



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

If calling please ask for: Democratic Services

1 June 2019

Wellington Regional Council

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

Thursday, 13 June 2019 at 9.30am

Membership

Cr Laidlaw (Chair)

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

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

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

Wellington Regional Council

Order Paper for the meeting of the Wellington Regional Council to be held on Thursday, 13 June 2019 in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington at 9.30am.

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Please note that these minutes remain unconfirmed until the meeting of the Council on 13 June 2019.

Report 19.190

14/05/2019

File: CCAB-8-2263

Public minutes of the Council meeting held on Tuesday, 14 May 2019 in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington, at 9.30am.

Present

Councillors Laidlaw (Chair), Blakeley, Brash, Donaldson, Gaylor, Kedgley, Laban, Lamason, McKinnon, Ogden, Staples and Swain.

Public Business

1 Apologies

Moved

(Cr Laidlaw / Cr Lamason)

That the Council accepts the apology for absence from Cr Ponter.

The motion was **CARRIED**.

2 Declarations of conflict of interest

There were no declarations of conflict of interest.

3 Public participation

There was no public participation.

4 Confirmation of the Public minutes of 10 April 2019.

Moved

(Cr Blakeley / Cr McKinnon)

That the Council confirms the Public minutes of 10 April 2019, Report 19.148.

The motion was **CARRIED**.

Strategy/Policy/Major Issues

5 Decision on the proposed Regional Pest Management Plan

Cr Jenny Brash, Chair, Regional Pest Management Plan Hearing Panel introduced the report. Davor Bejakovich, Manager, Biosecurity, spoke to the report.

Report 19.179

File: CCAB-8-2235

Moved

(Cr Brash / Cr Staples)

- 1. Receives the written report.*
- 2. Adopts the written Hearing Panel Recommendations report as the Council's written report and decision on the Regional Pest Management Plan under section 75 of the Biosecurity Act.*
- 3. Resolves that the Council's decision on the Proposed Pest Management Plan be publicly notified and that the draft Regional Pest Management Plan 2019-2039 be notified under section 75(4).*

The motion was **CARRIED**.

Governance

6 Greater Wellington Regional Council's Communication Policy for the 2019 pre-election period

Francis Ryan, Manager, Democratic Services, introduced the report.

Report 19.74

File: CCAB-8-2143

Moved

(Cr Lamason / Cr Brash)

That the Council:

- 1. Receives the report.*
- 2. Adopts the pre-election communication policy set out in sections 3.2 and 3.3 of this report for the period 12 July 2019 to 12 October 2019.*

The motion was **CARRIED**.

7 Establishment of Annual Plan 2019/20 Hearing Committee

Francis Ryan, Manager, Democratic Services, introduced the report.

Report 19.169

File: CCAB-8-2228

Moved

(Cr Swain / Cr Lamason)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Establishes the Annual Plan 2019/20 Hearing Committee.*
4. *Adopts the Terms of Reference for the Annual Plan 2019/20 Hearing Committee.*
5. *Appoints Crs Blakeley, Brash, Gaylor, Kedgley, Laban, Laidlaw, McKinnon, Ogden, Ponter, Staples and Swain to the Hearing Committee, and appoints Cr Laidlaw as Chair.*
6. *Notes that Crs Donaldson and Lamason are unavailable to attend due to the change in the date for the Annual Plan 2019/20 Hearing and their prior commitments on the new date.*

The motion was **CARRIED**.

8 Whaitua Te Whanganui-a-Tara Committee: amendment to the Terms of Reference

Tim Sharp, Whaitua Programme Manager introduced the report.

Report 19.177

File: CCAB-8-2233

Moved

(Cr Swain / Cr Blakeley)

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Adopts the amendments to the terms of reference of the Whaitua Te Whanganui-a-Tara Committee (Attachment 1) to give effect to a co-chairing arrangement for the Whaitua-a-Tara Committee and provide that the honorarium for each co-chair be \$15,000 from the date of their appointment by the Whaitua Te Whanganui-a-Tara Committee.*
4. *Agrees that the co-chair honorarium shall be backdated to 16 March 2019 for Kara Puketapu Dentice and 11 April 2019 for Louise Askin.*

The motion was **CARRIED**.

Corporate

9 Health, Safety and Wellness report

Nigel Corry, Deputy Chief Executive, spoke to the report.

Report 19.56

File: CCAB-8-2234

Moved

(Cr McKinnon / Cr Lamason)

That the Council:

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Commends officers for the Health, Safety and Wellness initiatives, particularly Pause for Safety and the Good Yarn workshops.*

The motion was **CARRIED**.

Noted: Cr Laban was absent from the meeting from 10.31am until 10.33am, during the debate and vote on the above item.

10 Summary report for the third quarter

Greg Campbell, Chief Executive, spoke to the report.

Report 19.174

File: CCAB-8-2231

Moved

(Cr Laidlaw / Cr Blakeley)

That the Council:

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

The motion was **CARRIED**.

11 Exclusion of the public

Report 19.185

Moved

(Cr Laidlaw / Cr Donaldson)

- 1. That the Council:*

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

- 1. Confirmation of the Public Excluded minutes of 10 April 2019*
- 2. Greater Wellington Regional Council office accommodation*
- 3. Procurement of Ferry Services*
- 4. Future Fleet*
- 5. Request for Change of Ownership Consent*

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

resolution are as follows:

General subject of each matter to be considered:	Reason for passing this resolution in relation to each matter	Ground under section 48(1) for the passing of this resolution
1. Confirmation of the Public Excluded minutes of 10 April 2019	The information contained in these minutes relates to an event ticketing opportunity. The minutes outlines terms of the proposed ticketing agreement which is still subject to negotiation and acceptance. Having this part of the meeting open to the public would disadvantage GWRC if further negotiations were to take place as it would reveal GWRC's negotiation strategy. GWRC has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override this prejudice.	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information which good reason for withholding exists under section 7(2)(b)(ii) of the Act (i.e. would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.)
2. Greater Wellington Regional Council office accommodation	The information contained in this report relates to a property sale, commercial lease and development which are still under negotiation. Having this part of the meeting open to the public would disadvantage the Council in the negotiations as it would reveal information on the Council's negotiation strategy. The Council has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override this prejudice.	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(i) of the Act (i.e. to carry out negotiations without prejudice).
3. Procurement of Ferry Services	Information contained in this report relates to ferry service procurement and contracting in the Wellington Region. Release of this information would be likely to prejudice or disadvantage the ability of GWRC to carry on negotiations. GWRC has	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for

not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.

withholding would exist under section 7(2)(i) of the Act (i.e. to carry out negotiations without prejudice).

4. Future Fleet

The information contained in this report sets out the future requirements for the Wellington Region's Public Transport Network. Having this part of the meeting open to the public would disadvantage GWRC in its negotiations with other parties as it would reveal GWRC's negotiation strategy. GWRC has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override this prejudice.

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(i) of the Act (i.e. to carry out negotiations without prejudice).

5. Request for Change of Ownership Consent

*The information contained in this report relates to information provided by third parties that is the subject of a non-disclosure agreement and the negotiation of documents related to the proposed change of ownership consent. Release of this information would likely prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied.
Greater Wellington Regional Council has not been able to identify a public interest favouring disclosure of this particular information that would outweigh that likely prejudice.*

The ground for exclusion of the public from the part of the Council meeting during which this report is discussed under section 48(1) of the Local Government Official Information and Meetings Act 1987 is that the public conduct of that part of the meeting would be likely to result in the disclosure of information which the Council would have good reason for withholding under sections 7(2)(b)(ii), (c) (i), (i) and/or (j) of that Act.

- 2. Permits Genevieve Hancock, Interwoven Law and Tim Arbuckle, Deloitte, to remain at this meeting after the public has been excluded because of their knowledge of matters related to the request for a change of ownership report. Their knowledge will be of assistance in*

relation to the matter to be discussed, because it is the subject of the report.

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

The motion was **CARRIED**.

The public part of the meeting closed at 11.16am, and the meeting adjourned at 11.16am.

Cr C Laidlaw
(Chair)

Date:



Report 19.227
Date 29 May 2019
File CCAB-8-2293

Committee Council
Author Natasha Hayes, Senior Strategic Advisor, Regional Transport

Joint programme to improve the reliability of travel times for buses

1. Purpose

To update council on, and seek endorsement of, the work being undertaken jointly with Wellington City Council to collaboratively deliver a package of bus priority measures to improve reliability and travel times for bus users.

2. Background

The Let's Get Wellington Moving (LGWM) programme will deliver an integrated transport system with high-quality walking, cycling, and public transport that supports efficient journeys and an attractive and compact city that's more sustainable, accessible and safe. At the heart of this vision and approach is the need to move more people with fewer vehicles.

As population grows, and demand for travel increases, it's important that as many of those new trips as possible are by public transport to support the city vision. To achieve this, we need to make journeys by bus more competitive with journeys by car. Achieving competitive journey times will always be challenging when buses are sitting in the same queues as general traffic.

At its meeting on 19 September 2018 the Sustainable Transport Committee highlighted the importance of bus priority measures on the road network to deliver reliable bus journeys, alongside work to address bus service and network issues. The Committee requested that a joint work programme be developed with Wellington City Council to plan for and deliver bus priority measures.

Officers have been working collaboratively with Wellington City Council to agree an approach to identify priority corridors for improvements and deliver those improvements as quickly and efficiently as possible.

With the funding announcement for the LGWM programme on 16 May 2019, progress can now be made on determining corridors for bus priority improvements across the city to support LGWM and the city vision.

3. Approach to joint work programme

Wellington City Council and GWRC are working together to co-create a joint programme to deliver bus priority measures. The high level approach is set out in the paper titled 'Increasing the reliability and travel times of buses' provided in [Attachment 1](#) to this report. This joint paper has also been presented to Wellington City Council's City Strategy Committee.

The programme will be detailed further through development of an Action Plan to be developed over the next three months, which will outline a clear, evidence based and prioritised programme of work that will result in improved reliability and journey times along the routes carrying the most people.

Updates on the development of the Action Plan will be reported back to committees of both councils on a regular basis.

4. Communication

Proactive communications will support the joint work programme. A media release has been prepared to communicate the start of this joint work and reference the high level approach set out in this report and the attached paper.

5. Consideration of climate change

The matters addressed in this report have been considered by officers in accordance with the process set out in the GWRC Climate Change Consideration Guide. The matters addressed in this paper seek to enhance the public transport network. Officers note that the public transport network is designed to increase public transport capacity which will contribute to an overall reduction in gross regional greenhouse gas emissions.

6. The decision-making process and significance

The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act).

6.1 Significance of the decision

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

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

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

6.2 Engagement

Public interest and support for bus priority measures and for quicker, more reliable bus journey times has come through a number of public surveys and previous engagement on the LGWM programme, Regional Land Transport Plan, Regional Public Transport Plan and feedback received by council following the 2018 bus network changes.

Development of the Action Plan will be supported by a proactive communications and engagement strategy. This will be closely integrated with LGWM and will ensure that customer insights into route and location specific issues are able to inform the programme and design solutions.

