

# DRAFT 2021-31 Long Term Plan Consultation Document

## Our Region

Greater Wellington stretches from coast to coast, with the rural beauty of Wairarapa down to the bustling city of Wellington. From our parks, water ways and coastline to farmlands, forests and all the spaces in between – we're a unique region with our own set of challenges and exciting opportunities.

Every day, in hundreds of ways, we work hard to protect and enhance this precious place we call home and right now we have some big decisions to make to secure our region's future. This affects all of us and we'd love for you to be involved.

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## What does 2031 look like?

This is an important moment in time for everyone. There's so much we can, and must, plan and prepare for in our region – and that's exactly what this document is all about.

We're excited about the opportunities for sure, but we're also realistic about the challenges we're up against. Right now we're dealing with a global pandemic and doing all we can to recover and come out of it stronger. In 2019, we declared a climate emergency, determined to meet the threat of climate change head on. Our population's growing and so is the pressure on public transport. All of this means that we have more things to pay for, with less revenue coming in. So we'll need to put rates up over the next few years.

There's plenty to consider, but we have a choice about how our region looks in 2031 and this Long Term Plan looks at all the big issues and how we can tackle them. As a starting point we've agreed on four strategic priorities, or guiding lights, to focus on:

- **Responding to the climate emergency.** Urgent action is needed now and we're setting a big, bold target to be carbon neutral by 2030 and climate positive by 2035
- **Improving outcomes for mana whenua and Māori.** We are strengthening our commitment to working closely with mana whenua to achieve the best outcomes for Māori and the region, across everything we do
- **Adapting and responding to the impacts of COVID-19.** We plan to lead the way in supporting our region through the COVID-19 recovery, transitioning along the way to a sustainable, low carbon economy
- **Aligning with Government direction.** The Government's setting some big environmental goals. Some are still evolving, and several align with what we're doing already. We plan to be in the best position to respond well.

There's hard work ahead but we're constantly working towards our Vision:

## An extraordinary region – thriving environment, connected communities, resilient future

### Your story

This is where we need your help. This affects all of us, our whānau, our friends and our future. Your views can directly influence the decisions we make because we should make them together.

There are three big topics we specifically need your thoughts on:

1. **Pushing the go button on electrifying our bus and rail network**
2. **Ramping up our restoration of regional parks to fight climate change**
3. **Taking joint action to super charge our region**

Long or short, detailed or general, however you'd like to respond we'd love to hear from you. (See page [XX](#) on how to send us your feedback).

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(Insert letter from GW resident)

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## **Leading regional development to 2031**

Our 2021-2031 Long Term Plan gives us a clear picture of what we need to do to achieve our goals for the next 10 years. From protecting and restoring our freshwater quality and indigenous biodiversity, to safeguarding communities from flooding and running an efficient, low carbon public transport network, we have a lot to do and a plan to achieve it.

We'll take a leading role in regional climate action and regional recovery following COVID-19, but to make the biggest impacts we'll partner closely with mana whenua, central government and territorial authorities across the region. We'll be stronger together to deliver on our vision for 2031 – to be an extraordinary region with a thriving environment, connected communities and a resilient future. Through this consultation we want to hear from you, so please share your thoughts on what the year 2031 should look like for the Wellington region.

Daran Ponter  
Chair

## **Big challenges and opportunities need bold decisions**

Greater Wellington Region is a special place and we're facing some serious challenges as we plan for the future. COVID-19 brought a lot of uncertainty and amongst other things it has meant we will lose revenue from public transport services. There's a fast-moving tide of Government sponsored change coming our way and we're determined to be in the best position to deliver it, working closely with mana whenua to improve outcomes for Māori and the region. All of this adds pressure to our services, but our long-term planning will ensure we continue to protect and strengthen this precious region of ours.

In 2020/21 we opted to keep rates low in order to reduce the financial impact on our communities. However this does mean we now need to catch up to ensure we can meet all of our obligations. We've carefully considered the affordability of rates, financial risks and investment towards our activities. In the first year rates will increase by approximately \$1.25 per week for the residential ratepayer. It is a difficult time to increase rates, but unfortunately we have very few options left to limit rates increases while also meeting all of our obligations and ensuring we are effectively providing for the region's future. The options we do have are outlined in this document, and I encourage you to have your say.

Greg Campbell  
Chief Executive

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## **What you need to know**

There are a lot of things to consider and urgent decisions to make to ensure we protect and develop our region in the right way – which is why this is a fairly chunky document! We want you to have a clear picture of all the key details.

While our region is precious, so is your time, so we've put the big topics for feedback right up front:

- Fast tracking bus and rail electrification
- Restoring our regional parks
- Joint action to super charge our region

You'll find all the information to help you make a call on the best way we can actively tackle these urgent areas.

Next you'll find the detail on our Long Term Plan. It covers the nitty gritty on finances, rates, infrastructure, environment and flood protection, Metlink public transport, regional strategy and partnerships, water supply, COVID-19 recovery and more. You'll see two questions in there we'd also love your feedback on.

As part of this package, you'll also find [\(insert names of additional documents\)](#)

## How to find your way around

There's a lot of information so we've colour coded the pages to make it easier.

[\(Insert colour coding\)](#)

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## Consultation – have your say

There are three big topics we'd really like your thoughts on. Two are focused on the need for urgent action to tackle climate change. The third is about the best way to support joint action to boost regional growth and development.

