



If calling, please ask for Democratic Services

Council

Thursday 22 May 2025, 9.30am

Taumata Kōrero, Council Chamber, Greater Wellington Regional Council
100 Cuba St, Te Aro, Wellington

Quorum: *Seven Councillors*

Members

Councillors

Daran Ponter (Chair)

Adrienne Staples (Deputy Chair)

David Bassett

Ros Connelly

Quentin Duthie

Penny Gaylor

Chris Kirk-Burnnand

Ken Laban

David Lee

Thomas Nash

Hikitia Ropata

Yadana Saw

Simon Woolf

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

Council

Thursday 22 May 2025, 9.30am

Taumata Kōrero - Council Chamber, Greater Wellington Regional Council
100 Cuba St, Te Aro, Wellington

Public Business

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Please note these minutes remain unconfirmed until the Council meeting on 22 May 2025.

Report 25.170

Public minutes of the Council meeting on Thursday 10 April 2025

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington, at 9.36am

Members Present

Councillor Ponter (Chair)
Councillor Staples (Deputy Chair)
Councillor Bassett
Councillor Connelly
Councillor Duthie
Councillor Kirk-Burnnand
Councillor Laban
Councillor Lee
Councillor Nash
Councillor Ropata
Councillor Saw
Councillor Woolf

Karakia timatanga

The Council Chair opened the meeting with a karakia timatanga.

Public Business

1 Apologies

Moved: Cr Ropata / Cr Duthie

That Council accepts the apology for absence from Councillor Gaylor.

The motion was **carried**.

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

3 Public participation

Frances Mountier, Free Fares, spoke to agenda item 8 – Interim Public Transport Private Share Targets – Report 25.34.

Tony Randle, spoke to agenda item 8 – Interim Public Transport Private Share Targets – Report 25.34.

4 Confirmation of the Public minutes of the Council meeting on 27 February 2025- Report 25.84

Moved: Cr Duthie / Cr Saw

That Council confirms the Public minutes of the Council meeting on 27 February 2025 – Report 25.84, as corrected.

The motion was **carried**.

Noted: Part 3 of the resolution in item 6 in the minutes was corrected to be part of the alphabetical list within part 2 of the resolution.

5 Confirmation of the Public minutes of the Council meeting on 13 March 2025 – Report 25.113

Moved: Cr Nash / Cr Connelly

That Council confirms the Public minutes of the Council meeting on 13 March 2025 – Report 25.113.

The motion was **carried**.

6 Confirmation of the Public minutes of the Extraordinary Council meeting on 20 March 2025 – Report 25.132

Moved: Cr Kirk-Burnnand / Cr Connelly

That Council confirms the Public minutes of the Extraordinary Council meeting on 20 March 2025 – Report 25.132.

The motion was **carried**.

The Chair accorded priority to agenda item 8 – Interim Public Transport Private Share Targets – Report 25.34 in accordance with Standing Order 3.5.2.

7 Interim Public Transport Private Share Targets – Report 25.34

Tim Shackleton, Senior Manager, Strategy and Partnerships, and Emmet McElhatton, Manager, Policy, spoke to the report.

Moved: Cr Nash / Cr Ponter

That Council:

- 1 Notes that NZ Transport Agency Waka Kotahi (NZTA) requires Greater Wellington Regional Council (Greater Wellington) to adopt interim Public Transport Private Share targets for 2024/25, 2025/26 and 2026/27 by the end of March 2025.
- 2 Notes that NZTA expects Greater Wellington to be able to demonstrate that it is actively working towards the adopted interim Private Share targets, and that performance against them may have an impact on future National Land Transport Fund (NLTF) funding levels and investment decisions.
- 3 Notes that, following high-level preliminary analysis and forecasting, officers have developed three Private Share target options for the Council to consider, based on of the level of stretch or aspiration Council wishes to pursue.
- 4 Agrees to adopt the Private Share targets for the financial years 2024/25 and 2025/26 at 23.9% and 25.1% respectively; and an indicative target of 25.7% for 2026/27.
- 5 Notes that the proposed targets are in line with the current expectations of revenue and expenditure in the Annual Plan and Long Term Plan budget set for the triennium 2024 to 2027.
- 6 Notes that NZTA has indicated that it expects that Greater Wellington will signal its intentions to grow Private Share in the years beyond the current LTP triennium.
- 7 Agrees to adopt longer term indicative Private Share stretch targets as set out in Option 1 (as set out in table 4, paragraph 70 of the report), which includes private share rising to 33% by 2033/34.
- 8 Notes the risk that in a currently volatile operating environment, particularly with economic and unemployment factors putting pressure on fares and other forms of revenue, the current annual plan targets are likely to be challenging.
- 9 Notes that NZTA has indicated that, as long as Greater Wellington can demonstrate it is actively working towards achieving the targets adopted, it will not be disadvantaged in future funding considerations; there is currently no further guidance on what this will mean in practice.
- 10 Notes that future Council decisions in relation to Metlink public transport will need to take the interim Private Share targets into account.
- 11 Requests officers to prepare a report outlining an accelerated roadmap for Metlink to introduce key ticketing measures linked to patronage growth, including fare capping, integrated fares between bus and rail.

The motion was **carried**.

8 Decision on Making Change 1 and Variation 1 to the Regional Policy Statement for the Wellington Region Partially Operative – Report 25.118

Fathima Iftikar, Director, Strategy, Policy and Regulation, Richard Sheild, Project Lead Policy, and Josephine Knight-MacLean, Policy Advisor, spoke to the report.

Moved: Cr Saw / Cr Lee

That Council:

- 1 Notes the list of provisions that form part of the current Decisions Version of Change 1 and Variation 1 to the Regional Policy Statement for the Wellington Region as set out in Attachment 1 to this report that are proposed to be made operative.
- 2 Approves the new Appeals Operative Version of Change 1 and Variation 1 to the Regional Policy Statement for the Wellington Region as set out in Attachment 2 to this report.
- 3 Notes that the Chief Executive, under the Chief Executive’s current delegation from Council, will give effect to the Appeals Operative version of Change 1 and Variation 1 to the Regional Policy Statement by affixing the Common Seal of Council in accordance with clause 17 of Schedule 1 to the Resource Management Act 1991.
- 4 Agrees that the Appeals Operative Version of Change 1 and Variation 1 to the Regional Policy Statement for the Wellington Region shall become operative from 22 April 2025 in accordance with Clause 20 of Schedule 1 to the Resource Management Act 1991. This will be notified through the public notice set out in Attachment 3 to this report.