7. Recommendations

That the Council:

1. **Receives** the report.
2. **Notes** the background and context information attached as Attachment 1 to his report.
3. **Endorses** the work being undertaken jointly with Wellington City Council to collaboratively deliver a package of bus priority measures to improve reliability and travel times for bus users.
4. **Supports** the development of a joint action plan for bus priority measures on the road network.
5. **Agrees** that officers from Greater Wellington and Wellington City councils will jointly report back to Greater Wellington's Sustainable Transport Committee and Wellington City Council's City Strategy with a bus priority action plan in September 2019.

Report prepared by:

Natasha Hayes
Senior Strategic Advisor,
Regional Transport

Report approved by:

Greg Pollock
General Manager, Public
Transport

Report approved by:

Luke Troy
General Manager, Strategy

Attachment 1: Increasing the reliability and travel times of buses



Increasing the reliability and travel times of buses

1. Summary

- 1.1 Public transport is a critical element to achieving the vision for Wellington, providing access to jobs, education, and leisure activities and ensuring people have good travel choice. At the heart of this vision is the need to move more people with fewer vehicles, particularly at peak travel times. While the proposed Let's Get Welly Moving (LGWM) programme will deliver a mass transit spine (although the timing of this is not certain), a reliable and efficient bus system will continue to be critical to Wellington – both now and well into the foreseeable future.
- 1.2 There have been a number of attempts to address bus network issues and make the bus system more attractive by improving bus reliability and operations, but to date, none of this work has resulted in meaningful, city-wide bus priority. Therefore, we need to urgently carry out the planning and design work to provide increased priority for buses on the road network so that bus journeys are more reliable and time competitive with driving.
- 1.3 Targeting reliability and journey times along the routes carrying the most people will enable other outcomes like mode shift, increased customer satisfaction, less traffic and reduced emissions to be achieved.
- 1.4 This paper proposes the establishment of a joint programme between GWRC and WCC to develop and deliver an Action Plan of bus priority improvements. Early discussions have involved the NZTA who are a key partner for this programme also. The Action Plan will outline a clear, evidence based and prioritised programme of work that will result in faster bus journey times and improved reliability along the routes carrying the most people. The intention is to begin to deliver physical improvements as quickly as practicable.

2. Moving more people with fewer vehicles

- 2.1 We want Wellington to have the core characteristics of a globally competitive city and region. It will have a diverse knowledge economy, high amenity and liveability, high housing density and diversity, and a compact central city with strong regional connections.
- 2.2 We want our city and region to continue to grow and prosper, but growing traffic volumes will only detract from the city's amenity and liveability, eroding the things about Wellington that make it a great place to be. So, as we grow, we need to ensure we can move more people with fewer vehicles.

- 2.3 Through the LGWM programme we plan to deliver an integrated transport system with high-quality walking, cycling, and public transport that supports efficient journeys and an attractive and compact city that's more sustainable, accessible and safe. This approach is aligned to the City's sustainable transport hierarchy, Urban Growth Plan, Low Carbon Capital Plan and the strategic direction of the Regional Land Transport Plan and the Regional Public Transport Plan. Public transport plays a critical role by providing access to jobs, education, and leisure activities, ensuring people have good travel choice and enabling the movement of more people with fewer vehicles.
- 2.4 While the mass transit system proposed by LGWM will allow us to move more people with fewer vehicles, we will still rely on our bus network to move many people across the city. In the shorter term this is all across the city, and in the medium to long term for those areas not served by the mass transit spine.
- 2.5 Wellington has an extensive and very highly utilised bus network that provides the primary form of public transport in the City. This includes:
- 60,000 boardings per day (average weekday)
 - 18 million boardings per annum
 - 15 percent to 20 percent of people working in Wellington CBD access their place of work by bus
 - 75 percent of people live within 1 km (approximately 10-minute walk) of a high frequency route
- 2.6 Our population is forecast to continue to grow, increasing demand for travel. It's important that as many of those new trips as possible are by walking, cycling and public transport to support the city vision.
- 2.7 We have seen steady growth in bus patronage in Wellington city over the past decade and we need to ensure this continues by providing more capacity in the bus system and making bus journeys more attractive. Patronage growth has also been experienced right across the network, including rail and bus beyond Wellington City. A successful regional public transport network is critical for a successful functioning CBD area.
- 2.8 More people catching public transport means less car traffic in the central city, contributing to a more pleasant urban environment and better places for people. It will also help us reduce air pollution and carbon emissions.

3. The need to improve the reliability and speed of buses

- 3.1 To deliver our goal of moving more people with fewer vehicles we need to make journeys by bus more competitive with journeys by car. Many people who currently drive into and through central Wellington city do so because they find driving quicker and more reliable than public transport. There are also a range of other factors that will need to be considered which influence travel choices including cost, convenience and comfort levels.
- 3.2 In recent times, the bus system has had extensive challenges resulting in disruption and considerable public concern about reliability of services. This has particularly been the case over the past 12 months as several significant changes were implemented to the bus system including PTOM, new bus hubs, meal break



legislation and changes to routes and timetables. If buses are able to move through the network more efficiently, this will lead to better services overall – it will mean we can deliver more services with the scarce resources of buses and drivers we have available.

- 3.3 There is strong public interest in bus reliability and with journey times. This issue is illustrated through the Nielsen's 2018 Quality of Life Survey which reported that just 56 percent of those surveyed from Wellington City thought public transport was reliable (this survey was conducted before the bus network changes in mid-2018). Similarly, Metlink's customer satisfaction survey (Gravitas, November 2018) reported just 61 percent of Wellington City respondents were satisfied with bus travel times.
- 3.4 These are not new challenges, several studies over the years have identified the importance of improving bus reliability and journey times, with bus priority measures identified as a key response. Bus on bus congestion has also been recognised as impacting on reliability and journey times and one of the objectives of the new Wellington City bus network, introduced in July 2018, was to reduce the number of buses on key corridors such as the Golden Mile to improve operational efficiency, improve reliability and provide opportunities to cater for future growth. Evidence to date demonstrates that this has been successfully achieved.
- 3.5 GWRC has made it a priority to continue to improve the network elements of bus reliability and has an extensive programme underway to work through service issues. This includes working with bus operators to address driver shortages and adjust timetables. Wider initiatives will also improve service provision, such as introduction of integrated ticketing systems to be rolled out from 2021 and stage two of the post implementation review of the bus system, which is currently underway. The primary focus of the stage two review is to look at the network design and timetables with the community to determine if there are changes that can be made to better meet their needs.

4. Evidence base for reliability and speed challenges

- 4.1 To get a high-level understanding of the scale of the problem, real time passenger information data has been analysed for core routes that, in combination, provide coverage along all the key bus corridors. For each section of each corridor, the analysis has been completed to understand the following:
- Average travel speed
 - Range between peak and off-peak average speed
 - Travel time variability
 - Passenger volumes

A high-level summary of this information is shown on Maps 1-3 in Appendix 1.

Reliability

- 4.2 The impact of traffic congestion on slow bus journeys is evident by the significant variation in bus travel times along a given route at different times of the day and week.

Achieving competitive journey times will always be challenging when buses are sitting in the same queue as general traffic.

4.3 The bus system needs to be reliable, so that people can be confident that it will arrive when they expect, there is capacity for passengers to be picked up and can get them to work, school or other places when they need to be there. Reliability therefore includes a range of issues including:

- whether a bus service runs at all – addressing this is part of the wider programme of work to address bus service issues. While less than 1 percent of scheduled services are cancelled on average each day¹, even this is unacceptable as it undermines the trust and confidence people have in the bus system;
- capacity at peak times to meet demand so that a service can pick up passengers along the route
- variability (or predictability) of bus travel times. Currently travel times are highly variable – there can vary by +/- 20 percent between one day and the next for the same service; and
- punctuality - whether a service runs to the scheduled time. This is directly impacted by the variability in travel times.

4.4 By way of example of reliability of issues:

- Route 1 Island Bay to Wellington Station is scheduled to take 40 minutes during the AM peak period, equivalent to an average speed of 12km/h for the 8km route
- While observations show that peak period journeys do take around 40 minutes on average, there is considerable variability in travel times and speeds from one day to the next
- Data shows a range of 16 minutes e.g. the journey can take between 32 and 48 minutes (between the 15th percentile travel time of 32 minutes /16km/h and 85th percentile travel time of 48 minutes / 10km/h)

4.5 The bus routes and locations that suffer the greatest journey time variability are shown on the Map 1 in Appendix 1. These routes will be a priority in this work.

Travel times and speed

4.6 In terms of bus speeds, the average speed during peak periods are 15 to 20km/h, with typical speeds not much higher in the off-peak. On certain parts of the network such as the Golden Mile or between Wellington Hospital and the CBD, average speeds for some services drops below 10km/h. As a result, the bus service is not time competitive with driving. A target speed that is comparable with international best practice is 22km/h – a 10-30% increase on current performance.

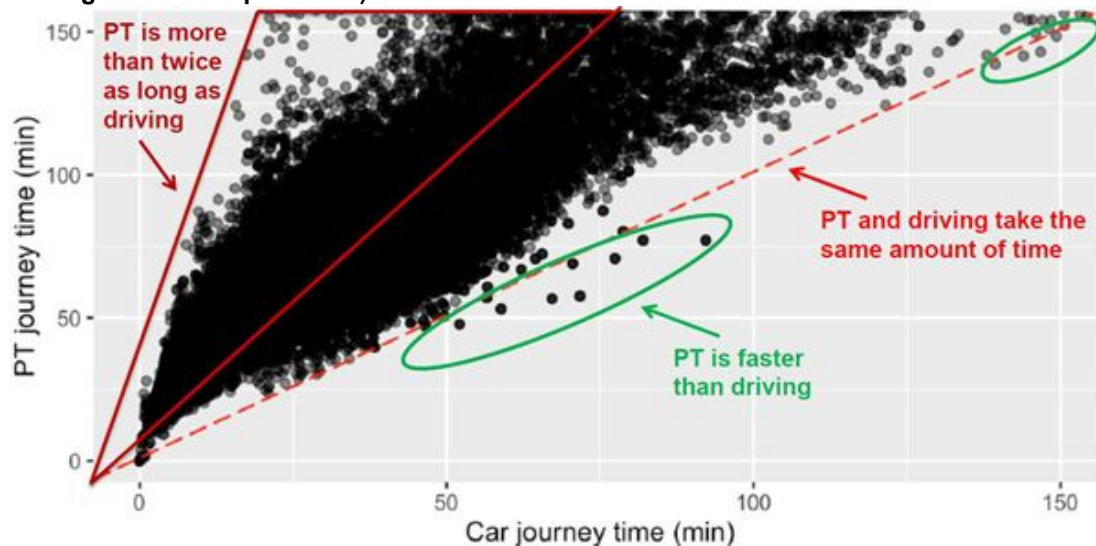
4.7 This is illustrated in Figure 1 below which shows travel times by public transport in relation to driving. This highlights that:

- in a very few instances taking public transport is slightly faster than driving or takes about the same amount of time. However, in all these instances, this is by train rather than bus