### Options for action

We have carefully explored options for each topic. Each scenario looks at a **hard and early** approach, as well as a **slow and steady** one. It's always a balancing act and there are pros and cons for each approach – but it's time to make a decision together. You'll see what our preferred options are, but we want to hear what you think.

## Climate change – Our biggest challenge

Climate change is seriously affecting our region and the world, and we need to take urgent action in the areas we control and influence. Globally we need to drastically reduce emissions to limit global temperature rise to 1.5 degrees Celsius, in order to minimise impacts to our region such as sea level rise, floods, droughts and biodiversity loss.

We know our communities look to us to take action on environmental issues. But we also know we need to have our house in order before we can provide guidance or direction to others. Over the past several years our carbon footprint has been increasing year on year. This is not headed in the right direction. So we need to take urgent action to reduce our carbon footprint.

In 2019 we declared a climate emergency and set a goal of being carbon neutral by 2030. By 2035 we intend to be climate positive, which means our forests will remove carbon from the atmosphere at a faster rate than our organisation emits. The options below relate to how we will achieve these goals.

### 1. Pushing the go button on electrifying our bus and rail network

We're a large region with a growing population, so public transport's super important to us.

#### Where are we now?

- Greater Wellington manages public transport through Metlink, our commercial entity
- Emissions from buses currently make up 70% of Metlink's carbon footprint, or 35% of Greater Wellington's carbon footprint
- We have an ambitious goal to be carbon neutral by 2030 – reducing public transport emissions through decarbonisation is one of the best ways to make that happen quickly

#### What can we do?

Alternative, renewable energy's come a long way and we now have the chance to change the source of energy that powers our buses and trains – while still maintaining reliability of our services. We can ditch the diesel and embrace electricity.

- Electrification of our buses is the number one thing we can do to reduce our carbon emissions – and that's not all. An electrically powered network is better for our health and

wellbeing as we move around our region. It will also improve the overall resilience of our networks to external shocks like fuel shortages and local price rises

- Sustainably powered public transport is more appealing, so if we improve frequency with more cost-effective services, we'll have less people driving cars – and that means an even bigger reduction in emissions

#### Go hard and early or go slow and steady?

Both of the scenarios we've investigated include the electrification of our bus fleet and both will achieve our goals, but one will do it a lot faster.

### ***Electric all the way or Keep some diesel burning***

#### Option 1: Electric all the way (*Our preferred option*)

- All existing buses (except those needed for stand-by, emergencies or occasional high-volume service) are replaced with, or converted to, battery electric power when the contracts with the bus service providers are renewed in 2027 and 2030
- New buses to address capacity increases would also be electric
- Moving to electric-powered trains and associated infrastructure in Wairarapa and Manawatu over the next 10 years
- This option will have the biggest impact on our carbon emissions and therefore reduce our contribution to climate change

**Cost:** \$1.1b over 10 years (these are total costs, so do not include Government contributions, these costs are indicative only until the business case is complete)

*We're in the middle of a business case process on the future of rail services and converting to entirely electric-powered trains and associated infrastructure in Wairarapa and Manawatu. When that's complete, we can make a final call, but if it stacks up, it'll make sense to make that move.*

**Rates Impact:** \$183m over 10 years as large capital projects are debt financed over 20-30 years

**Debt Impact:** \$152m.<sup>1</sup>

#### Option 2: Keep some diesel burning

- As with Option 1, diesel buses will be converted or replaced by electric buses
- New trains introduced in 2025 for passenger rail in Wairarapa and Manawatu will use a combination of diesel fuel and electric power from overhead lines where they exist
- This option means we will need to rely more heavily on carbon offsets to meet our carbon neutral goals, it is a slower option and therefore we will not be acting with the urgency required to tackle climate change

**Cost:** \$800m over 10 years (these are total costs, so do not include Government contributions, these costs are indicative only until the business case is complete)

**Rates Impact:** \$150m over 10 years as large capital projects are debt financed over 20-30 years

**Debt Impact:** \$120m over 10 years

## **2. Ramping up our restoration of regional parks to fight climate change**

We're lucky to have so many stunning regional parks, but we think we could be doing more with them in our battle against climate change.

#### Where are we now?

- Grazing in regional parks has historically been used as a land management tool to help reduce weeds, unwanted plant growth and mitigate fire risk – but it has an impact on our carbon footprint. In 2018/19 grazing made up 20% of our carbon footprint

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<sup>1</sup> This is based on assumptions we have made regarding Crown funding, but these figures are indicative only.

### What can we do?

- Our Parks Network Plan 2020-30 looks at a new direction for managing our parks, including phasing out grazing and restoring the land back to its natural state. Parks are a great tool in combating climate change as reforestation and restoration of land helps capture carbon from the atmosphere
- Restoring our regional parks supports biodiversity enhancement and freshwater quality, reduces erosion and the effects of extreme weather events. It also provides better recreational experiences
- Areas retired for grazing would be restored in a phased, sustainable way and mostly back to native forest

### Go hard and early or go slow and steady

- The reality is restoration takes a long time. It needs good planning, in collaboration with the community, to help figure out which areas are restored and where we keep land for recreation and other things
- Sometimes we'll need to source plants from seed and in other cases we may need to restore the habitat itself
- Just how much we can achieve and how quickly, will depend on how much we choose to invest to reach our climate goals
- We want to take an ambitious approach because planting forests is a super effective way to reduce our carbon footprint and help offset our other activities where we can't reduce our footprint