The motion was **carried**.

The meeting adjourned at 11.01am and resumed at 11.22am.

9 Greater Wellington’s Communication Policy for the 2025 Pre-Election Period – Report 25.135

Benjamin Robinson-Drawbridge, Senior Media Advisor, spoke to the report.

Moved: Cr Staples / Cr Nash

That Council:

- 1 Adopts the pre-election communication protocols in paragraphs 15-25 of this report for the period 4 July 2022 to 11 October 2025.
- 2 Notes the Taituarā guidance ‘Communications in the pre-election period 2025’ (Attachment 1).
- 3 Notes Greater Wellington’s ‘Social media guidelines for candidates 2025’ (Attachment 2).

The motion was **carried**.

10 Policy on the Appointment of Non-Elected Members to Committees, Subcommittees, and Advisory Bodies – Report 25.40

Will Ogier, Principal Advisor, Democratic Services, spoke to the report.

Moved: Cr Bassett / Cr Kirk-Burnnand

That Council:

- 1 Revokes Council's *Policy on the appointment of non-elected members to committees, subcommittees, and advisory groups 2021* (Attachment 1).
- 2 Adopts the *Policy on the appointment of non-elected members to committees, subcommittees, and advisory bodies* (Attachment 2), effective immediately.
- 3 Approves an increase in Greater Wellington's standard daily attendance allowance from \$235 to \$250, effective immediately.
- 4 Agrees to a triennial review of the standard daily attendance allowance, aligned to the triennial review of the *Policy on the appointment of non-elected members to committees, subcommittees, and advisory bodies*.

The motion was **carried**.

11 Policy on Elected Members' Allowances and Expenses – Report 25.94

Will Ogier, Principal Advisor, Democratic Services, Francis Ryan, Head of Governance and Democracy, and Ross Lynch, Chief Technology Officer, spoke to the report.

Moved: Cr Bassett / Cr Duthie

That Council:

- 1 Notes the Remuneration Authority's advice that the proposed revised *Policy on Elected Members' Allowances and Expenses* does not require its subsequent approval before that policy can take effect.
- 2 Revokes the current *Policy on Elected Members' Allowances and Expenses 2024* (Attachment 1), effective from the day following the declaration of the official results for Greater Wellington's 2025 triennial local elections.
- 3 Adopts the revised *Policy on Elected Members' Allowances and Expenses* (Attachment 2), to take effect on the day following the declaration of the official results for Greater Wellington's 2025 triennial local elections.

The motion was **carried**.

12 Change to Council's Delegations of Powers, Functions and Duties – April 2025 – Report 25.142

Will Ogier, Principal Democratic Services Advisor, spoke to the report.

Moved: Cr Kirk-Burnnand / Cr Saw

That Council:

- 1 Notes that Greater Wellington considers that the Project Lead Policy needs delegations under the Resource Management Act 1991 to make decisions under the appeals process for the Regional Policy Statement Proposed Change 1.
- 2 Revokes, with effect from 10 April 2025, the delegations made by Council on 21 September 2023 to specified officers under the Resource Management Act 1991.
- 3 Delegates its powers, functions, and duties under the Resource Management Act 1991 to the specified officers in Attachment 1, except those powers retained explicitly by Council, with effect from 10 April 2025.

The motion was **carried**.

13 Draft Statement of Intent for WRC Holdings 2025/26 – Report 25.152

Grant McPherson, Head of Company Portfolio and Economic Development, and Jan de Bruin, Senior Advisor, Company Portfolio and Economic Development, spoke to the report.

Moved: Cr Kirk-Burnnand / Cr Bassett

That Council:

- 1 Receives the draft 2025/26 Statement of Intent from WRC Holdings.
- 2 Authorises the Council Chair to finalise a letter to the Chair of WRC Holdings with any comments and feedback to be considered for the final Statement of Intent.

The motion was **carried**.

14 Finance Update – February 2025 – Report 25.125 [For Information]

Darryl Joyce, Manager, Accounting Services, spoke to the report.

Resolution to exclude the public

15 Resolution to exclude the public – Report 25.148

Moved: Cr Saw / Cr Connelly

That Council excludes the public from the following parts of the proceedings of this meeting, namely:

Confirmation of the Public Excluded minutes of the Council meeting on Thursday 27 February 2025 – Report PE25.85

Confirmation of the Public Excluded minutes of the Extraordinary Council Meeting on 20 March 2025 – Report PE25.133

Confirmation of the Restricted Public Excluded minutes of the Council meeting on Thursday 27 February 2025 – Report RPE25.86

Confirmation of the Restricted Public Excluded minutes of Council Meeting on 13 March 2025 – Report RPE25.115

East by West Contract – Report RPE25.104

Bus Services Procurement Strategy – Report RPE25.103

Zero Emissions Bus Strategy – Report RPE25.107

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 ground/s 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:

Confirmation of the Public Excluded minutes of the Council meeting on Thursday 27 February 2025 – Report PE25.85	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
<p>Information contained in these minutes relates to –</p> <ul style="list-style-type: none"> a strategic public transport asset ownership, which is commercially sensitive and release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on commercial activities (section 7(2)(h)). b a proposed land purchase upon terms and conditions that are yet to be negotiated and agreed, and having this part of the meeting open to the public would disadvantage Greater Wellington in its negotiations as it would reveal Greater Wellington’s negotiation strategy (section 7(2)(i)). <p>Greater Wellington 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 need to withhold the information.</p>	<p>The public conduct of this part of the meeting is excluded under section 7(2)(h) of the Act in order to enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities, and section 7(2)(i) of the Act in order enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>