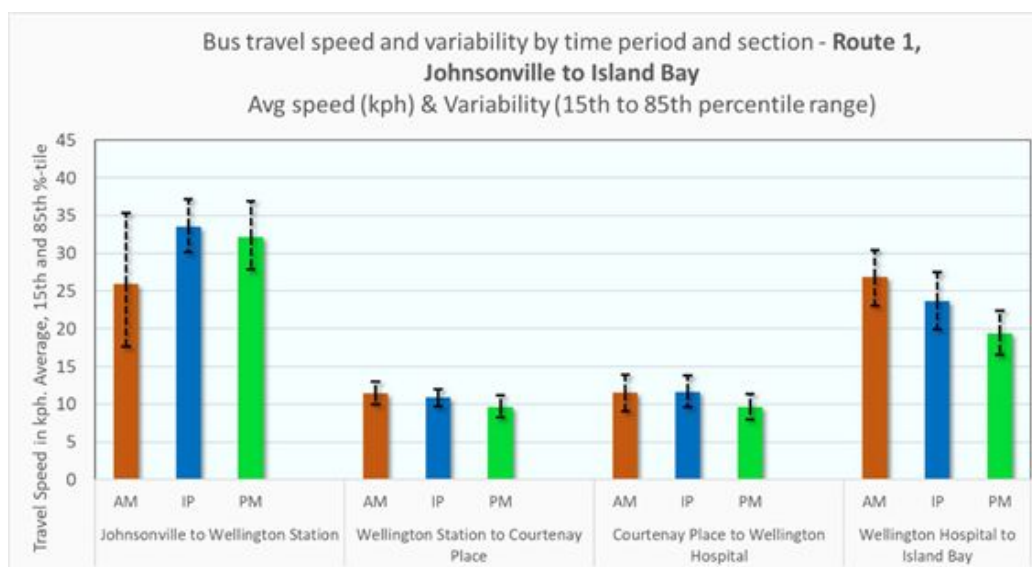
¹ <https://www.metlink.org.nz/assets/Uploads/Metlink-Monthly-performance-report-Apr-19.pdf>

- for nearly all journeys, taking the bus is slower than driving
- for around 50% of journeys, taking the bus is at least twice as slow as driving

Figure 1: PT journey times relative to driving (source data Wellington Transport Strategic Model outputs 2013)



- 4.8 The bus routes and locations that suffer the slowest speeds are shown in the Map 2 in Appendix 1.
- 4.9 Reliability and speeds are interrelated, Figure 2 below provides an example of analysis of the variability and speed issues for Route 1 from Johnsonville to Island Bay:





4.10 The analysis of this route shows:

- Johnsonville to Wellington Station - moderate speed but highly variable during the AM-peak
- Wellington Station to Courtenay Place – slow throughout the day (average ~10km/h), worst in PM peak
- Courtenay Place to Wellington Hospital – slow and variable, worst in PM peak
- Wellington Hospital to Island Bay – reasonable speeds in AM peak and Inter-peak, slower in PM peak, highly variable throughout the day

Further analysis is required

- 4.11 As part of developing the bus priority Action Plan, more detailed analysis will be undertaken, initially focusing on the four core routes – 1 (Island Bay to Johnsonville), 2 (Miramar to Karori), 3 (Lyal Bay to Wellington Station) and 7 (Brooklyn to Wellington Station) providing coverage across all core corridors.
- 4.12 The maps in Appendix 1 show variability in PM peak travel time, average PM peak speeds and passenger volumes across the network.
- 4.13 This information will be used to identify sections that have a high level of variability, slow speeds and high volumes. In the next stage of investigations, this information will be used to prioritise routes and sections for more detailed analysis on what is causing these issues to inform the range of potential solutions.

5. Outcomes and benefits

- 5.1 Based on the challenges and evidence outlined above, the key outcomes we have used to inform where to implement bus priority and route improvements on the city's road network are routes that meet the following criteria:
- A need to deliver improved journey reliability and reduced variability
 - A need to improve average speeds to deliver quicker journey times
 - Core routes that are used by large numbers of passengers
- 5.2 Targeting reliability and journey times along the core routes carrying the most people will enable other outcomes like mode shift, increased customer satisfaction, less traffic and reduced emissions to be achieved.
- 5.3 Consideration of a number of other matters will also be critical as we investigate specific options and solutions, such as:
- Accessibility
 - Integration with other modes
 - Urban design and place making
 - Buildability/feasibility
- 5.4 There will also be operational efficiencies that will arise from faster travel times and increased reliability. This could have a significant cost saving that can be re-invested



back into the network, and help reduce the impact of other challenges, notably driver shortages.

6. Alignment with Policy context

- 6.1 The Regional Land Transport Plan 2015 identifies 'a high quality, reliable public transport network' as one of eight strategic objectives for the region. 'Improved public transport reliability and journey times' is identified as a key outcome in the plan. Bus priority is identified as an important measure to achieve this outcome.
- 6.2 The Regional Public Transport Plan (RPTP) 2014 identifies bus priority measures as an important tool to address bus journey times and reliability. Policy 2b is to 'Improve public transport journey times to provide a service that is competitive with car travel, particularly on core routes'. An associated action is for Greater Wellington to work with Wellington City Council to provide bus priority measures and rationalise bus stops on core bus routes based on analysis of delays and passenger numbers. We expect a review of bus stop locations to also occur on these key routes, to ensure we optimise the network.
- 6.3 Continuing to improve the capacity, frequency, and quality of public transport, particularly on core public transport corridors to and within Wellington City, to encourage patronage growth and mode shift away from private cars is expected to be an important focus of the next RPTP which will likely signal increased emphasis on priority for public transport on core corridors, particularly through the Wellington City CBD.

7. Alignment with LGWM and work already underway

- 7.1 Delivery of a bus programme to improve bus reliability and average speeds as outlined in Section 8 below, will need to be fully integrated and aligned with existing and planned activity. In particular, the programmes and projects outlined below.

GWRC bus service reliability improvements: As noted above, GWRC are already highly focussed on improving the current bus service and see increased bus priority as a key element in delivering better services.

Let's Get Welly Moving: The LGWM programme will result in significant enhancement of the public transport system in the medium term. As part of the Early Delivery programme, bus priority measures will be implemented along the Golden Mile and Thorndon Quay / Hutt Road. The process of design and stakeholder engagement as part of the bus priority programme needs to be aligned with and enable future delivery of the LGWM programme as these will overlap in terms of both routes and stakeholder interests.

WCC Cycle programme, maintenance programme and other committed projects: There is an opportunity to deliver early bus priority improvements through existing committed projects which will also help to ensure a multi-modal approach is taken. For example, the Southern Connections cycleway provides an opportunity to deliver improved priority for people on bikes and for buses from the Basin to Island Bay.



WCC/ GWRC Shared Work Program: This joint program is looking at closing out the bus hub implementation, improving access to existing bus stops to improve safety outcomes, creating new bus stops to improve customer service outcomes as well as accelerating the delivery of new bus shelters across the city.

WCC/ GWRC operations: GWRC and WCC officers meet monthly to share intelligence which may affect bus operations such as upcoming events and major road works.

8. An Action Plan for Bus priority measures on the road network

- 8.1 Increasing the priority for buses is one of the tools in a wider transport system approach that we can use to make it easier for buses to move around reliably, at a reasonable speed and on time. As noted above, this needs to be integrated with a wider approach to improve service and make public transport a more attractive option.
- 8.2 Changes to the network to give greater priority for buses will require that in some locations there are changes to parking, bus stops and priority for cars. This could include kerb alignment, changes to existing or new bus lanes, changes to the timing of traffic lights, removal of trees or other obstructions.
- 8.3 This will require some challenging trade-offs and decisions around road space allocation and access to bus services. The design of solutions will also require careful balance to ensure that walking, cycling and other modes are not unduly impacted, and wherever possible benefits for other modes as well as a high level of urban design quality are also delivered.
- 8.4 To achieve this requires a fully collaborative approach between GWRC (accountable for bus services), WCC (accountable for the public realm including the transport network), as well as being closely aligned to the delivery of LGWM and working closely with NZTA to ensure support for funding, design and delivery.
- 8.5 A joint programme has been established to develop and deliver a joint Action Plan of bus priority improvements. The Action Plan will outline a clear, evidence based and prioritised programme of work that will result in improved reliability and journey times along the core routes carrying the most people.
- 8.6 The programme will be jointly governed by senior officers from WCC and GWRC, supported by a programme director who will drive co-creation and delivery of the Action Plan.
- 8.7 The approach to the programme recognises that there is an urgency to deliver the outcomes to increase public trust and confidence in the bus system and to enable delivery of the LGWM programme. This will require an agile and innovative approach, including to engagement, design, trials of solutions and processes.
- 8.8 We are in the process of establishing a team that will be accountable for development of the Action Plan by September 2019. The Action Plan will set out why, where and how bus priority improvements will be delivered.
- 8.9 The high-level scope of the Action Plan will align with NZTA's Programme Business Case requirements, covering the following matters:



The case for change (why story) supported by a clear evidence base to inform and direct the programme:

- problems, benefits and outcomes
- priorities, key issues to resolve, customer insights
- targets for improvement including for reliability and average speeds

Options analysis:

- confirmation of the key routes and sections
- specific issues and opportunities on each priority route and section
- staging – including potential early improvements

How the programme is governed and integrated with LGWM and the wider GWRC bus service improvement programme, as well as other projects and integration with NZTA

How the programme will be delivered:

- workstreams required and resource requirements
- procurement and funding
- stakeholders, engagement and communication
- approach to trials, innovation and design labs
- process requirements, challenges and opportunities
- policy guidance and gaps to inform design solutions