## ***Sow the seeds now or beat about the bush?***

### Option 1: Sow the seeds now (*our preferred option*)

- Remove livestock from 1,350 hectares in regional parks and actively restore the land to its natural state over 10 years
- By 2031 grazing would be significantly reduced, with low levels of livestock in some parks
- It's a big ask, but it will mean all conversions will happen in a careful, well-planned and phased way
- It will reduce our carbon footprint, move towards a climate positive future and deliver on our goals in the Parks Network Plan
- It will also limit other environmental impacts that come from grazing on park land

**Rates impact:** The first three years is funded from the Low Carbon Acceleration Fund<sup>2</sup> (LCAF), reducing the rates impact significantly to an average of \$672k per annum. Years 4-10 have a rate impact average of \$3.3m per annum. A total rates impact of \$25.4m over a 10 year period

**Debt Impact:** Up to \$2m per annum for years 1-3 only

### Option 2: Beat about the bush

- Less land converted from grazing to land restoration and at a slower rate
- Remove livestock from 1,115 hectares in regional parks and actively restore the land to its natural state over 15 years
- Conversions would be phased and completed by 2035

**Rates impact:** The rates impact for the first three years is the same as the preferred option. Years 4-10 have a rate impact average of \$2.2m per annum. A total rates impact of \$17.6m over a 10 year period

**Debt Impact:** Up to \$2m per annum for years 1-3 only

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<sup>2</sup> Council established a Low Carbon Acceleration Fund in 2020. This is funded through borrowing, using our carbon credits as leverage for the loan. At some stage in the future we will look to sell an allocation of carbon credits to help repay the debt for the Low Carbon Acceleration Fund and reduce the impact on rates

### 3. Taking joint action to super charge our region

Our region's facing a number of challenges ahead with housing and urban development, economic development, transport and resilience. Many of these challenges cross local council boundaries so to really make an impact, we need to work together with Government, mana whenua and aligned territorial authorities.

#### Where we are now

- The Greater Wellington Regional Council, along with the territorial authorities in the region and Horowhenua District Council, mana whenua and central government have agreed to establish the Wellington Regional Leadership Joint Committee (Joint Committee)
- They'll set direction and monitor activities across regional plans that support the Wellington Regional Growth Framework, and help regional economic development and recovery
- It's the first time we've had so many big players around the table making joint decisions about the future of our region, rather than focusing solely on local growth
- The Joint Committee will mean the previous roles and responsibilities of the Wellington Regional Strategy Committee (WRS) will be transferred to the Joint Committee
- They'll be making massive decisions and will need support to have all the information they need, then make things happen

#### What can we do?

- We believe the Joint Committee will have most success if it's properly supported, so along with the other territorial authorities we're proposing a joint secretariat is established
- A secretariat is a group of professionals who give support and advice. They bring together all the relevant information, administer projects, manage the work programme and make sure things get done, not just talked about
- The secretariat will support the Joint Committee to ensure the right decisions are made about our biggest regional challenges

#### Go hard and early or go slow and steady?

- To be effective, a secretariat must be properly funded. If it's not, decisions and actions risk being less coordinated, putting a strain on the Joint Committee's ability to succeed. There is very little capacity to lead this work from existing resources
- We have one shot at this and it's important to get it right

### **Serious support or So-so support**

#### Option 1: Serious Support (*our preferred option*)

- Greater Wellington Regional Council funds the Joint Committee secretariat on behalf of the region
- This means the Join Committee will:
  - Hit the ground running
  - Have a supported, committed infrastructure
  - Create employment
  - Increase the speed of economic recover from COVID-19

**Rates Impact:** The rates impact would be \$200k per annum.

The total cost of this option is \$600k per annum, however, \$400k per annum of rated funds would be reallocated to the secretariat from our economic development activity.

**Debt Impact:** Nil

#### Option 2: So-so support

- There would not be enough funds for a dedicated secretariat to support the Joint Committee
- We would still fund the secretariat, but at a reduced capacity using existing funds from WRS
- The reality is underfunding would limit the success of the Joint Committee and affect our region's future because:

- The Joint Committee would risk being unable to manage and maintain its role. It could lose credibility and membership commitment
- Individual councils would need to fund support and that would mean ratepayers would still have to pay
- Underfunding would create a domino effect, impacting other areas by putting more stress on existing finances and staff to research issues, develop papers and action decisions

**Rates Impact:** The rates impact for this option is nil. We would still use the \$400k as per option 1 to support the Joint Committee approach.

**Debt Impact:** Nil

## Ensuring our region's in the best shape for 2031 and beyond

There's a lot of detail here, but it's worth the read because it clarifies the challenges we face and what we plan to do about them so we're ready for the best future possible.

We've been careful to balance the need for action to secure the region's future with what's affordable.

Specifically we've considered:

- Affordability of rates
- Financial risk
- Investment in the right activities

Based on that, the average rates increase for years 1-3 will be \$18m per annum and an average rate increase of \$21m per annum over the next 10 years.

Our 2021/22 rates will be 12.64%. This equates to approximately an average increase per week of \$1.25 (incl. GST) for the residential ratepayer, \$4.78 (excl. GST) for the business ratepayer and \$1.83 (excl. GST) for the rural ratepayer region-wide.

Your individual rate demand may differ from the figures above as they are an average across the whole region. Each area within the region has a different set of inputs on which your rates are calculated. What this means is that your rates bill is likely to differ from that of your neighbour's and your neighbouring areas.