Confirmation of the Public Excluded Minutes of the Extraordinary Council Meeting on 20 March 2025 – Report PE25.133	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
<p>Information contained in these minutes relates to Te Awa Kairangi (RiverLink) Project legal advice, commercial information and costs. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on negotiations without prejudice (section 7(2)(i)).</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this information in public proceedings of the meeting that would override the need to withhold the information.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>
Confirmation of the Restricted Public Excluded Minutes of the Council Meeting on Thursday 27 February 2025 – Report RPE25.86	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
<p>Information contained in these minutes relates to –</p> <p>a a future bus service procurement and contracting in the Wellington Region, and release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on commercial negotiations (section 7(2)(i)).</p> <p>b an East by West funding arrangements update, which is commercially sensitive and release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on commercial negotiations (section 7(2)(i)).</p> <p>Greater Wellington has not been able to identify a public interest favouring</p>	<p>The public conduct of this part of the meeting is excluded under section 7(2)(i) of the Act in order to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>

disclosure of this information in public proceedings of the meeting that would override the need to withhold the information	
Confirmation of the Restricted Public Excluded Minutes of Council Meeting on 13 March 2025 – Report RPE25.115	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
Information contained in these minutes relates to a lease opportunity in southern Wellington. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington Regional Council (Greater Wellington) to carry on negotiations (section 7(2)(i)). Greater Wellington has not been able to identify a public interest favouring disclosure of this information in public proceedings of the meeting that would override the need to withhold the information.	The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).
East by West Contract – Report RPE25.104	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
Information contained in this report is commercially sensitive. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on commercial negotiations (section 7(2)(i)). Greater Wellington has not been able to identify a public interest favouring disclosure of this information in public proceedings of the meeting that would override the need to withhold the information.	The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).
Bus Services Procurement Strategy – Report RPE25.103	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>

<p>Certain information contained in this report relates to future bus service procurement and contracting in the Wellington Region. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on negotiations and may affect the probity of the bus services procurement process (section 7(2)(i) of the Act).</p> <p>Greater Wellington 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 need to withhold the information.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>
<p>Zero Emissions Bus Strategy – Report RPE25.107</p>	
<p><i>Reason for passing this resolution in relation to each matter</i></p>	<p><i>Ground(s) under section 48(1) for the passing of this resolution</i></p>
<p>Information contained in this report is commercially sensitive. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on commercial negotiations (section 7(2)(i)).</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this information in public proceedings of the meeting that would override the need to withhold the information.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>

This resolution is made in reliance on section 48(1)(a) of the Act and the particular interest or interests protected by section 6 or section 7 of that Act or section 6 or section 7 or section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public.

The motion was **carried**.

The public part of the meeting closed at 11.44am.

Councillor D Ponter

Chair

Date:



Please note these minutes remain unconfirmed until the Council meeting on 22 May 2025.

The matters referred to in these minutes were considered by Council in Public Excluded business. These minutes do not require confidentiality and may be considered in the public part of the meeting.

Report PE25.168

Public Excluded minutes of the Council meeting on Thursday 10 April 2025

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington, at 11.44am

Members Present

Councillor Ponter (Chair)
Councillor Staples (Deputy Chair)
Councillor Bassett
Councillor Connelly
Councillor Duthie
Councillor Kirk-Burnnand
Councillor Laban
Councillor Lee
Councillor Nash
Councillor Ropata
Councillor Saw
Councillor Woolf

Public Excluded Business

1 Confirmation of the Public Excluded minutes of the Council meeting on 27 February 2025 – Report PE25.85

Moved: Cr Kirk-Burnnand / Cr Connelly

That Council confirms the Public Excluded minutes of the Council meeting on 27 February 2025 – Report PE25.85.

The motion was **carried**.

2 Confirmation of the Public Excluded minutes of the Extraordinary Council meeting on 20 March 2025 – Report PE25.133

Moved: Cr Duthie / Cr Staples

That Council confirms the Public Excluded minutes of the Extraordinary Council meeting on 20 March 2025 – Report PE25.133.

The motion was **carried**.

Noted: Council requested that the Chief Executive consider proactively releasing the Confirmed Public Excluded minutes of the Extraordinary Council meeting on 20 March 2025.

The Public Excluded part of the meeting closed at 11.57am.

Councillor D Ponter

Chair

Date:

Council
22 May 2025
Report 25.217



For Decision

FEEDBACK ON THE PROPOSED ANNUAL PLAN 2025/26 AND BUDGET FINALISATION

Te take mō te pūrongo

Purpose

1. To provide Council with an analysis of the public feedback on the proposed 2025/26 Annual Plan for its consideration.
2. To confirm the proposed budget so that the 2025/26 Annual Plan can be finalised, in advance of seeking Council's adoption of the Annual Plan on 26 June 2025.

He tūtohu

Recommendations

That Council:

- 1 **Note** that at its meeting on 27 February 2025, Council agreed to an 'Inform and Engage' approach for the proposed 2025/26 Annual Plan as no significant or material changes have been proposed from Greater Wellington's 2024-34 Long Term Plan (Report 25.52).
- 2 **Note** the final 2025/26 Annual Plan and the related resolutions on rates and levies for 2025/26 will be presented to the 26 June 2025 Council meeting for formal adoption.
- 3 **Note** the public feedback received, and analysis of this, is included in this report, following the 'inform and engage' period which ran from 03 – 28 March 2025.
- 4 **Direct** Officers to proceed with finalising the 2025/26 Annual Plan with a 9.72% rates increase, as described in the public engagement material approved at the meeting on 27 February 2025 (Report 25.52).

Te tāhū kōrero

Background

3. Section 95(1) of the Local Government Act 2002 (LGA) requires a local authority to prepare and adopt an annual plan for each financial year.
4. The 2024-34 Long Term Plan (LTP) had forecast an average regional rates increase of 14.5% for year two (the 2025/26 financial year). At a workshop on 17 September 2024, Council acknowledged the cost challenges facing our communities at this time and asked Officers to review the work programme to identify efficiencies and potential budget savings but without specifying a target.