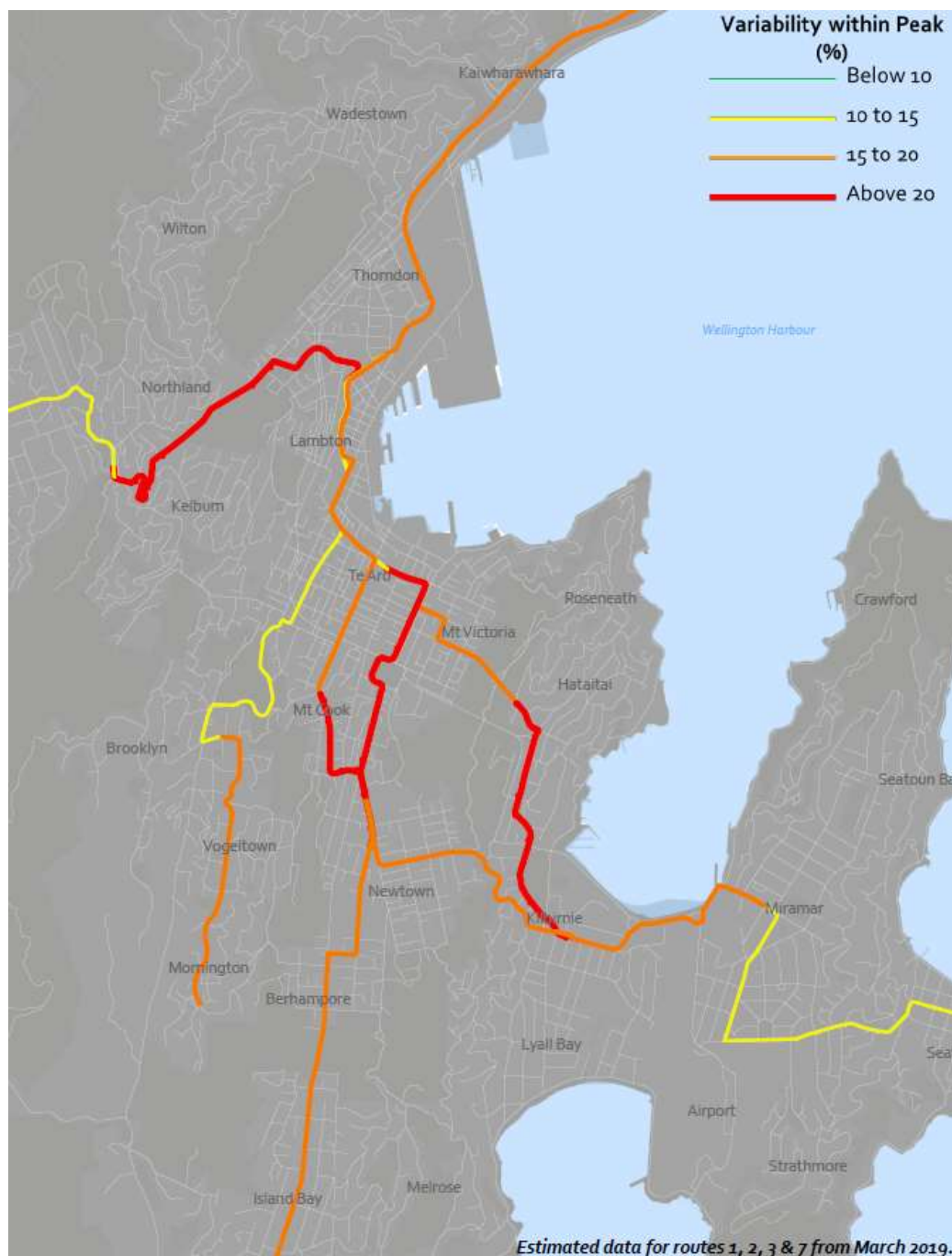
- 8.10 During the development of the Action Plan, opportunities for early improvements will continue to be explored to ensure an ongoing focus on delivery of benefits.
- 8.11 Development and delivery of the Action Plan will be supported by a proactive communications and engagement strategy. This must be closely integrated with LGWM. This will also need to ensure that customer insights into route and location specific issues are able to inform the programme and design solutions.

9. Next Steps

- 9.1 The Action Plan will be developed by September 2019. Regular updates will be provided back to the Committees in the intervening period.
- 9.2 An indicative process and timeline for the development of the Action Plan is set out below in Appendix 2.

Appendix 1: Maps of variability, journey times and volumes

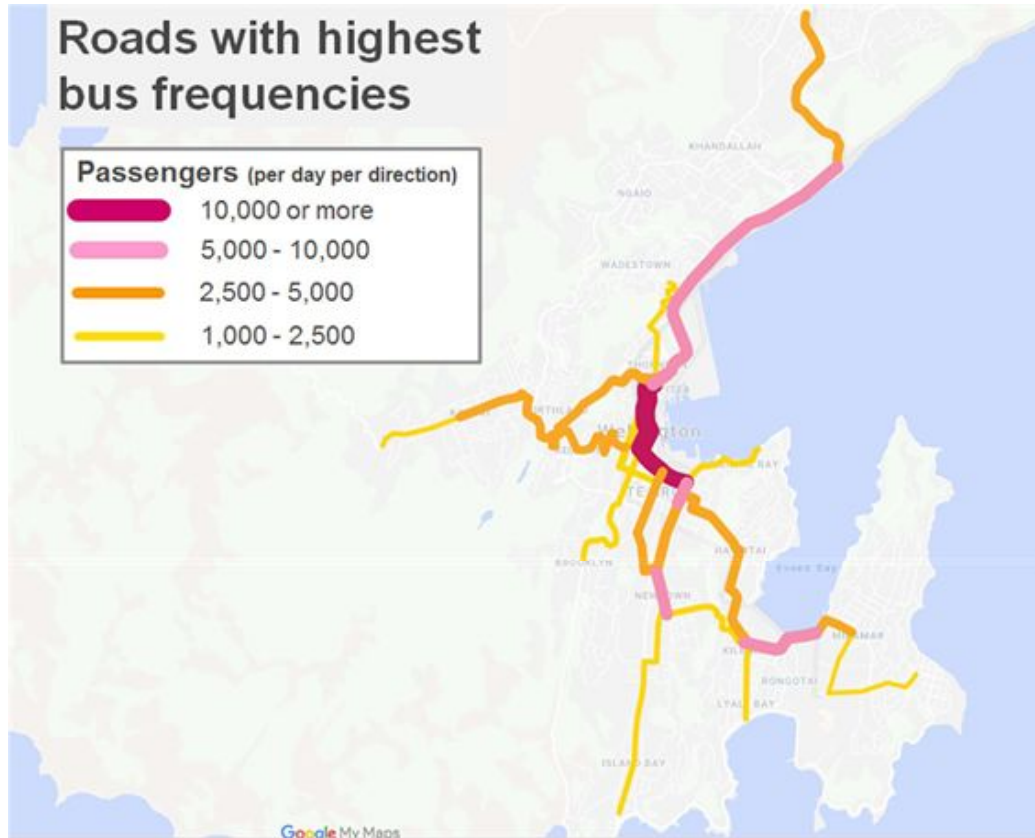
Map 1: Variability of journey times at PM peak (estimated based on routes 1, 2, 3, 7 March 2019 data)



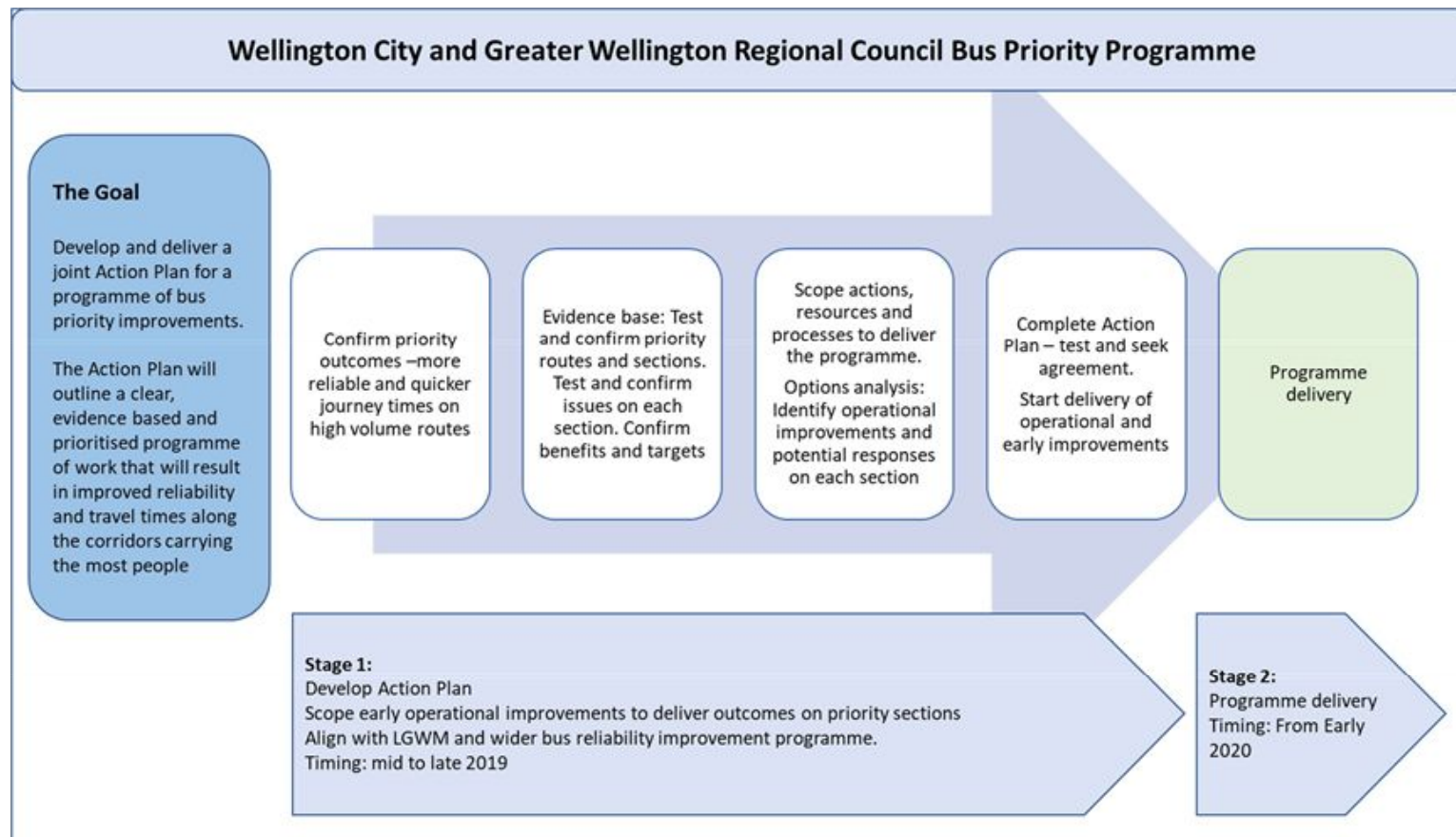
Map 2: Average speeds at PM peak (estimated based on routes 1, 2, 3, 7 March 2019 data)



Map 3: Roads with highest volumes of passengers (estimated based on March 2019 data)



Appendix 2: Process and timeline for Bus Priority Action Plan





Report 19.244
Date 7 June 2019
File CCAB-8-2295

Committee Council
Author Alan Bird, Chief Financial Officer

Re-budgeting of capital and operational expenditure from 2018/19 financial year

1. Purpose

This paper is to seek approval for both operational expenditure and capital expenditure re-budgeted to 2019/20 and inclusion in the Annual Plan 2019-20.

2. Background

It is normal practice each year, before the Annual Plan or Long Term Plan is adopted, for officers to recommend to Council those items that are required to be re-budgeted.

The general principle followed is that if expenditure on a project cannot be completed in a given year, it can be re-budgeted to another year (normally the following year), provided it is still a Council priority and there is sufficient funding available. The process ensures that ratepayers are not rated twice for the same activity.

3. Comment

Re-budgeted Operating Expenditure - \$5.3m

This is driven by the timing of:

- Public Transport projects of \$2.2m: primarily Next ticketing project, Wellington Station toilets upgrade and bus stop rationalisation programme
- Strategy projects of \$2.0m: primarily Ngauranga to Pertone cycleway, Lets Get Wellington Moving, and Future of the Port programme.
- other significant items: the timing of Land Management Riparian Programme and approved projects under the Farm Environment contestable farm, and in E-Science timing in the Collaborative Modelling project to support Whaitua committees.

The complete list of operating expenditure re-budgeted projects and explanations is provided in **Attachment 1**.