We know any rates increase has an impact on households, so we've worked hard to keep increases to a minimum level that still allows us to act decisively to protect the region's future.

For more financial information:

- See [pages XX to XX](#) in this document on The Financial Story
- See [pages XX](#) of the accompanying supporting document for more financial information

## Plans and priorities to get things done

To make sure we're always improving the social, economic, environmental and cultural well-being of our communities, we have four activity groups planning and managing the things we need to achieve:

### Environment and Flood Protection

This is about integrated catchment management, protecting and restoring our freshwater quality and coasts, supporting the indigenous biodiversity and ecosystem health, putting in place native based answers to climate change and protecting everyone from major flooding events.

### Metlink Public Transport

One of the great things about our region is the way we connect, but we know we can always improve. This group puts everything into making public transport accessible and efficient with low carbon emissions.

### Regional Strategy and Partnerships

This group leads strategy and planning to ensure our region continues to be a great place to live. This includes spatial planning, economic development and region-wide recovery from COVID-19. We also have a lead role in climate change policy and in planning and building strong partnerships with mana whenua.

## Water Supply

Water is a fundamental need for our communities, so we'll continue supplying clean, safe water as well as educating people on the part they can play to make supply sustainable. Respecting the environment and tackling climate change are part of everything we do.

To help these groups make things happen, for the right reasons and in the best interests of our people and planet, we developed four strategic priorities to guide what we do:

- **Responding to the climate emergency**

Our climate is changing and urgent action is needed now. We're front footing this and have set a goal to be carbon neutral by 2030 and to be climate positive by 2035. We're focused on making our region resilient, with the infrastructure to protect and support us.

- **Improving outcomes for mana whenua and Māori**

We'll korero with mana whenua and Māori in all the decisions that need to be made, incorporating Te Ao Māori and mātauranga Māori protocols. We've created a **Māori Outcomes Framework** to show how we'll work with mana whenua so people and environment are at the centre of everything we do.

- **Adapting and responding to the impacts of COVID-19**

COVID-19 hit everyone hard. We'll lead the support effort for our region through a recovery plan, transitioning to a sustainable and low carbon economy along the way.

- **Aligning with central government direction**

Central government's setting some big goals. Several align with what we're doing already such as freshwater reforms and high quality public transport. Some are still evolving, like the reform of the Resource Management Act. We'll take action as they progress, but we plan to be in the best position to respond well.

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## **What changes are we expecting across our region?**

These are the watch outs we keep a close eye on, to turn into opportunities. COVID-19 had an impact on everything, so we've had to be even smarter about how we plan and respond. Read more about our planning assumptions in [\(insert title of assumptions section from SI doc\)](#)

Population growth  
Ageing, more diverse demographic  
Legislative change  
Rapid technological change  
Ongoing economic uncertainty  
Improved outcomes for mana whenua and Māori  
Changing climate and increasing natural hazards

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## **Our financial story – what we consider and how we fund it**

Balancing the budget can be tricky because there's a lot to consider and some things we just can't predict – like COVID-19. What we always come back to though, is what we can do to deliver a high level of service at a price people can afford.

The key questions that shape our financial strategy:

### **Who can afford it?**

We look to balance rates affordability with growth and modernisation of our public transport infrastructure and service level across all of our activities, maintenance of existing assets and alignment to national legislative requirements and standards.



## What about the risks?

Our net debt to revenue won't exceed LGFA's benchmarks throughout the 10 year period. We manage risks for unplanned events with commercial insurance and self-insurance through recovery reserves and cash deposits.

## What do we choose to invest in?

We support sustainable growth. We balance affordability and delivering critical assets, improving resilience and modernising our infrastructure through carbon neutrality. Growth brings increased costs and this is paid for through rates, external revenue, loans and the balance comes from reserves.

## What will rates look like?

We've made considered, informed decisions about what to fund so we can be sure rates rises remain stable over a period of time, while maintaining sustainable, affordable public transport, environment and flood protection programmes.

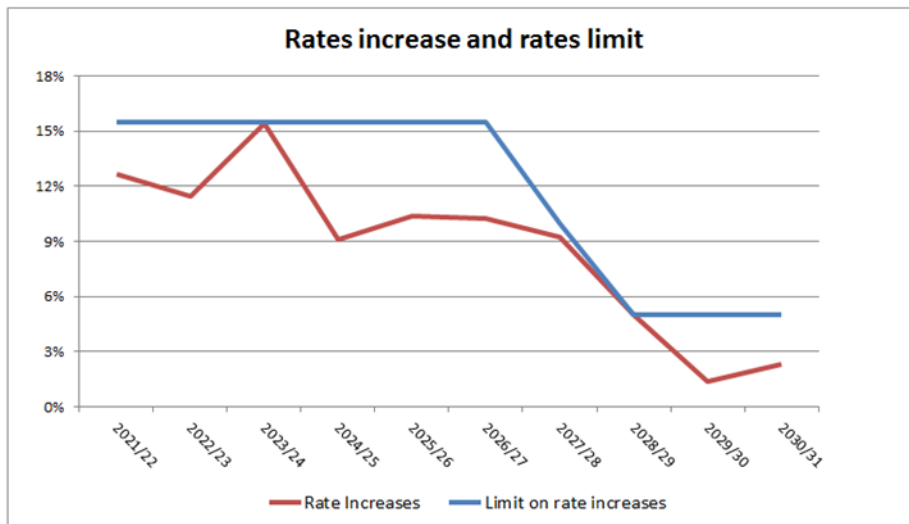
Our Long Term Plan is a balance to remain fiscally responsible, while focusing on COVID-19 recovery efforts and service delivery.