5. Significant work was undertaken across the organisation to review 2025/26, 2026/27, and 2027/28 work programmes and budgets, to identify potential efficiencies. As a result, at the workshop on 05 December 2024, the delivery of several work programmes was proposed to be deferred or delayed, to help reduce the financial impact on our communities. This contributed to a proposed reduction in the 2025/26 rates increase figure, down to 9.72%.
6. On 27 February 2025 Council approved the proposed 2025/26 Annual Plan for Public Engagement (Report 25.52). The Public Engagement period ran from 03 – 28 March 2025 and encouraged members of the public to provide general feedback on the proposed Annual Plan. A supporting document that provided information on the proposed 2025/26 Annual Plan was made available alongside fact sheets for each area in the region to outline key information relevant to that area.

Te tātaritanga Analysis

Public Engagement

7. A public engagement period on the proposed Annual Plan 2025/26 ran for four weeks from 03 – 28 March 2025.
8. A region-wide document to inform the community was developed. This included information on:
 - a The proposed revised rates increase for 2025/26.
 - b Key changes to work programmes required to achieve the lower rates increase and respond to central government funding shortfalls; and
 - c Key mahi that will be delivered during 2025/26.
 - d It also noted the additional items Greater Wellington are required to deliver on because of new central government legislation (e.g. Māori Constituency Referendum and Local Water Done Well).
9. As in previous years, Regional Factsheets (for Kāpiti Coast, Porirua, Lower Hutt, Upper Hutt, Wellington City, Wairarapa) were prepared to provide local and regional information for the community.
10. ‘Frequently Asked Questions’ documents for the community, Councillors and call centre staff were also produced to support conversations.
11. These documents were available on the Greater Wellington website and in hard copy at regional libraries and Greater Wellington council offices.
12. The public engagement campaign was digital forward, using social media and media releases to encourage people to have utilise a Have Your Say survey to provide general feedback on the proposed Annual Plan. An in-person Coffee and Chat discussion session with Councillors, to enable people to discuss their feedback directly, was also delivered.
13. Engagement through social media had a total reach of 126,820 unique individuals of which 4,622 total link clicks were made through to the full engagement materials.

Summary of feedback received

Overview

14. Survey respondents were asked if they had any feedback on Greater Wellington's proposed 2025/26 Annual Plan, specifically relating to:
 - a Our proposed 2025/26 Annual Plan
 - b Our priorities and/or how we propose to deliver our services during 2025/26
 - c Anything else related to the way Greater Wellington delivers on our responsibilities and works with our communities.
15. A total of 22 responses were received via the Have Your Say survey. Six individuals attended an in-person Coffee and Chat discussion session with Councillors.

Demographics of those submitting feedback

16. People submitting feedback were asked to answer optional demographic questions. Of the 22 respondents, most individuals chose not to provide responses, however of those who did:
 - a Age: Six respondents answered this question. 50% of respondents were in the 65-74 age group, 33.3% were in the 25-34 age group and 16.7% were in the 45-54 age group.
 - b Location: Ten respondents answered this question. 60% of respondents live in Wellington, 20% live in Wairarapa, 10% live in Lower Hutt, 10% live in Upper Hutt. No one selected Porirua, Kāpiti Coast, or Outside the region.
 - c Ethnicity: Six respondents answered this question, the format enabled people to select multiple options as appropriate to how they identify. 83.3% of respondents identified as NZ European and 16.7% identified as part of another ethnic group. No one identified as Māori, Pacific Peoples, Chinese, Indian, or Middle Eastern/Latin American/African.

Summary of feedback

17. Given that only 22 pieces of feedback were received, the sample size is too small to be considered statistically significant. Key points from the feedback have been outlined below, however because of the limited numbers, the views provided may not be representative of the wider community.
18. Specific suggestions made by respondents were distributed to the relevant Greater Wellington teams to consider and respond to as appropriate.
19. Feedback themes included:
 - a Six people chose to provide feedback regarding the proposed rates and fare increases:
 - i Sentiment generally was opposed to rates and/or fare increases with ratepayer affordability central to this.
 - ii One person noted that they would prefer higher rates if it resulted in increased and enhanced services. Another shared their view that our current challenges — climate change, cost-of-living pressures, public

- transport reliability, and regional resilience — require not just balancing budgets but a bold, people-focused investment. They encouraged the Council to continue leading with integrity and vision, not simply cost saving, and to ensure we communicate clearly how trade-offs are made.
- iii A question was asked regarding the population figures used to underpin financial assumptions and how often those are revised, noting that lower growth may negatively affect other ratepayers.
- b Twelve pieces of the feedback discussed items regarding public transport reliability, infrastructure and facilities, highlighting:
- i Issues with reliability and staffing and concern about empty/low capacity on buses and trains at certain times. People emphasized the need for better management of bus contractors and improvements in service delivery.
 - ii Concern regarding the proposed changes to bus stop locations and access to services such as doctors and radiographers, because of the Courtenay Place revamp.
 - iii Appreciation of the recent upgrades to Waikanae and Paraparaumu stations but noting the lack of bathroom facilities at Paekākāriki Station.
- c Six people shared feedback which included climate change considerations.
- i Feedback reflected a desire for the Council to prioritise climate change mitigation and adaptation efforts, including one urging the Council to "*go hard on the climate mitigation*". Specific suggestions for sustainable transport were provided such as more secure and accessible bike lockers at train stations, and better designed suburbs to reduce car-dependency, highlighting the opportunity for these measures in addressing the climate emergency. Disappointment at the intention to defer electrification of the bus network was noted.
 - ii There was also general support for the Council's ongoing climate adaptation and resilience work, with a call to continue investments in flood resilience, regional parks restoration, and the Lower North Island Rail project.
 - iii One submission raised concerns about energy pollution from cruise ships whilst in Port in Wellington Harbour.
- d Some limited commentary was made in relation to our partnerships with mana whenua in the region: One submission opposed Council's partnership with Māori, while another strongly supported it, highlighting the importance of mana whenua-led design and delivery across all workstreams
20. Wellington Water Limited ICT upgrades: Six Wellington City Councillors and one Porirua City Councillor have opposed Greater Wellington's proposal to allocate \$13.8 million for ICT upgrades that Greater Wellington intends to recover the cost of servicing this debt through the Bulk Water Levy.