Re-budgeted Capital Expenditure - \$30.6m

There are changes to the timing of many projects that are driving the capex re-budgets. This includes:

- Key Public Transport projects of \$12.5m including – Matangi heavy maintenance, Bus hub and bus stop upgrades, On-board and real time information systems, Station upgrades and Park and Ride developments,
- The replacement of the Council’s ERP solution \$5.5m (project Optimus)
- Bulk Water supply projects of \$5m, mainly relating to Cross Harbour Pipeline and Ngauranga reservoir strengthening projects,
- Flood Protection projects of \$3.5m, mainly to LWVD improvement, Waitohou improvement and Pinehaven Stream improvement programmes.

Finance has worked with managers to determine the impact on the 2019/20 work plan and the feasibility of delivering on these re-budget projects in line with the 2019/20 work-plan. As such some projects have been moved to the 2020/21 financial year. The complete list of capital expenditure re-budgeted projects and explanations are provided in **Attachment 2**.

4. Communication

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

5. Consideration of climate change

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

5.1 Mitigation assessment

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

Officers have considered the effect of the matter on the climate. Officers recommend that the matter will have no effect.

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

5.2 Adaptation assessment

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

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

6. The decision-making process and significance

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

6.1 Significance of the decision

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

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

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

6.2 Engagement

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

7. Recommendations

That the Council:

1. ***Receives** the report.*
2. ***Notes** the content of the report.*
3. ***Approves** the operating expenditure items listed in Attachment 1 of this report to be re-budgeted.*
4. ***Approves** the capital expenditure items listed in Attachment 2 of this report to be re-budgeted.*

Report prepared by:

Alan Bird
Chief Financial Officer

Report approved by:

Samantha Gain
General Manager, Corporate
Services

Attachments

Attachment 1: Operating expenditure items to be re-budgeted

Attachment 2: Capital expenditure items to be re-budgeted

Attachment 1 to Report 19.244

ATTACHMENT 1 to Report 19.244

Re-budgeted Operating Expenditure - 2018/19 to 2019/20

Department	Project name	Description	Expenditure	
			\$	Explanation
E-Science	Collaborative Modelling Project	Scenario modelling to support Whaitua Committees to set instream and coastal water objectives and make recommendations on approaches to achieve them	218,000	The first two Whaitua Implementation Plans have taken longer than initially planned to complete and there were delays to the establishment of the subsequent whaitua committees and the associated scenario modelling projects.
Land Management	Riparian Programme	Stock exclusion and stream enhancement works in priority waterways	170,000	The Riparian Programme has had slow uptake in previous years. Programme demand has significantly increased in 2018/19 and is expected to be fully subscribed in 2019/20.
Land Management	FEP Contestable Fund	Farm Environment Plan (FEP) contestable fund provides grant support for farm system improvements that will result in freshwater or biodiversity outcomes.	125,000	We have approved projects with landowners to result in a year-end position on budget, however uncertainties in works completion (e.g. landowner cash flow, fencing contractors, etc.) will likely limit the work completed this year and this is causing a forecast of about \$125k underspend. Funds are needed in 2019/20 to deliver further dung beetle release at catchment scale, and we intend to focus other targeted programmes with Ruamahanga Whaitua Freshwater Management Unit priorities using customer engagement support to stimulate good land use change actions.
Land Management	Wairarapa Water	Wairarapa water investigation work. \$200k allocated \$150k spent with Opus, \$50k left.	50,000	Funding for Water Wairarapa Ltd
Biodiversity	Wetland Programme	GW's wetland programme	147,110	The full year's budget (\$273,000) has been allocated but a portion (\$147,110) is unlikely to come to charge by 30 June 2019

Strategy	Corporate Strategic Projects	Funding for Regional Spatial Projects including Port	200,000	The projects have not proceeded as planned, due to delay of information from external parties. There will be a need for strategic projects in 2019/20 this includes Stage 2 of the Future of the Port project, which is currently unfunded.
Strategy	Lets Get Welly Moving	Contribution towards investigations and planning for Let's Get Wellington Moving (joint funding with NZTA and WCC)	200,000	This project has been very complex and political and has always been subject to much uncertainty, including funding. The budget of \$600,000 for the 2018/19 year was an estimate, with actual expenditure turning out to be less than expected. However it is certain that costs in future years will be higher, most likely higher than the \$600,000 allocated to each of the first 3 years of the LTP, so re-budgeting will be necessary to ensure that there are sufficient funds for next year.
Strategy	Ngauranga to Petone	Contribution towards the Ngauranga to Petone walkway/cycleway/resilience project (joint funding with NZTA, WCC and HCC)	1,000,000	NZTA are leading this project. The project has been subject to delays which mean that construction will be delayed and hence NZTA will not require GWRC's contribution this financial year.
WREMO	Technology/IT/Software	Upgrade of a number of PCs and also telephones for staff that was due this year	45,000	Timing of the roll of PC's

HR	Core Training	The core training budget supports capability building initiatives for the GWRC workforce. This includes development of an online induction and embedding of organisational behaviours ('The GW Way'). These form part of council priorities as per the 2019/20 People & Customer Business Plan.	110,000	An online course library tool has been identified, giving access to hundreds of online courses to employees. This will support both the induction project and core training needs which were reviewed this year. A delay between the purchase and set up of the tool, and implementation is needed to roll out and promote the course contents over time. This will enable it to be integrated into other activities such as development and career planning conversations between managers and employees. The costs of implementing is included in the re-budgeted amount.
Customer Engagement	Water Programme	This budget was originally allocated to a Water awareness campaign for 18/19 year. Discussions with the Catchment/Env team confirmed the ongoing need for this work but highlighted the need to broaden the scope to a 2-year social marketing programme. This would aim to create awareness and behaviour change within our customers and communities around water quality. this is pending fuller scope of this programme by end June 2019	50,000	The delay is due to the fact that more time is required to establish the partnership account model and joint business plan across Catchment/Environment.

Customer Engagement	GW Brand Strategy	This is an existing strategic change programme within the Business Plan. It contributes directly to GWRC;s strategic priority of "improved perception and understanding within the community" by driving increased customer awareness, understanding and favourability towards the GW and Metlink brands.	85,000	This has been delayed due to the delivery dates of the reputation tracker and Metlink qualitative research result. Both are critical to inform our brand strategy development. The process has taken longer than expected given an increase in scope and the engagement with PT to ensure this research could be practically applied in this part of business (i.e. aligned to PT's customer segmentation).
Customer Engagement	Process Mapping Review	This project aims to build fit-for-purpose system and process foundations to ensure we can efficiently and effectively support departmental performance.	40,000	Department's change process was delayed due to the need to revisit Annual Plan financing. This change will be completed by July 2019
Strategy	Future Of Port	Scoping of the Future of Wellington's Port Area	370,000	Delayed due to external parties, still work to be carried out
Strategy	RLTP	3 year programme in conjunction with NZTA to fund various Transport programmes	40,000	Delayed due to first year of a 3 year programme. Expected to increase in years 2-3
Strategy	Sustainable Transport Cycle Skills	3 year programme in conjunction with NZTA to fund various Transport programmes	65,000	Delayed due to first year of a 3 year programme. Expected to increase in years 2-4
Strategy	Sustainable Transport Active Modes	3 year programme in conjunction with NZTA to fund various Transport programmes	90,000	Delayed due to first year of a 3 year programme. Expected to increase in years 2-4
Strategy	Sustainable Transport Workplace Business	3 year programme in conjunction with NZTA to fund various Transport programmes	40,000	Delayed due to first year of a 3 year programme. Expected to increase in years 2-4

Public Transport	Bus Stop Rationalisation	As part of the 2014 Wellington RPTP, GWRC has made a commitment to rationalise bus stops on core bus routes (policy 2.b.). The project will require an assessment of spacing between bus stops to achieve the right balance between overall passenger journey time and maximising access and reach to the service. As bus stops are rationalised/merged, it is planned to improve bus stop facilities at the remaining bus stops to ensure the bulk of customers are better off.	200,000	Commencement of this project has been delayed due to priority being given to ensure criteria infrastructure for the recent Metlink network changes is in place. Delaying this project to the next financial year will align well with the work being undertaken under LGWM and the recently formed joint WCC/GWRC bus priority measures work stream.
Public Transport	Customer Experience	Customer research initiatives to understand Metlink customer segmentation, behaviour and preferences to inform patronage retention and growth strategies and initiatives.	50,000	Ongoing research into customer segmentation deferred, due to a requirement to focus on customer experience issues relating to the July 2018 Wellington bus network implementation.

Public Transport	Reconfiguring Wellington station toilets	This funding was allocated to increase the toilet capacity at Wellington Station, and particularly improve disabled access. The funding was also to refurbish the existing toilets, and paint the platform shelters at Wellington Station.	779,820	<p>Due to the historic nature of Wellington Station, considerably more work has been involved in carry out the design and obtaining the consent than was expected.</p> <p>In order to install sewage connection, the main concourse needs to be dug up which cannot be undertaken until Christmas 2019.</p>
Public Transport	Project NEXT Ticketing Solution	Procurement of a national ticketing solution	805,340	<p>The underspend through the year has accumulated through a slightly lower than planned headcount in the first six months of the Financial Year, together with a commensurate reduction in draw down of contingencies (allocated on a linear basis in the financial forecast). Underspend in the first six months of FY18/19 amounted to \$777k. The headcount has been increased above forecast levels in the second half of the year but, will remain lower than forecast in aggregate over the full year. Further, a rebase lining of the plan in March 2019, has extended the project out to a revised end date on August 2020. This has the effect of smoothing some previously planned headcount peaks within FY18/19 as some major project stages planned to be in parallel have become serial. The draw-down contingencies arising from the re-planning activity initiated by the Steering Group is reflected in FY18/19, however, the cash position will flow through aligned to the extended project end-date.</p> <p>Accordingly, the underspend against budget should not be released and should be carried forward to the project budget in FY19/20 to fund the extended project duration.</p>

Public Transport	Project NEXT GW Share	Procurement of a national ticketing solution	396,660	<p>The underspend through the year has accumulated through a slightly lower than planned headcount in the first six months of the Financial Year, together with a commensurate reduction in draw down of contingencies (allocated on a linear basis in the financial forecast). Underspend in the first six months of FY18/19 amounted to \$777k. The headcount has been increased above forecast levels in the second half of the year but, will remain lower than forecast in aggregate over the full year. Further, a rebase lining of the plan in March 2019, has extended the project out to a revised end date on August 2020. This has the effect of smoothing some previously planned headcount peaks within FY18/19 as some major project stages planned to be in parallel have become serial. The draw-down contingencies arising from the re-planning activity initiated by the Steering Group is reflected in FY18/19, however, the cash position will flow through aligned to the extended project end-date.</p> <p>Accordingly, the underspend against budget should not be released and should be carried forward to the project budget in FY19/20 to fund the extended project duration.</p>
Total Operating Expenditure re-budget			5,276,930	

Attachment 2 to Report 19.244

ATTACHMENT 2 to Report 19.244

Re-budgeted Capital Expenditure - 2018/19 to 2019/20

Department	Project name	Description	Expenditure \$	Explanation
Parks	Battle Hill tracks re-metalling programme	Summit Track works - metalling, signage and fencing	20,000	Delays with original track repairs (due to Northpower) and fencing.
Parks	Battle Hill buildings	Buildings capex across BHFFP	70,450	Re roof Milking Shed building, renew bathroom in Cottage - reorganisation of work programme
Parks	Belmont buildings	Waitangirua shed and Belmont bunkers	123,610	Timing of site works with contractors
Parks	Belmont structures	Korokoro Valley and Stratton Street bridge upgrades	45,000	Delays with confirmation of site plan - consultation
Parks	Belmont tracks	Belmont tracks	105,000	Delays with confirmation of site plans - Korokoro re-route and Stratton Stream tracks due to consultation
Parks	QEP Heritage Precinct (A&M)	Queen Elizabeth Park Carpark and Entrance construction	750,000	Delays in getting safety reviews from Transmission Gully and NZTA. Additional project requirements have required additional design requirement. Works to begin 18/19 financial year and be completed in 19/20
Parks	Kaitoke structures	Kaitoke structures - Pakuratahi Forks swing bridge replacements	180,000	Delays due to redesign to disabled access and procurement process. Rescheduling to spring.
Parks	East Harbour barriers/fences loans/Martins	Baring Head Lighthouse Complex building improvements	38,200	Building preparation has been scheduled for two phases (April 2019 and October 2019). The re-budget is for the October work.