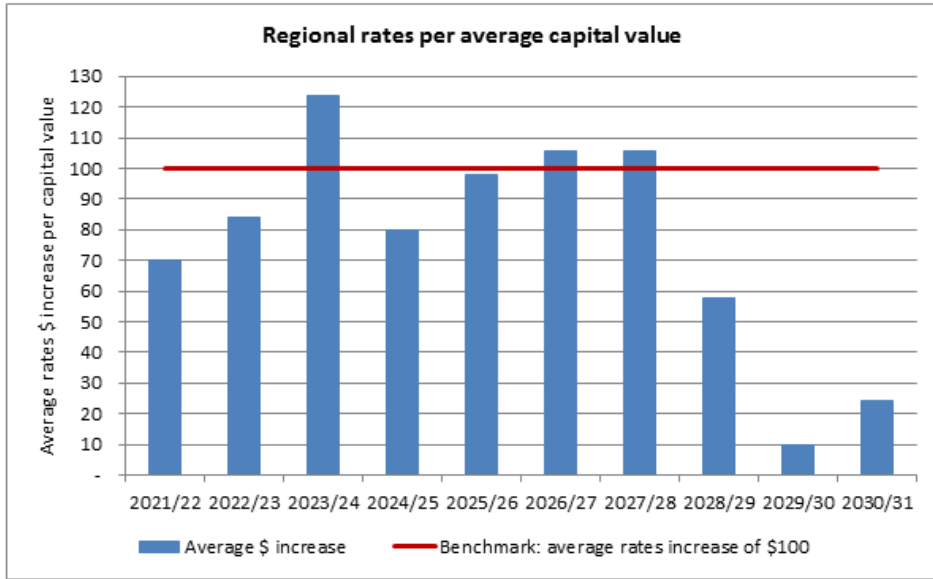
### Rates 2021-31

Pre-COVID-19 lockdowns, we were facing significant cost increases to deliver existing, quality services. In the 2020/21 Annual Plan we've had to make some adjustments and rely on our financial reserves as we responded to the unprecedented situation arising from COVID-19 to provide us enough funding to deliver quality services to our community, while easing the financial burden to our ratepayers. The significant use of reserves, reduction in the public transport fare revenue and increases in the cost pressures has meant that our 2021/22 rates will be 12.64%. This equates to approximately an average increase per week of \$1.25 (incl. GST) for the residential ratepayer, \$4.78 (excl. GST) for the business ratepayer and \$1.83 (excl. GST) for the rural ratepayer region-wide.

The average rates increase for years 1-3 will be \$21m per annum  
The average rates increase over the 10 year period will be \$18m per annum

All councils must set a limit on rates and increases over the 10 years of a Long Term Plan. Our policy is that rate increases won't exceed the average increase over the 10 year period and the regional rates per average capital value will be limited to an increase of \$100 per annum.



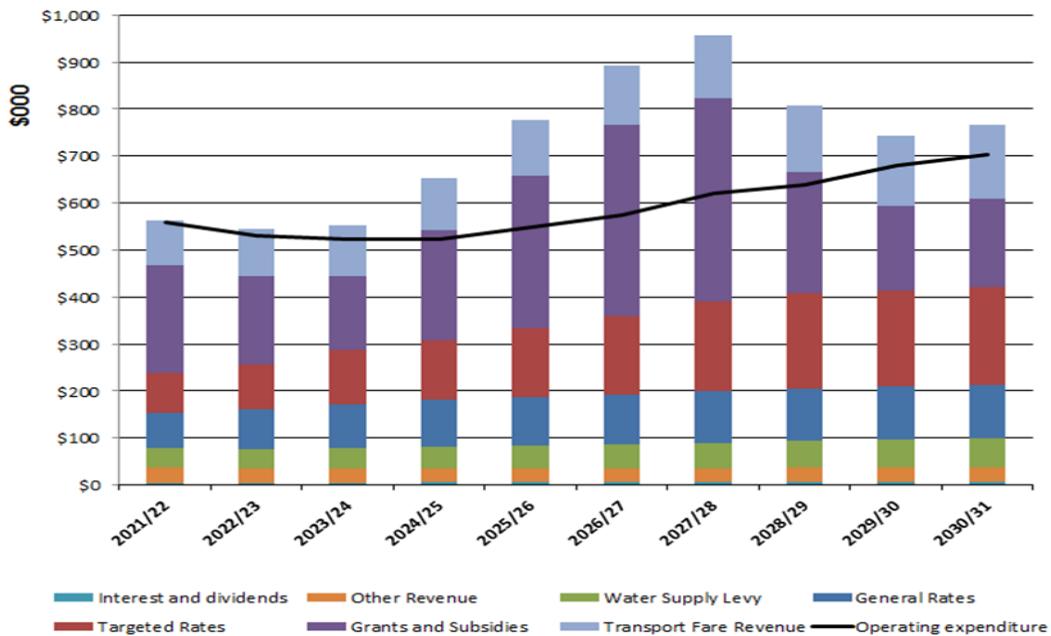


### How do we fund the future?

There are six main sources of income to fund our future plans:

- General rates
- Targeted rates
- Water levy
- External revenue
- Grants and subsidies
- Investment income