21. One person suggested regarding a revised approach to how Greater Wellington delivers on Democratic Services, and another encouraged more public education on the significance of the upcoming Māori Constituency Referendum.

Matters out of the scope of the Annual Plan engagement

22. A number of points out of scope of the proposed Annual Plan were presented. Primarily these included matters which fall under the responsibility of Territorial Authorities or other central government agencies, for example, fixing local water network infrastructure, provision of water meters, libraries, and supporting individuals experiencing homelessness.

Changes to the budget since the public engagement period

23. The high-level proposed average rates increase of 9.72% remains accurate, though there have been a few updates. These include: work to maintain a balanced budget within the Metlink Group, the purchase of Gollan's Valley Station, and a reduced capital projects forecast from Wellington Water Limited. The Metlink changes were discussed at the Council Workshop on 8 May 2025, and all updates were presented to the Finance, Assurance and Risk Committee on 13 May 2025 (Report 25.191).

Finalising the 2025/26 Annual Plan

24. Officers do not recommend any changes to the proposed 2025/26 Annual Plan and propose that Council confirm the proposed 2025/26 Annual Plan draft budget and work programme so that the final Annual Plan can be prepared for adoption at the end of June 2025.

Ngā hua ahumoni

Financial implications

25. The changes noted in paragraph 23 above are not considered significant and have not had an impact on the overall proposed average rates increase. Therefore, Officers recommend that Council confirm the proposed 2025/26 budget is ready for finalisation in advance of adoption of the 2025/26 Annual Plan on 26 June 2025.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

26. Greater Wellington's commitment to Te Tiriti o Waitangi and Te Whāriki; Greater Wellington's Māori Outcomes Framework provides the foundation for our approach for each iwi.
27. All iwi had representatives on Greater Wellington's 2024-34 LTP Committee, that contributed to the development of the 2024-34 LTP, as decision making members of the Committee, and represented their priorities through submissions received during the LTP public consultation process. The proposed 2025/26 Annual Plan retains the core direction of the 2024-34 LTP.
28. Bespoke approaches were scheduled with each mana whenua regarding the proposed changes to Greater Wellington's work programme for year two of the 2024-34 LTP (2025/26 Annual Plan). The implications of the proposed changes were

analysed by rohe and provided the platform for the conversations with mana whenua at operational and management levels.

29. There was no specific feedback to note on the proposed 2025/26 Annual Plan received from mana whenua through these discussions.

Te huritao ki te huringa o te āhuarangi Consideration of climate change

30. Climate change has been considered across the breadth of development of the proposed 2025/26 Annual Plan package.
31. The matter for decision in this report does not change Greater Wellington's commitment to climate change as outlined in the 2024-34 Long Term Plan and Greater Wellington's Organisational and Regional 10-point climate emergency response action plans.

Ngā tikanga whakatau Decision-making process

32. The matter requiring decision in this report was considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga Significance

33. Under section 95(2) and (2A) of the LGA, Council must consult the community before adopting an annual plan, unless "the proposed annual plan does not include significant or material differences from the content of the long-term plan for the financial year to which the proposed annual plan relates."
34. Officers undertook an evaluation in line with Greater Wellington's Significance and Engagement Policy¹ and determined that there were no activities within the proposed package which triggered a legislative requirement to consult with our communities. However, we were required to inform the community on the proposed 2025/26 Annual Plan (including what we are planning to deliver and the draft average regional rates) and provide the community an opportunity to comment on it. Council agreed to this approach on 27 February 2025 (Report 25.52).
35. The matter for decision in this report confirms that there are no further changes required to the proposed 2025/26 Annual Plan as a result of the public engagement undertaken and as such the matter for decision is of low significance.

Te whakatūtakitaki Engagement

¹ <https://www.gw.govt.nz/your-region/plans-policies-and-bylaws/policies/>

36. The engagement undertaken on the proposed 2025/26 Annual Plan is described in the Background and Analysis sections of this report (paragraphs 3-6 and 7-23 respectively).

Ngā tūāoma e whai ake nei

Next steps

37. Officers will prepare the final 2025/26 Annual Plan and related rates and levies resolutions for Council adoption at their Meeting on 26 June 2025.

Ngā kaiwaitohu

Signatories

Writers	Tyler Dunkel – Kaiwhakahaere Matua Manager Corporate Planning & Reporting Christina Underhill – Kaitohutohu Advisor Planning and Reporting Lisa Emery – Kaiwhakahaere Matua Tutukinga Operations Delivery Manager Te Hunga Whiriwhiri Sean Nicholson – Kaitohutohu Planning and Reporting Accountant Darry Joyce - Kaiwhakahaere Matua Manager Accounting Services
Approvers	Zofia Miliszewska – Kaiwhakahaere Matua Head of Strategy and Performance Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager, Strategy Alison Trustrum-Rainey – Kaiwhakahaere Matua Rautaki Group Manager Finance & Risk

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council's roles or with Committee's terms of reference</i></p> <p>The Council is responsible under Section 93 of the Local Government Act for the preparation and adoption of an Annual Plan for each financial year.</p> <p>This report provides the analysis of the public feedback received on the proposed 2025/26 Annual Plan to support finalising the plan for adoption.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>This report outlines the community feedback on the proposed 2025/26 Annual Plan, which is year two of the 2024-34 Long Term Plan. This community feedback will inform the Council's decision-making process to prepare and adopt the final 2025/26 Annual Plan.</p>
<p><i>Internal consultation</i></p> <p>Finance, Te Hunga Whiriwhiri, Corporate Services, Strategy & Performance, Environment Group and Metlink were consulted on specifics in the preparation of this report. Representatives from across the organisation have been involved in the development of the proposed 2025/26 Annual Plan.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no identified risks relating to the content or recommendations of this report.</p>

Council
22 May 2025
Report 25.197



For Decision

RE-BUDGETING OF OPERATIONAL AND CAPITAL EXPENDITURE FROM 2024/25 to 2025/26

Te take mō te pūrongo Purpose

1. For Council to approve the revised budgets for 2025/26, which incorporate various budget items (and their associated funding) not completed during the 2024/25 financial year.