E-Science	Collaborative Modelling Project	Scenario modelling to support Whaitua Committees to set instream and coastal water objectives and make recommendations on approaches to achieve them	354,000	The first two Whaitua Implementation Plans have taken longer than initially planned to complete and there were delays to the establishment of the subsequent whaitua committees and the associated scenario modelling projects.
E-Science	Aquatic (coastal water quality buoy)	Coastal Water Quality Buoy	133,000	This project is collaboration between NIWA, DOC and GWRC. It has taken longer than expected to agree on instruments and location for this buoy and shipping won't commence until early-mid July. So we only need 50% of the purchase price (133,000) in this financial year.
E-Science	Hydrology Upgrades and Growth	Various Hydrology projects	238,400	It has taken longer to plan the site upgrades to existing sites than expected. The bulk of the unspent money for growth was for the purchase of a NIWA site and they are not quite ready to hand it over. \$33k to be carried over for replacement of modems, we are awaiting final testing of these modems so cannot purchase them yet.
E-Science	Groundwater Bore Replacements and New Sites	Groundwater level and quality bore network upgrades	60,000	It has taken some time to plan the exact locations and gain the appropriate permissions to replace or install the bores. Resource consent applications have been made, the drilling contract organised and territorial authority permits gained. Work in obtaining landowner permission is still in progress.

E-Science	Groundwater Bore Replacements and New Sites	Groundwater level network growth	160,200	It has taken some time to plan the exact locations and gain the appropriate permissions to replace or install the bores. Resource consent applications have been made, the drilling contract organised and territorial authority permits gained. Work in obtaining landowner permission is still in progress.
Strategy	Reg Transport Software Model	Software Model Business Case (partially NZT A funded)	700,000	It has taken more time than planned to gain agreement of the model's scope with external parties. The model is required to inform and maintain our Regional Transport programme of work.
Corp Services	Optimus	Replacement of SAP	5,494,000	Carry forward of project unspent funds and allowance for further work
Customer Engagement	Website development	GW website redevelopment Phase 2. Will deliver new functionality to build in the 10+ gw.govt.nz websites into one, providing a cohesive digital experience for our customers. This will be a key platform to build understanding of who we are and how our customers can engage with us.	500,000	<p>The need for a cohesive digital experience remains a high priority item, underutilised in its current state the website redevelopment would build functionality to support customer engagement on all activities set out in the LTP.</p> <p>Due to staff movement within the Customer Engagement department there has not been the required resource to finalise delivery of Phase 1 and move into Phase 2 within this FY.</p>
Public Transport	RTI 2.0 - Business intelligence	PTBIS (Public Transport Business Intelligence system) enhancement	400,000	Role was only recently formed to address BI (business intelligence) requirements, hence the spend was delayed

Public Transport	Ridewise 2	In conjunction with NZTA, AT and a consortium of Regional Councils we are developing a national administration system for management of Total Mobility	50,000	Our cost contribution may roll forward into next financial year, as we are seeking some amendments to agreements
Corp Services	ICT Capex	2 Capital projects are not expected to be completed	350,000	Revera Readiness - higher complexity in solution Radio Comms - weather dependant and resource consenting delay
Public Transport	Porirua Station Shelter Upgrade	Porirua Station renewal of customer facility in bus area, including shelter and signage.	84,000	Focus has been on roll-out of Wellington city bus hubs. Preliminary work has recently commenced on this area with concept design drawings and discussions with Porirua City Council. Capital works planned are planned for 2019/20, as per LTP, this is not expected to change.
Public Transport	Bus Stop Accessibility and Civil Works	Changes are required to bus stops across the network to improve accessibility for both buses to and from a bus stop, as well as customers to and from a bus. Specific improvements planned for 2019/20 include a new bus terminus at Melksham Drive, Churton Park, a new bus stop and pedestrian facilities on Hobart Street, Miramar and standing pads at stops across the network.	249,000	Of the abovementioned projects, two have begun the detailed design process, as well as one stop requiring approval through the WCC Traffic Resolution process. Without these steps being completed, the civil works have not been able to take place. We would like the budget to be allocated for these planned works so they do not affect the new works that will be undertaken in 2019/20. The costs of constructing the Melksham Dr terminus will use the majority of re-allocated budget.

<p>Public Transport</p>	<p>Bus Stop Facilities New</p>	<p>Bus stop facilities such as bus shelters and real time information signs are installed at bus stops to improve customer experience while using bus services. High level analysis of the network is use to highlight a 'level of service gap' i.e. which stops are missing specific facilities. Council agreed to an increased budget this financial year with the aim of filling this 'level of service gap' faster.</p>	<p>842,500</p>	<p>This year's list of stops have been at more complex locations requiring a greater level of consultation and civil works. A number of planned stops have also not been able to be progressed due to lack of support from the community and subsequently also in some case thus do not get TAs support. Complexity of the sites also means obtaining resource consents has taken longer than normal, pushing some of the site works into next year. The additional funding allocated into the LTP was to deal with closing the level of service gap. This gap remains so we recommend that the overall level of budget is retained and reaming unspent budget is moved into next year.</p> <p>Additional temporary resource has been engaged to assist team with the volume of administration and consultation work. This temp resource is also assisting in ensuring progressing work when staff are prioritised onto other work such as re-valuations, Project Optimus</p> <p>Note: the other element on this programme is the renewals element which has progressed well and will be complete by end of financial year.</p>
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Public Transport	Waikanae and Paraparaumu bus hub and upgrades	Following NZTA's construction of the new Kapiti Expressway, State Highway 1 through Waikanae and Paraparaumu is to become a local road, managed by KCDC. NZTA and KCDC are therefore working on the road revocation and Waikanae and Paraparaumu Town Centre projects to improve facilities in the town centres. As part of these projects, the layout of the bus stops will change, therefore requiring changes to the bus stop infrastructure provided at the stops. GWRC is taking this opportunity to significantly improve the bus stop facilities.	1,350,000	The NZTA and KCDC revocation and Town Centre projects have been delayed. As these projects are the catalyst for the new bus stop facilities, no work has been undertaken. The expenditure should be carried forward as the Town Centres projects are due to commence at a later date.
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Public Transport	RTI 2 - data sharing	The development of API's and protocols to enable an 'open' architecture for an upgraded or replaced RTI system. API's will enable RTI data to be shared and used by third-party transit application developers and with GWRC to improve the flow and quality of data, and improve the quality and reach of real-time information to customers and operators.	920,000	Planned RTI 2.0 open data API work for 2018/19 delayed to the 4th quarter of the 2018/18 FY, due to additional, unanticipated demands from new network launch requiring ICT resources to focus on restoration of existing PT systems (RTI/The Omnibus).
Public Transport	RTI 2 - SME analysis	This code covers costs for contractors employed by GWRC to specifically work on RTI related projects, including Interfaces for data sharing, Upgrade of RTI channels and the On board/bus announcement system.	385,000	Planned RTI 2.0 and On-bus Announcement system work for 2018/19 delayed to the 4th quarter of the 2018/18 FY, due to additional, unanticipated demands from new network launch requiring ICT resources to focus on restoration of existing PT systems (RTI/The Omnibus).
Public Transport	RTI 2 - upgrade channels	Discovery, development, procurement and implementation of an upgraded or replaced real time information (RTI) system for customers and operator performance measurement.	580,000	Planned RTI 2.0 upgrade/replacement work for 2018/19 delayed to the 4th quarter of the 2018/18 FY, due to additional, unanticipated demands from new network launch requiring ICT resources to focus on restoration of existing PT systems (RTI/The Omnibus).

Public Transport	Website - Metlink	Planned upgrade (last upgrade was early 2017) of Metlink website and Commuter app to improve usability, satisfaction update from customers.	90,000	Planned work for 2018/19 deferred due additional, unanticipated demands from new network launch, including web development resources required to manage existing website content in a very dynamic environment. The level of change bus customers had experienced also made it inappropriate to introduce significant changes to the current website at this time.
Public Transport	On Board Systems	Development, procurement and implementation of technology and content to audibly and visually inform bus customers (through existing screens and speakers on buses) of bus stops along bus routes, and broadcast customer communications to customers. Primary purpose is to provide next stop announcements to blind and visually impaired travellers and passengers who are unfamiliar with the network. Other purpose is to provide information and communications to all customers.	536,362	Planned On-bus announce system discovery work for 2018/19 delayed to the 3rd quarter of the 2018/18 FY, due to additional, unanticipated demands from new network launch requiring ICT resources to focus on restoration of existing PT systems (RTI/The Omnibus).

Public Transport	RS1 Station Upgrades	This budget was to enable GWRL to undertake the necessary station related upgrades to deliver double tracking from Trentham to Upper Hutt (mainly upgrading assets on down platform at Trentham, and building new station assets on a new platform at Wallaceville).	1,500,000	Due to the delay in getting Govt / NZTA funding approval for the "Unlocking Network Capacity and Improving Resilience", this has had a knock on effect on the entire project, and hence implementation of these improvements is expected to occur in 2020 now.
Public Transport	GWRL - buildings and access	Undertake seismic strengthening of bridges, subways and buildings. The key priority has been bridges.	935,800	The level of increased funding for resolving seismic strengthening of structures was sort in the 2019/20 LTP. Once funding was confirmed, we commenced ramping up design, however due to timeframes to access the rail corridor; the timeframes to complete the necessary design have delayed the implementation of physical strengthening works. Design activity is occurring for this year and next year, to enable physical works program for next year to catch up on this delay.
Public Transport	Waterloo Car Park Development	To develop the recently purchased Waterloo Bus Depot, into Park and Ride	625,000	The design, consent and demolition of the Waterloo car park has taken longer than expected. As a result, the construction of the Waterloo car park is needed to commence in the new financial year.