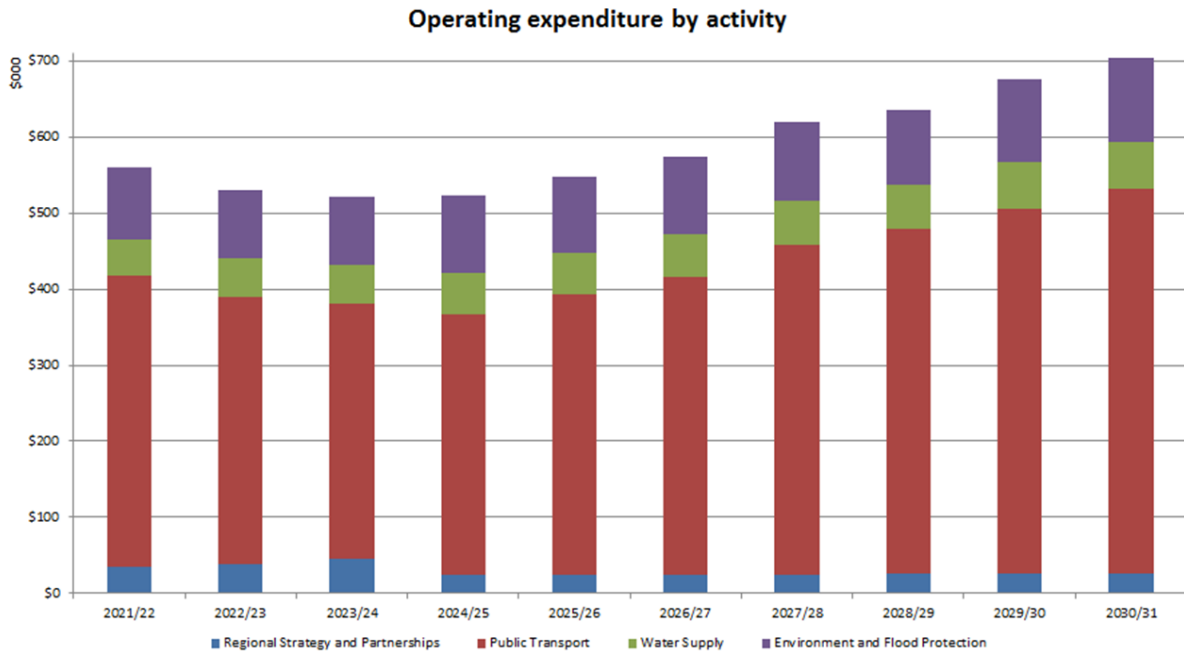
**How will we fund out operational activity 2021-31**  
Ten year operating expenditure and funding sources



This graph shows that actual operating expenditure (black line) is less than the total amount we collect in revenue. This is because we put funds in reserves future capital work programmes and self-insurance and emergency reserves.

## Where does the money go?

By far the largest proportion of our expenditure is on providing public transport. This graph shows the split of expenditure across activities.

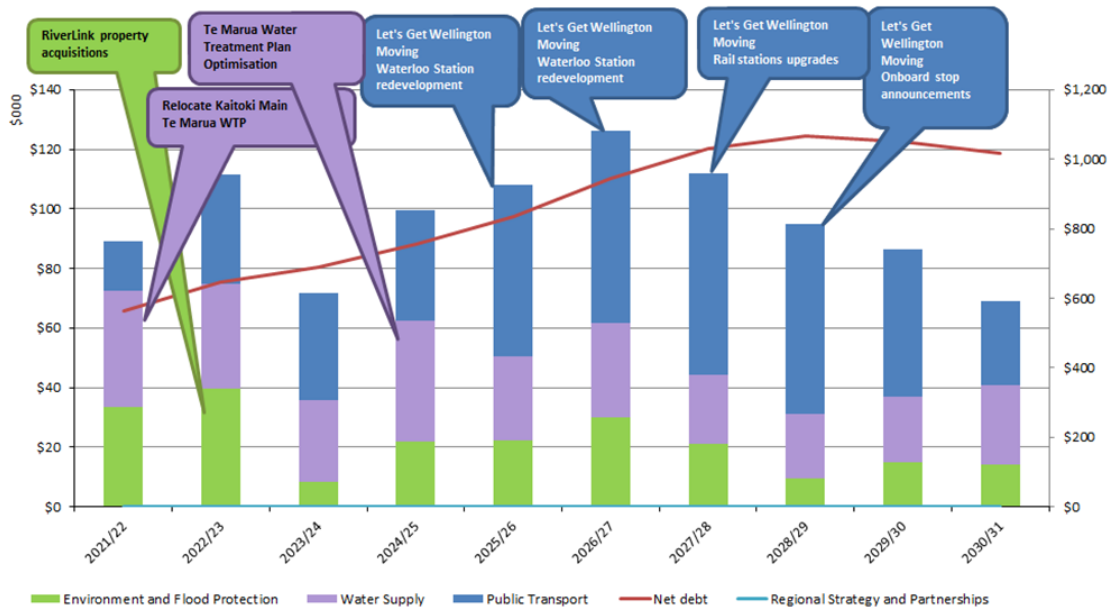


## What does the capital expenditure look like?

Our capital expenditure programme is carefully set to factor in deliverability of programmes. Over the 10 years of the plan there are large, priority infrastructure investments planned, achieving approved, increased levels of service and maintaining and renewing capital programmes. Most of these are in public transport, flood protection and water supply activities.