He tūtohu Recommendation

That Council:

- 1 **Approves** the operating and capital expenditure items, as outlined in Attachments 1 and 2 to be re-budgeted from 2024/25 to 2025/26.

Te horopaki Context

2. Approval is sought from the Council for inclusion of the re-budgets as budget revisions for 2025/26 financial year. This will allow the projects to be initiated or continued in the next financial year and will enable the Council to maintain its levels of service.
3. The re-budgets are required to ensure the ratepayers are not being rated for services they have paid for and to ensure committed projects are able to be completed.
4. When selecting projects for re-budgets, our focus remains on do-ability and purpose—ensuring that we make prudent decisions while honouring our commitments to ratepayers and partners.

Te tātaritanga Analysis

Re-budgeted operating expenditure for projects - \$3.3 million

5. The proposed re-budgeted operating expenditure (OPEX) is driven by the timing of:

- a Environment and Water projects of \$3.1 million across the group, with the biggest one related to programmes in partnership with Iwi due to delays of formalising agreements with Iwi partners.
 - b Strategy projects of \$0.2 million, with the biggest one being for energy transformation initiative awaiting direction before starting with assessment phase of the suitability of the site for solar panel installation.
6. The complete list of re-budgeted operating expenditure projects, from 2024/25 to 2025/26, and explanations, is provided in [Attachment 1](#).

Re-budgeted capital expenditure for projects - \$23 million

7. The proposed re-budgeted capital expenditure (CAPEX) is driven by the timing of:
- a Water Projects of \$22 million, mainly due to rephasing of the timeline for Te Marua Water Treatment Plant Capacity Optimisation project.
 - b Corporate Services projects of \$1 million, due to delay in purchasing utes with the new model not being fit for purpose.
8. The complete list of re-budgeted capital expenditure projects, from 2024/25 to 2025/26, and explanations, is provided in [Attachment 2](#).
9. All of the above numbers are exclusive of GST.
10. Riverlink has not been included in the current rebudgeting process, as sufficient budget is available in the next 2 years. Any additional budget requirements looking forward, for Riverlink, as with all capital programmes, will be considered during the development of the next Annual Plan and Long-Term Plan.

Ngā hua ahumoni

Financial implications

11. Debt funding or direct funding for each project has been rated for. This report recommends utilising that funding in the next financial year.
12. The proposed re-budgets in Attachments 1 and 2 are based on the year-end forecasts prepared in April 2025 for projects that were unlikely to be completed by 30 June 2025. The identified underspends are required to be added to the 2025/26 financial year operating and capital projects for Council to honour these commitments.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

13. The re-budgeting of operating and capital expenditure from 2024/25 to 2025/26 reflects the 2024-34 Long Term Plan strategic priority of improving outcomes for mana whenua and Māori, and Te Whāriki, Greater Wellington's Māori Outcomes Framework.

Te huritao ki te huringa o te āhuarangi
Consideration of climate change

14. This submission includes the Energy Transformation Initiative for solar farm developments. Approving the re-budgets would help our climate change goals to move forward.

Ngā tikanga whakatau
Decision-making process

15. The matter requiring decision in this report was considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga
Significance

16. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of these matters, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers consider that these matters are of low significance due to their procedural nature.

Te whakatūtakitaki
Engagement

17. Community views and preferences on each of the projects were sought during consultation on the 2024-34 Long-Term Plan. No further public engagement is required.
18. Officers consider that the proposed re-budgets are required for the achievement of levels of service and community outcomes.

Ngā tūāoma e whai ake nei
Next steps

19. Once the re-budgets are approved, officers will be able to action the projects. Not carrying funding over would result in the projects not proceeding and having to be reconsidered in the next Long-Term Plan or Annual Plan.

Ngā āpitihanga
Attachments

Number	Title
1	Re-budgeted operational expenditure for projects – 2024/25 to 2025/26
2	Re-budgeted capital expenditure for projects – 2024/25 to 2025/26

**Ngā kaiwaitohu
Signatories**

Writer	Darryl Joyce – Kaiwhakahaere Matua Manager Accounting Services
Approvers	Ashwin Pai - Kaiwhakahaere Matua Head of Finance Ali Trustrum-Rainey - Kaiwhakahaere Matua, Pūtea me ngā Tūraru Group Manager Finance and Risk<Approver name – Title>

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> Council is responsible, under section 95 of the Local Government Act 2002, for preparing and adopting a Long-Term Plan or an Annual Plan for each financial year. Re-budgets of expenditure from the previous financial year enables the Council to honour its stated priorities in the Long-Term Plan.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> Consistency with policies and plans for each of the projects was considered when the projects were initially approved by the Council.
<i>Internal consultation</i> There was consultation with business unit managers on re-budgets in operating and capital projects.
<i>Risks and impacts - legal / health and safety etc.</i> There are no identified risks relating to the content or recommendations of this report.

Re-budgeted Operational Expenditure for Projects – 2024/25 to 2025/26

Business Unit	Project name	Description	Re-budgets amount \$	Explanation
Environment	ES Ruamahanga AES (loan)	SkyTEM modelling and subsequent investigation	123,850	Awaiting the delivery of SkyTEM model which is required for undertaking investigation. The delivery is expected in June 2025 and work will then take place in the next financial year.
	Regional Erosion and Sediment Programme	Sediment modelling, a very specialist type of model that is unique to New Zealand conditions which has been developed from Crown Research Institute – Landcare Research.	216,000	The contractor is not available this financial year. Due to the specialty, there is no one else doing this, because it is not commercially sustainable to do so. Therefore, it is essential to move the project to the next financial year.
	Hutt/Wgtn Investigations	Improvements to the regional flood monitoring network in the Hutt Wellington Catchments.	220,000	This re-budget will form part of a region wide programme establishing new standards and uplifting the network to achieve those. This network is critical for flood incident management and keeping communities safe.
	Plan Change - Kapiti	Plan Change - Kapiti	300,000	Requesting a re-budget from Plan Change Kapiti to Regional Policy Statement (RPS) project. The RPS is a long-term project whose success requires long-term funding. The costs for RPS fluctuate to a large degree from year to year. In financial year 2025/26, Greater Wellington is planning to complete mediation on the RPS as well as make solid strides in the implementation.