Public Transport	Bicycle Storage	Improve the capacity and the quality of the bicycle storage facilities at the regional rail stations to encourage active modes to stations, but help discourage bicycles being transported on the trains during peak periods, when capacity is constrained.	300,000	<p>A new double stack bicycle racked has been designed and prototyped, which is believed to be safer and easier to use than other double stack bicycle racks currently available in the market.</p> <p>As a result of the design and prototyping process, large scale implementation has been delayed.</p> <p>Once the design is finalised, implementation should be more straight forward.</p>
Public Transport	Waterloo Station Subway and Building Improvements	Resolve issue of tiles falling off the walls and ceilings of the subway and buildings	241,000	<p>The lead time to establish the cause of the tiles falling off, establish the extent of the issue, and find the tiles took longer than expected.</p> <p>The 200 sq. m of tiles which need to be replaced have been imported.</p>
Public Transport	Rail Network Signage	Improve signage across the Rail Station Network (a 3 year \$6m project)	500,000	<p>The timeframes to develop and refine the design information on the signage has taken longer than expected; as a result not full network wide implementation of the new Pylon signage is expected to be completed this financial year.</p> <p>The pylon signage has design information is better known now, and is flowing more effectively.</p> <p>A prototype "Train Replaced with Buses" prototype is in progress, to help reduce implementation time for next year's signage program</p>
Public Transport	Wgtn Stn Passenger IS	To upgrade the life expired Wellington Station Passenger Information System (visual and audio)	940,000	<p>Upon completion of the procurement and contracting phase of the project early in 2019 it become clear that the project would not be completed until October 2019.</p> <p>Design is currently well underway.</p>

Flood Protection ISP	Mangatarere FHA	Flood hazard assessment of the Mangatarere Stream nr Carterton. Will include the modelling and mapping of the flood hazard.	96,000	This project has been delayed due to the switch to a community led process. This has slowed the start up of the project until the community group has established and determined what they would like to do.
Flood Protection - Implementation	LWVD Improvements	Improvements to the LWVDS Flood Protection Scheme.	900,000	Improvements to the LWVDS have been delayed by land entry agreements, resource consent requirements and changes in personnel. Given current work loads budgets should be carried forward to the 2020/21.
Flood Protection - Implementation	Whakawhiriwhiri Stream Improvements	Improvements to the Whakawhiriwhiri Stream to comply with statutory obligations.	174,000	Improvements required to the Whakawhiriwhiri Stream have been delayed by land entry agreements. This has delayed physical works projects.
Flood Protection ISP	Barrage Gates Resource Consent Project	Operational consents for ongoing operation of the Barrage Gates.	211,000	Applications for the renewal of the Barrage Gates have been submitted but have not been notified. A hearing, if required will not be heard this financial year.
Flood Protection ISP	Resource Consent Project	Operational consents for Flood Protection activities	270,000	Negotiations have continued with submitters to the resource consent applications for the western area. This has delayed any formal hearings
Flood Protection - Implementation	River Works Mouth to SH1	This project is part of the Otaki Floodplan Management Plan. Specifically the money this FY was intended for additional groynes around Mangahanene Island.	323,500	As Council is still committed to carrying out the Otaki FMP, and that this budget is needed to do this project, the budget is recommended to be carried forward. The delay is spend is due to: the project being on hold pending the outcome of the Otaki FMP review.

Flood Protection - Implementation	River Works Chrystalls to Gorge	This project is part of the Otaki Floodplan Management Plan. Specifically the money this FY was intended for upgrading Harpers stopbank.	235,000	As Council is still committed to carrying out the Otaki FMP, and that this budget is needed to do this project, the budget is recommended to be carried forward. The delay is spend is due to: the project being on hold pending the outcome of the Otaki FMP review
Flood Protection - Implementation	Lower Waitohu Improvements	This project is part of the Otaki Floodplan Management Plan. Specifically: the construction of a bund at 74 convent rd to reduce the frequency of flooding on properties along Benits Rd and convent rd; the associated mitigation works so floodwaters do not negatively impact on other properties; securing access for maintain ace activities along the lower reaches of the stream and over the old 1946 bund; and associated water quality mitigation works.	452,000	As Council is still committed to carrying out the Otaki FMP, and that this budget is needed to do this project, the budget is recommended to be carried forward. The delay is spend is due to: the project being on hold pending the outcome of the Otaki FMP review; the project scope changing as draft Otaki FMP review recommendations, ongoing landowner agreement complications; and recent modelling results putting into question the solution we have been previously talking to landowners about.

Flood Protection - Implementation	Otaki South Stopbank Land	This project is part of the Otaki Floodplan Management Plan. Specifically the purchasing of land so parts of the Otaki South stopbank can be moved away from the river.	161,750	As Council is still committed to carrying out the Otaki FMP, and that this budget is needed to do this project, the budget is recommended to be carried forward. The delay is spend is due to: the project being on hold pending the outcome of the Otaki FMP review.
Flood Protection - Implementation	Otaki South Stopbank Improvements	This project is part of the Otaki Flood plan Management Plan. Specifically moving parts of the Otaki South stop bank away from the river.	134,500	As Council is still committed to carrying out the Otaki FMP, and that this budget is needed to do this project, the budget is recommended to be carried forward. The delay is spend is due to: the project being on hold pending the outcome of the Otaki FMP review.
Flood Protection - Implementation	Pinehaven Stream Improvements	Implementation of the structural measures identified in the PFMP	505,000	Design and consent preparation for the Sunbrae Drive culvert replacement is underway; this is being carried out by Jacobs and managed by Wellington Water on behalf of UHCC and GWRC. Complications with impacts on overflow paths in the 1-in-100 year flood event are proving difficult to resolve in this location. UHCC is progressing through the appeal to PC42. Design and Consenting delays have had a flow on effect of delaying implementation of the structural measures.
Water Supply	Ngauranga Reservoir Strengthening	Reservoir strengthening	2,802,528	Further resilience work has identified higher priority projects that has resulted in deferral of the construction of this project now being outside the current three years.
Water Supply	Water Treatment Plant road reseals 2018	Road reseals at treatment plant sites	158,399	Not due for final completion this financial year.
Water Supply	Te Marua BAC Filter	Media replacement at Te Marua wastewater treatment plant	172,591	Only monitoring required in this financial year.

Water Supply	Gear Island UV Installation	Install of UV treatment at Gear Island for water quality	306,542	Timing of the delivery of the project.
Water Supply	Te Marua WTP replace equipment	Te Marua wastewater treatment plant equipment replacement	148,450	Timing of when equipment is to be replaced.
Water Supply	Waterloo Wells Replacement - Stage 3	Renewals related to Waterloo bores.	80,000	Condition assessment has allowed the programme to be modified.
Water Supply	Kaitoke intake and strainer improvements	Seismic strengthening of the Kaitoke intake structure	50,000	Re-prioritisation of projects to address resilience.
Water Supply	Cross Harbour Pipeline Feasibility Study 14-15	Alternative water supply to the eastern suburbs of Wellington via a pipeline under the harbour from Seaview to the eastern suburbs.	1,322,252	A large part of this year's \$3M budget was to cover site investigations and comprehensive studies, which were anticipated to be completed in the current financial year. However the timing was re-assessed earlier in the financial year, due to the later commencement of the project, coupled with the requirement to complete a range of pre-investigation studies.
Public Transport	Matangi Heavy Maint / Overhauls	Undertake overhaul of Matangi fleet	2,127,515	Due to the under performance of the contracted Vehicle Maintenance provider, the required level of maintenance has not been achieved. GW has worked with the contractor who has engaged a Rolling Stock Maintenance advisor team to transform the business. Based on this development we are now confident that the heavy maintenance programme will be delivered next year.
Public Transport	SW& SE Heavy Maint / Overhauls	Undertake overhaul of carriage fleet	151,695	Due to the under performance of the contracted Vehicle Maintenance provider, the required level of maintenance has not been achieved. GW has worked with the contractor who has engaged a Rolling Stock Maintenance advisor team to transform the business. Based on this development we are now confident that the heavy maintenance programme will be delivered next year.
Total Capital Expenditure re-budget			30,633,243	

Report 19.200
Date 20 May 2019
File CCAB-8-2267

Committee Council
Author Lucas Stevenson, Democratic Services Advisor

Power of Attorney to sign deeds

1. Purpose

For the Council to grant a Power of Attorney to Nigel Corry, General Manager, People and Customer, and to Samantha Gain, General Manager, Corporate Services, for the signing of deeds on behalf of the Council.

2. Background

Legal requirements for executing deeds are set out in the Property Law Act 2007 (the Act). Section 6 of the Act states that anything that must or may be done by a person under the Act may be done by their attorney as long as they have been given that authority. For an attorney to execute deeds on its behalf, the Council must appoint the attorney by deed.

The Council decided in February 2009 that at least two officers should be granted a Power of Attorney to sign deeds on behalf of the Council.

There are two currently serving officers who have been appointed with Power of Attorney to sign deeds: Greg Campbell (Chief Executive) and David Humm (General Manager). As Dave Humm is currently on long term leave, Greg Campbell is the only officer currently able to exercise this authority. It would therefore be appropriate for two additional officers to be granted Power of Attorney in the event that Greg Campbell is unable to exercise that power.

3. Comment

It is proposed that the Power of Attorney to sign deeds on behalf of the Council be granted to each of Nigel Corry (General Manager) and Samantha Gain (General Manager). This will facilitate Nigel Corry and Samantha Gain in their roles as their portfolios include property matters and they may need to sign deeds in this capacity.

The proposed form of the Power of Attorney for Nigel Corry is attached as [*Attachment 1*](#).

The proposed form of the Power of Attorney for Samantha Gain is attached as [Attachment 2](#).

4. Communication

The Council's decision will be recorded in the delegations register, and will be communicated to those persons who prepare deeds for the Council.

5. The decision-making process and significance

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

5.1 Significance of the decision

Officers have considered the significance of the matter, taking into account the Council's significance and engagement policy and decision-making guidelines. Due to the procedural nature of this decision, and its effect on the Council's role to carry out its work, officers recommend that the matter be considered to have low significance.

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

5.2 Engagement

Due to its procedural nature and low significance, no engagement on this matter has been undertaken.

6. Recommendations

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Confirms the Power of Attorney granted to Greg Campbell (Chief Executive Officer) on 30 September 2014.*
4. *Confirms the Power of Attorney granted to David Humm (General Manager) on 15 August 2015.*
5. *Revokes any Power of Attorney previously granted to any other Council officer.*
6. *Grants a Power of Attorney to Nigel Corry, General Manager, to sign deeds on behalf of the Council.*
7. *Grants a Power of Attorney to Samantha Gain, General Manager, to sign deeds on behalf of the Council.*
8. *Authorises two Councillors to sign each Power of Attorney document as a deed.*

Report prepared by:

Lucas Stevenson
Democratic Services Advisor

Report approved by:

Francis Ryan
Manager, Democratic
Services

Report approved by

Luke Troy
General Manager, Strategy

Attachment 1: Power of Attorney to sign deeds – Nigel Corry, General Manager

Attachment 2: Power of Attorney to sign deeds –Samantha Gain, General Manager

Power of Attorney to sign Deeds

This is a Power of Attorney by way of a Deed signed by two elected councillors of the Wellington Regional Council, a council under the Local Government Act 2002 on the _____ day of _____ 2019.