There is significant capital expenditure projected in years 1-4 and year 6 of the Long Term Plan, to be financed through external borrowings.

This graph shows our proposed capital expenditure and borrowings profile.



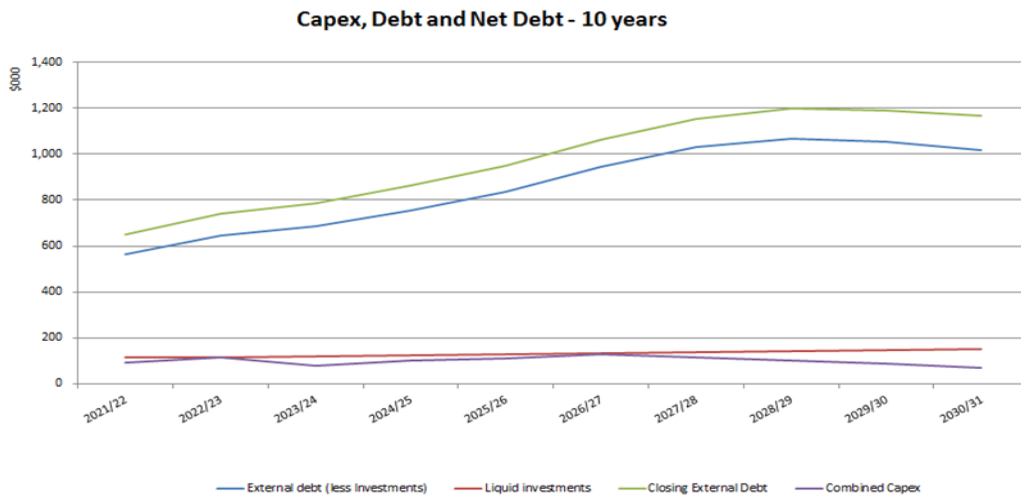
## How much debt can we handle?

We use debt to fund projects so future ratepayers pay for their share of the assets they'll benefit from. In our Long Term Plan debt funding is used for:

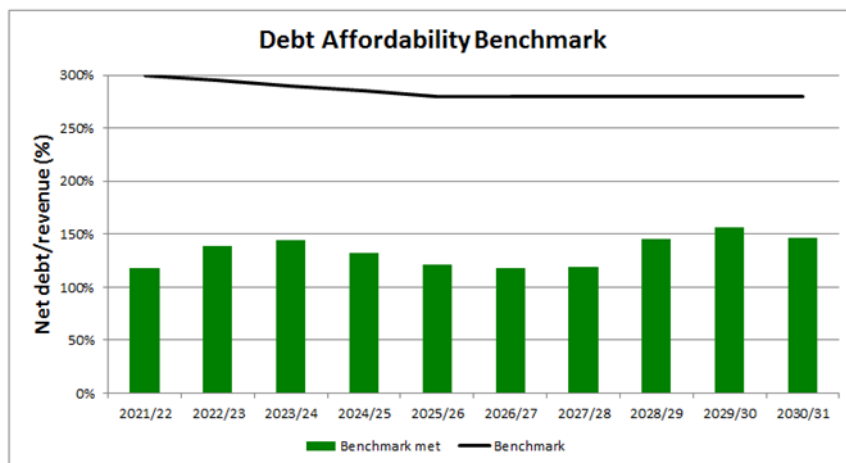
- Capital expenditure
- Working capital, due to timing differences between cash inflows and outflows
- Other investment activity, such as shares in the Local Government Funding Agency
- Some operating expenditure such as one-off projects and expenditure providing longer term benefits
- Loss of public transport fare revenue. Debt has been used to fund the fare revenue shortage for the first three years of the Plan

These ratios will be used to limit the level of debt we acquire:

- Net external debt will not exceed more than 2.8-3 times our operating income throughout the 10 year plan
- Financing costs will not be more than 30% of total rate and levy income



This graph shows our net debt to total revenue ratio is forecast to be well below the benchmark limits.



## The nuts and bolts of infrastructure

These are the big ticket items that keep us safe, moving and thriving. Our Infrastructure Strategy looks at how we manage infrastructure over the next 30 years. It defines the challenges, our approach, options and implications.

The strategy is informed and delivered by these asset management plans:

- Water Supply
- Public Transport
- Flood Protection
- Regional Parks
- Environmental Science
- Harbours

So many things impact our infrastructure like a growing population, climate action, legislative reforms and more recently, COVID-19. On top of these impacts we must ensure all aspects of infrastructure are financially sustainable. The key challenge's we're planning for are:

- Achieving carbon neutrality
- Improving resilience
- Managing critical infrastructure
- Affordability

This table shows the issues and some of the projects we'll use to address the challenges.