Re-budgeted Operational Expenditure for Projects – 2024/25 to 2025/26

Business Unit	Project name	Description	Re-budgets amount \$	Explanation
	Environment Iwi Partnership/Kaupapa funding	Various projects within Environment in partnership with Iwi	1,978,650	Delays in formalising the agreements with Iwi. However, the amount may reduce based on our assessment at Year-end.
Strategy	Regional Land Transport Plan (RLTP)	The Regional Land Transport Plan (RLTP) is our blueprint for the region's transport network. It aims to enable a connected region, with safe, accessible and liveable places.	94,000	The timing of this project has been impacted by delays in the previous RLTP review.
	Energy Transformation initiative	Investigation on building renewable electricity generation assets, such as solar panels on buildings and solar farms to meet the growing electricity needs and eliminate the carbon emissions from purchasing electricity to achieve our climate goals.	100,000	Carrying out further consultation with stakeholders before proceeding to detailed assessment on primary site of interest for solar farm.
Water Supply	Valuation	The cost budgeted for revaluation of water supply assets.	174,286	Asset revaluation will be undertaken in the financial year 2025/26.
Finance & Risk	New rating system implementation	Contingency consultant cost in implementing new rating system	50,000	Carrying forward underspend in consultant costs for implementing a new rating system in 2025/26
Total operating expenditure re-budgeted for projects from 2024/25 to 2025/26			3,256,786	

All the numbers in this report are exclusive of GST.

Re-budgeted Capital Expenditure for Projects – 2024/25 to 2025/26

Business Unit	Project name	Description	Re-budgets amount \$	Explanation
Water Supply	Te Mārua Water Treatment Plant Capacity Optimisation	Construction Te Mārua Water Treatment Plant Dissolved Air Flotation (DAF) plant, and chemical dosing plant upgrades, to meet future demand, Silverstream Bridge, and various other projects	21,807,167	Capital project deliveries have been rephased by Wellington Water. Therefore, carry forward is necessary to meet the new timeline.
Corporate Services	Fleet vehicle purchases	Purchasing of Greater Wellington's operational vehicle fleet	1,232,000	Delays in purchasing vehicles, mainly due to the new ute model not being fit for purpose. This has now been resolved, with purchases expected in the next financial year.
Total capital expenditure re-budgeted for projects from 2024/25 to 2025/26			23,039,167	

All the numbers in this report are exclusive of GST.

Council
22 May 2025
Report 25.184



For Decision

CHANGES TO THE LOW CARBON ACCELERATION FUND

Te take mō te pūrongo

Purpose

1. To advise the Council of the need for the addition of accountability criteria to the Low Carbon Acceleration Fund (LCAF), and to confirm the criteria.
2. To advise the Council of options for the treatment of 21,993 NZUs (Emissions Units) issued to Greater Wellington Regional Council (Greater Wellington) in error and subsequently gifted to us by the Ministry of Primary Industries (MPI).

He tūtohu

Recommendations

That Council:

- 1 **Adopt** the new accountability criteria for the Low Carbon Acceleration Fund.
- 2 **Approve** the transfer of 21,993 NZUs, earned by Greater Wellington through the Permanent Forest Sinks Initiative, to Greater Wellington's Low Carbon Acceleration Fund.

Consideration by Committee

3. These matters were considered by the Climate Committee (the Committee) at their meeting on 27 March 2025 (Report 25.109 – Proposed Accountability Criteria for the Low Carbon Acceleration Fund, and Report 25.90 – Extra Emissions Unit Options).
4. The Committee discussed the issues and recommended that the Council adopt the new Low Carbon Acceleration Fund (LCAF) criteria and that Council transfer the 21,993 NZUs into the LCAF.

Te horopaki

Context

5. On 21 August 2019, Council declared a climate emergency, set a target for carbon neutrality by 2030 and adopted two ten-point action plans to ramp up climate action.
6. One of the actions agreed on was to establish the LCAF. It was formally established through the 2020/21 Annual Plan.

7. The objective of the LCAF is to help Greater Wellington Regional Council (Greater Wellington) achieve its decarbonisation and sequestration targets.
8. Council approved the design of the LCAF at its 9 April 2020 meeting (Report 20.112 – Design of the Low Carbon Acceleration Fund). The LCAF supports activities or initiatives that reduce net emissions more quickly and/or at a greater scale than otherwise would occur.
9. The LCAF was originally designed for internal Greater Wellington projects only; however, on 24 February 2022 (Report 22.66 – Low Carbon Acceleration Fund Review) Council extended the fund to the Wellington Regional Stadium Trust, and then to CentrePort Limited on 30 March 2023 (Report 23.117 – Low Carbon Acceleration Fund Round Two 2022-23 Applications).

Accountability and reporting

10. The design of the LCAF includes:
 - descriptions of which entities and activities are eligible,
 - the process for applying,
 - the assessment criteria, and,
 - the amount of funding available.
11. Applicants must provide:
 - a full description of their project,
 - an estimate of the carbon savings compared to business as usual,
 - the costs of the project,
 - any co-benefits stemming from the project, and,
 - a description of any risks to the project successfully delivering the carbon saving.
12. The LCAF does not currently include accountability criteria, and over its four years of operation it has become apparent that this is necessary to support its efficient implementation. The accountability criteria will need to work for both the internal applicants and the authorised external applicants.
13. Paragraphs 22 to 26 of this report provide analysis of the proposed new accountability criteria for the LCAF.