Background

- A Wellington Regional Council (“Council”) is a council under the Local Government Act 2002 and is authorised to enter into deeds.
- B Council wishes to grant to Nigel David Corry, General Manager, a Power of Attorney to sign deeds on behalf of the Council.

By this Deed

1. Wellington Regional Council hereby appoints Nigel David Corry of Wellington, General Manager, (“the Attorney”) to be the Council’s attorney to do the following on the Council’s behalf:
 - (a) To sign by way of deeds all documents which the Council is authorised to sign, and
 - (b) To continue to exercise the power under paragraph (a) until such time as the Attorney receives notice in writing from the Council revoking this Power of Attorney.
2. Council covenants to rectify any agreement or obligation assumed by the Attorney under any deed signed by the Attorney pursuant to or under this Power of Attorney, and to ratify any act, agreement or obligation assumed by the Attorney and necessary to render the foregoing effectual.

Signed as Deed on the above date

Signed by _____

(name) _____
an elected councillor of Wellington Regional Council

in the presence of _____

Signed by _____

(name) _____
an elected councillor of Wellington Regional Council

in the presence of _____

Power of Attorney to sign Deeds

This is a Power of Attorney by way of a Deed signed by two elected councillors of the Wellington Regional Council, a council under the Local Government Act 2002 on the _____ day of _____ 2019.

Background

- A Wellington Regional Council (“Council”) is a council under the Local Government Act 2002 and is authorised to enter into deeds.
- B Council wishes to grant to Samantha Louise Gain, General Manager, a Power of Attorney to sign deeds on behalf of the Council.

By this Deed

1. Wellington Regional Council hereby appoints Samantha Louise Gain of Wellington, General Manager, (“the Attorney”) to be the Council’s attorney to do the following on the Council’s behalf:
 - (a) To sign by way of deed all documents which the Council is authorised to sign; and
 - (b) To continue to exercise the power under paragraph (a) until such time as the Attorney receives notice in writing from the Council revoking this Power of Attorney.
2. Council covenants to rectify any agreement or obligation assumed by the Attorney under any deed signed by the Attorney pursuant to or under this Power of Attorney, and to ratify any act, agreement or obligation assumed by the Attorney and necessary to render the foregoing effectual.

Signed as a Deed on the above date

Signed by _____

(name) _____
an elected councillor of Wellington Regional Council

in the presence of _____

Signed by _____

(name) _____
an elected councillor of Wellington Regional Council

in the presence of _____



Report 19.206
Date 20 May 2019
File CCAB-8-2271

Committee Council
Author Lucas Stevenson, Democratic Services Advisor

Delegation for use of the common seal

1. Purpose

To seek delegated authority to affix the common seal of the Council to documents where the Council is required by law to affix its seal or it is prudent to do so and in the interests of good local government.

2. Background

There are a number of circumstances when the common seal of the Council must be affixed to documents, including:

- When issuing a warrant to any officer authorised to enter private land on behalf of the Council in accordance with section 174(1) of the Local Government Act 2002
- When issuing a permit pursuant to section 417(1)(b) of the Resource Management Act 1991 (RMA)
- When approving a plan of survey of reclamation (as the consent authority) in accordance with section 245(5) of the RMA
- When effecting any policy statement or plan (other than a regional coastal plan) under clause 17(3) of the first schedule to the RMA
- When effecting the adoption any regional coastal plan under clause 18(2) of the first schedule to the RMA
- When executing any Memorandum of Transfer pursuant to section 80 of the Local Government (Rating) Act 2002
- When adopting a regional pest management plan under section 77 of the Biosecurity Act 1993
- When adopting a regional pathway management plan under section 97 of the Biosecurity Act 1993.

In addition, while there may be no legal requirement to do so, the Council is entitled to seal documents if it considers this to be prudent and in the interests of good local government.

3. Comment

The Council has previously delegated the authority to affix its seal to the Chief Executive, General Manager, People and Customer, and General Manager Corporate Services/Chief Financial Officer (Report 15.367 refers).

The role of General Manager, Corporate Services/Chief Financial Officer has subsequently been separated into two roles: General Manager, Corporate Services and Chief Financial Officer. As a result of this separation officers recommend that the delegation to the General Manager, Corporate Services/Chief Financial Officer be revoked, and that a new delegation be made to the General Manager, Corporate Services, to affix the seal in all situations when required by law or when it is in the interests of good local government.

Officers proposed that the current delegations to the Chief Executive and General Manager, People and Customer remain in place.

It is worth noting that the purpose of affixing the seal to a document is to acknowledge that it is a formal document of the Council. In this context, the seal will only be affixed to a document in order to give effect to a decision of the Council or a decision made under delegated authority.

4. Communication

The Council's decision will be communicated to officers and other people who prepare documentation to be sealed by the Council.

5. The decision-making process and significance

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

5.1 Significance of the decision

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

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

5.2 Engagement

Due to its procedural nature, and low significance, no engagement on this matter has been undertaken.

6. Recommendations

That the Council:

1. **Revokes**, with immediate effect, the delegation, made by Council on 12 August 2015, to the General Manager, Corporate Services/Chief Financial Officer to affix the common seal.
2. **Delegates** authority to the General Manager, Corporate Services, with immediate effect, the affixing of the common seal of the Council when it is required to be fixed by law, including:
 - a. When issuing a warrant to any officer authorised to enter private land on behalf of the Council in accordance with section 174(1) of the Local Government Act 2002
 - b. When issuing a permit pursuant to section 417(1)(b) of the Resource Management Act 1991 (RMA)
 - c. When approving a plan of survey of reclamation (as the consent authority) in accordance with section 245(5) of the RMA
 - d. When effecting any policy statement or plan (other than a regional coastal plan) under clause 17(3) of the first schedule to the RMA
 - e. When effecting the adoption of any regional coastal plan under clause 18(2) of the first schedule to the RMA
 - f. When executing any Memorandum of Transfer pursuant to section 80 of the Local Government (Rating) Act 2002
 - g. When adopting a regional pest management plan under section 77 of the Biosecurity Act 1993
 - h. When adopting a regional pathway management plan under section 97 of the Biosecurity Act 1993

or when it is prudent and in the interests of good local government to affix the seal to a document.
3. **Confirms** that the delegation to the Chief Executive to affix the common seal, made by Council on 21 May 2014, remains in effect.
4. **Confirms** that the delegation to the General Manager, People and Customer to affix the common seal, made by Council on 12 August 2015, remains in effect.

Report prepared by

Lucas Stevenson
Democratic Services Advisor

Report approved by:

Francis Ryan
Manager,
Democratic Services

Report approved by:

Luke Troy
General Manager, Strategy

Exclusion of the public

Report 19.245

That the Council:

1. *Excludes the public from the following part of the proceedings of this meeting, namely:*
 1. *Confirmation of the Public Excluded minutes of 14 May 2019*
 2. *Request for change of ownership consent*
 3. *Appointment of external directors – WRC Holdings Limited*
 4. *Reappointment of external trustee – Wellington Regional Stadium Trust*
 5. *Confirmation of the Restricted Public Excluded minutes of 14 May 2019*
 6. *Chief Executive’s Key Performance Indicators for 2019/20*

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

<i>General subject of each matter to be considered:</i>	<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground under section 48(1) for the passing of this resolution</i>
<p>1. <i>Confirmation of the Public Excluded minutes of 14 May 2019</i></p>	<p><i>The information contained in these minutes relates to Greater Wellington Regional Council office accommodation and the procurement of ferry services, which are matters that are the subject of negotiations. Having this part of the meeting open to the public would disadvantage GWRC if further negotiations were to take place as it would reveal GWRC’s negotiation strategy. GWRC has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override this prejudice.</i></p>	<p><i>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information which good reason for withholding exists under section 7(2)(i) of the Act (i.e. to carry out negotiations without prejudice).</i></p>
<p>2. <i>Request for change of ownership consent</i></p>	<p><i>The information contained in this report relates to information provided by third parties that is the subject of a non-disclosure agreement and the negotiation of</i></p>	<p><i>The ground for exclusion of the public from the part of the Council meeting during which this report is discussed under section 48(1) of the Local</i></p>

- documents related to the proposed change of ownership consent. Release of this information would likely prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied.*
- Greater Wellington Regional Council has not been able to identify a public interest favouring disclosure of this particular information that would outweigh that likely prejudice.*
- Government Official Information and Meetings Act 1987 is that the public conduct of that part of the meeting would be likely to result in the disclosure of information which the Council would have good reason for withholding under sections 7(2)(b)(ii), (c) (i), (i) and/or (j) of that Act.*
3. *Appointment of external directors – WRC Holdings Limited*
- This report contains information relating to the proposed appointment of external directors to WRC Holdings Limited. Release of this information would prejudice the proposed appointees' privacy by disclosing the fact that they are being considered, and have expressed an interest in, being appointed to WRC Holdings Limited. GWRC has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the privacy of the individual concerned.*
- That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(a) of the Act (i.e. to protect the privacy of natural persons).*
4. *Reappointment of external trustee – Wellington Regional Stadium Trust*
- This report contains information relating to the proposed appointment of a trustee to Wellington Regional Stadium Trust. Release of this information would prejudice the proposed appointee's privacy by disclosing the fact that they are being*
- That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(a) of the Act (i.e.*

considered, and have expressed an interest in, being appointed as a trustee of Wellington Regional Stadium Trust. GWRC has not been able to identify a public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the privacy of the individual concerned. to protect the privacy of natural persons).

- | | | | |
|---|--|--|--|
| 5 | <i>Confirmation of the Restricted Public Excluded minutes of 14 May 2019</i> | <i>The information contained in these minutes relate to future requirements for the Wellington Region's public transport network, and a request for change of ownership consent. Release of this information would likely prejudice Greater Wellington Regional Council's ability to carry out negotiations, and the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied. Greater Wellington Regional Council has not been able to identify a public interest favouring disclosure of this particular information that would outweigh that likely prejudice.</i> | <i>The ground for exclusion of the public from the part of the Council meeting during which this report is discussed under section 48(1) of the Local Government Official Information and Meetings Act 1987 is that the public conduct of that part of the meeting would be likely to result in the disclosure of information which the Council would have good reason for withholding under sections 7(2)(i), 7(2)(b)(ii), (c) (i), (i) and/or (j) of that Act.</i> |
| 6 | <i>Chief Executive's Key Performance Indicators for 2019/20</i> | <i>The information contained in the report contains information relating to the Chief Executive's Key Performance Indicators for 2019/20. Release of this information would prejudice Greg Campbell's privacy by disclosing details of his Key Performance Indicators. GWRC has not been</i> | <i>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(a) of the Act (i.e. to protect the privacy of</i> |

*able to identify a public interest natural persons).
favouring disclosure of this
particular information in public
proceedings of the meeting that
would override his privacy.*

2. *Permits Alex Guy, Partner, Ashurst, and David Morgan, Partner, Deloitte New Zealand, to remain at this meeting after the public has been excluded because of their knowledge of matters related to the request for change of ownership consent. Their knowledge will be of assistance in relation to the matter to be discussed, because it is the subject of the report.*

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