Issues and options	Most Likely Scenario
Achieving Carbon Neutral 2030	Adopt a lifecycle approach to capital carbon emissions
	Belmont (Waitangirua) recreational facilities
	Electrification of trains and bus fleet
	Reduce emissions from treatment and supply of drinking water.
Asset renewals as a critical enabler of resilience and adaptation.	Deliver major Floodplain Management Plans projects
	QEP Coastal Erosion Plan
	Water supply resilience projects
Delivering a high quality, reliable public transport network	Mode Shift - via capacity, frequency, and customer experience Rail station asset improvements
Meeting future demands	Delivering Wellington Regional Growth Framework Let's Get Wellington Moving RiverLink Water Supply assets to support growth

*This table demonstrates the issues and some of the projects we will use to address the issues.*

## Our activities

As mentioned earlier our four key activity groups are:

- Environment and Flood Protection
  - Resource Management, Biodiversity Management, Land Management, Pest Management, Flood Protection and Control Works, Regional Parks, Harbour Management
- Metlink Public Transport
  - Strategy and Customer, Operations and Commercial Partnerships, Assets and Infrastructure
- Regional Strategy and Partnerships
  - Regional Spatial Planning, Regional Economic Development, Climate Change, Emergency Management, Democratic Services, Regional Mana Whenua Partnerships, Regional Transport Planning and Programmes
- Water Supply

We fund the groups through a mixture of rates, borrowing, revenue generation, central government funding, and investment dividends. Our Revenue and Financing Policy outlines the ways we finance everything. We've made minor changes to the policy to include climate change as a general rate funded activity; however, it's not a material change to the policy so we won't be consulting on this amendment.

**Check out the Supporting Information Document to learn more about what's driving rates in each of these activity group areas.**

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## Other things you need to know

- COVID-19 Recovery Plan
- The Wellington Regional Growth Framework
- Three Waters Reform
- Let's Get Wellington Moving

### COVID-19 recovery plan

COVID-19 has hit us all pretty hard, and the knock on effects will be felt for years to come. We are looking at smart ways to support the region, the environment and each other.

We've focused on strengthening our people and organisational capabilities against economic impacts. We're committed to keeping people employed and investing in infrastructure to maintain regional stability and resilience, efficiently delivering key services across the region.

See pages XX of the supporting document for more information

### The Wellington Regional Growth Framework (WRGF)

This is our regional spatial plan that provides clear future direction for growth and investment which will support housing, transport and other infrastructure needs. The WRGF identifies how the region could accommodate an additional 200,000 people and an additional 100,000 jobs in the next 30 years.

See pages XX of the supporting document for more information. If you would like to comment on the draft Framework, please visit <https://wrgf.co.nz>

### Three Waters Reform

- Central and local governments are developing a policy framework for guiding the reform process and it's expected that policy decisions will be made in April/May 2021. We're unable to include that consultation here because it is not ready
- We have agreed to work together across central and local government to identify approaches that consider the following design features
- We're exploring water service delivery entities that are:
  - Of significant scale to enable benefits from aggregation to be achieved over the medium to long term

- Asset owning entities, with balance sheet separation to support improved access to capital, alternative funding instruments and improved balance sheet strength
- Structured as statutory entities, with competency-based boards
- You should be aware:
  - Delivery of drinking water will continue to be a priority
  - Water entities will be publicly owned, with a preference for collective council ownership and protections against privatisation
  - There will be an opportunity for you to have your say on new entities in the future

Our communities need safe drinking water. This is reflected in our financial and infrastructure strategies as well as the Water Supply activity section of the Supporting Information document. We'll continue to deliver and invest in this activity, until otherwise directed by central government. You'll find more information on the Three Waters Reform here: [www.dia.govt.nz/three-waters-reform-programme](http://www.dia.govt.nz/three-waters-reform-programme)

### Let's Get Wellington Moving (LGWM)

This is all about developing a world-class transport system to support Wellington's growth, making it easier and safer for people to get around. It's a joint initiative between ourselves, Wellington City Council and Waka Kotahi NZ Transport Agency.

The current funding set aside for LGWM is as follows:

- In years 1-3 funding for the feasibility phase of the project is \$45m, this is a \$31.9m rates impact over the 10 years.
- In years 4-10 funding for the implementation phase of the project is \$295.2m, this is a \$99.5m rates impact over the 10 years.

See pages XX of the supporting document for more information about what our focus areas are for the years ahead. You can also find out more at [www.lgwm.nz](http://www.lgwm.nz).

## **Tell us your story**

How to share your feedback and ideas

Imagining our future is both exciting and serious. We live together in a very special part of the country and it's right we should make the big decisions on our region together.

There are the three important topics we'd value your feedback on, plus two questions highlighted in the Long Term Plan. Short or detailed, written or in person, we'd love to hear what's important to you and why.

Our public consultation is open for a month commencing **1 April, 2021**

### How to share your feedback

#### **Submission form**

If you'd like to use the submission in this document, you can pop it in the post (free postage) Or download it [here](#)

#### **Online**

Go to [www.xxxxxxxx](http://www.xxxxxxxx) and follow the instructions

#### **Email**

Write us an email and send to [longtermplan@gw.govt.nz](mailto:longtermplan@gw.govt.nz)

#### **By post** *(make sure they get to us before the closing date)*

Write us a letter!

Post to:

LTP Submission

Greater Wellington Regional Council

P O Box 11646

Cuba Street, Te Aro

Wellington 6011

**Drop off**

Drop your feedback into a GW office  
(insert details)

**In person**

You'll have an opportunity to speak at the council hearings on May 2021. Tick the box on your submission form if you'd like to attend the hearing and speak to your submission. We'll contact you about the dates and process.

**Need to know more?**

If you're not sure about anything or would like more information, or a hard copy of this document please contact us and we'll help straight away.

**P** 04 384 5708

**E** [longtermplan@gw.govt.nz](mailto:longtermplan@gw.govt.nz)

Thanks for your time and your interest. We're looking forward to your feedback.

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**Submission form**

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**Audit review**

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**Your councillors**

(Insert details)

DRAFT