCC draft parking policy

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# Scope and relationship to LGWM



LGWM will deliver improvements that require a comprehensive corridor approach.

This programme will focus on improvements that can be delivered while LGWM moves through the detailed planning phases focusing on:

- Highest priority routes e.g. 1, 2, 3 and 7
- Sections with greatest variability
- Things we can change more readily – paint, kerbs, trees, location of stops, parking
- Agreement on design standards
- Approximately 3 year timeframe, with benefits delivered asap

Issues to resolve:

Is this a workstream of LGWM EI programme?

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# Programme approach

The programme will need a number of workstreams:

- Governance - including clarifying relationship to LGWM governance
- Shared story – compelling vision to bring stakeholders on the journey (this will need to connect to LGWM story)
- Evidence base and business case – to support the compelling story and ensure a focus on the right things
- Design lab – design led process to develop and agree solutions and work through trade-off
- Process management – to map and manage process requirements and opportunities to stream line these (resource consents, sign offs, traffic resolutions)

Issues to resolve:

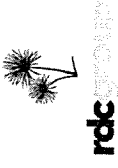
Staff to involve – skills, capacity

Kick off meeting 10 May – who needs to be there?

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# Next steps and issues to resolve



- Agreement to common purpose, success factors, principles, scope and approach (as per slides above)
- Clarity of relationship to LGWM – is this a workstream of Early Improvements? If not, how to position it
- Governance, including the involvement and role of NZTA – LGWM partner, business case process, funding, technology
- Key staff to involve or resource gaps to fill:
  - Governance
  - Shared story
  - Evidence base and business case
  - Design lab
  - Process management
- Plan scope and agenda for kick off meeting 10 May
- Develop project plan

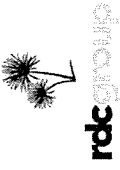
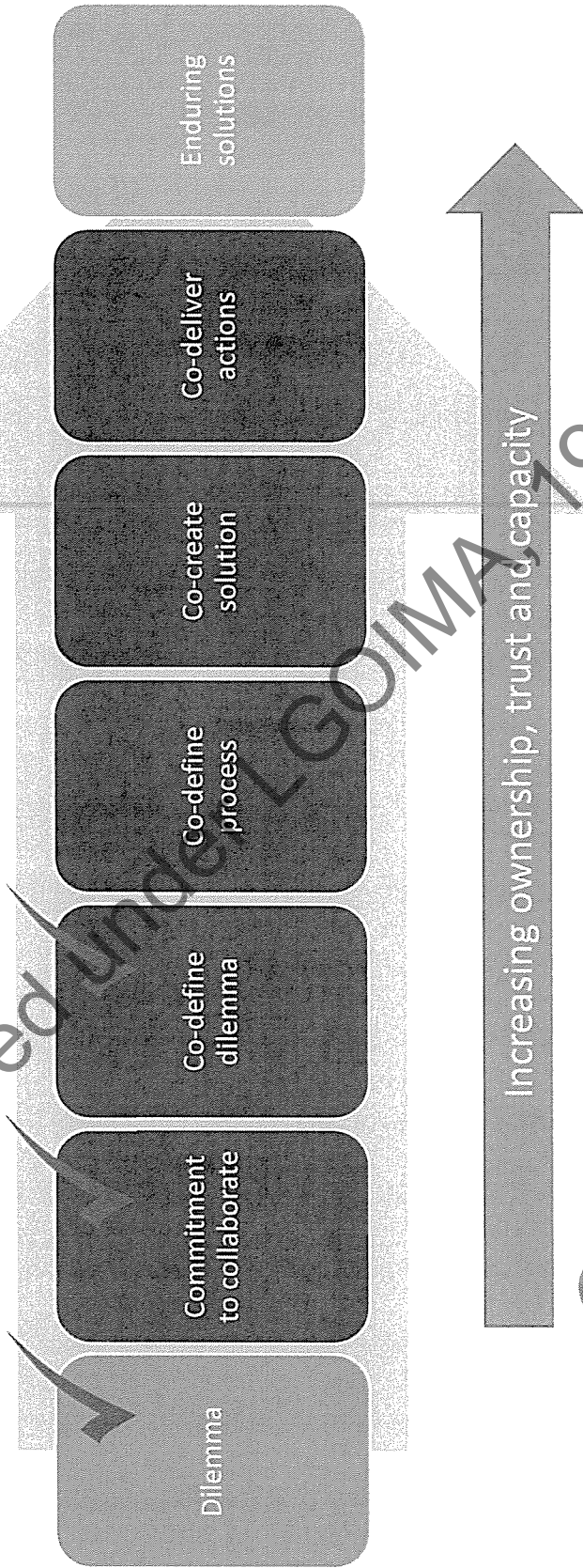
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# Process of Collaboration



greater WELLINGTON  
REGIONAL COUNCIL  
Te Pane Matua Taiao

Absolutely  
**POSITIVELY**  
ME HEKE KI PŌHĀRE  
WELLINGTON CITY COUNCIL