Extra emissions units

14. The LCAF works by borrowing funding for projects to reduce the emissions of Greater Wellington, as a group of organisations, which is underwritten by our commitment to eventually sell 255,660 emissions units issued to us for our pre-1990 forests. Sale of these emissions units is governed by the Treasury Risk Management Policy and delegated to the Group Manager Finance and Risk. However, we have no existing policies or delegations in place to govern adding more emissions units to the LCAF.
15. Emissions units or NZUs are tradable units each representing a permit to emit one tonne of carbon dioxide equivalent emissions. They are issued by the government

and are used by those with mandatory compliance obligations under the New Zealand Emissions Trading Scheme (NZETS). Those landowners with forests planted after 1989 can earn them for the carbon sequestered from the atmosphere by their forests' growth.

16. 103.6Ha of land in Regional Parks that Greater Wellington registered in the Permanent Forest Sinks Initiative (PFSI) to earn emissions units in 2012, was subsequently found to be ineligible at inspections carried out in 2017 and 2022 by our consultants Carbon Forest Services (CFS). This is because the land in question had low or no potential to naturally regenerate into native forest.
17. In 2017 our consultants advised us of the situation and that we should expect to return the emissions units we earned from this land. We followed this advice.
18. This land has not been transferred into the NZETS, the successor to the now defunct PFSI; only the eligible land Greater Wellington had in the PFSI has transferred (this occurred in 2023). Therefore, we will not earn any more emissions units from the land.
19. MPI has confirmed with CFS that we are not required to surrender the 21,993 units we earned from the ineligible, now deregistered land.
20. As they have little or no real-world emissions sequestration associated with them, there could be reputational risk in using these emissions units. It would not be appropriate to use them as credit to achieve voluntary organisational net emissions targets (known as inseting or offsetting).
21. However, the units can be used in the NZETS in the same way as any other emissions units – that is, the units can be traded, kept, or surrendered to the government by emitters to meet their mandatory obligations. The value of these units based on the current NZU spot price (1 May 2025) is \$1.1M.

Te tātaritanga

Analysis

Accountability Criteria

22. The Climate Committee agreed on 27 March 2025 (Report 29.109 – Proposed Accountability Criteria for the Low Carbon Acceleration Fund), to recommend Council adopt the new accountability criteria with the additions of:
 - a. Consideration of how Greater Wellington's Living Wage Accreditation applies
 - b. A requirement that successful recipients promote the LCAF.
23. As Greater Wellington works towards becoming an accredited Living Wage employer, any person employed directly and any person employed to deliver services in our supply chain, is paid at least the Living Wage Rate. Funding agreements are excluded from the Greater Wellington Accreditation criteria. This was agreed by Council on 26 September 2024 (Report 24.348 – Living Wage Accreditation Update). This applies to funding that is provided to our Council Controlled Organisations or others outside of Greater Wellington. For consistency,

officers recommend the Living Wage is not made a requirement for the LCAF but is instead encouraged.

24. Publicly facing recipients of the LCAF provide the opportunity to promote its successful implementation. The accountability criteria will set an expectation that the recipient will promote the role of LCAF in enabling the project, including signage, the details of which will be agreed during the negotiation of the funding agreement.
25. The recommended accountability criteria for the LCAF are in [Attachment 1](#).
26. Should Council decide to adopt the proposed accountability criteria, it will only apply to future LCAF applications.

Nga kōwhiringa Options

Accountability Criteria

Option A – Adopt the accountability criteria (Recommended)

27. *Advantages:* Addresses gaps in the LCAF processes and strengthens Greater Wellington’s ability to withdraw funding if the applicant fails to meet the requirements of the funding agreement. This increases the likelihood that the objectives of the LCAF are achieved.
28. *Disadvantages:* Applicants will be required to meet higher accountability standards which is likely to require additional work and cost. While this hasn’t been quantified, given recipients will already be operating under other project reporting requirements, this is not expected to be onerous, and the number of applicants is very small and targeted due to the nature of the fund.

Option B – Do nothing and retain the current funding arrangements of the LCAF

29. *Advantages:* No increase in administrative arrangements associated with the LCAF and relative ease for applicants.
30. *Disadvantages:* Insufficient mechanisms for ensuring that the funding achieves the objectives of the LCAF.

Extra emissions units

Option A: Cancel the units on the national Emissions Unit Registry

31. *Advantages:* Reflects that the units were created in error and cancelled units cannot then be used in the future by a polluter to meet their obligations under the NZETS.
32. *Disadvantages:* Greater Wellington foregoes the revenue and whatever could be done with it.

Option B: Put the units into the LCAF to fund emissions reduction work (Recommended)

33. *Advantages:* Supports Greater Wellington’s organisational emissions reduction programme and targets. Enables funding for planting programmes that sequester carbon over the long term and achieve related environmental and other benefits.

34. *Disadvantages:* Would permit carbon pollution at some point in the future, and it is not possible to guarantee that the emissions reduction Greater Wellington would achieve through LCAF would be equal to or greater than the emissions generated. Possible reputational risk.

Option C: Sell immediately, outside of LCAF

35. *Advantages:* Creates revenue. As this sale would not be governed by LCAF rules, the full current value of the extra emissions units could be immediately realised (~\$1.1 M).
36. *Disadvantages:* Permits pollution, higher reputation risk than Option B if the proceeds are not directed towards emissions reduction work. Foregoes potential benefit of emissions units being sold at a higher price in the future.

Option D: Do nothing

37. There are no inherent advantages or disadvantages to this option. The extra emissions will not expire under current laws and can be held in our emissions unit registry account indefinitely.
38. On balance Option B is recommended as this will increase funding for emissions reduction activities and assist with meeting Greater Wellington's organisation-level emissions reduction targets.

**Ngā hua ahumoni
Financial implications**

39. There are no significant financial implications associated with the accountability criteria.
40. The financial implications of the extra emissions unit options are explained in the section above.

**Ngā Take e hāngai ana te iwi Māori
Implications for Māori**

41. Mana whenua and Māori are impacted by the choice of emissions reduction pathways that Greater Wellington takes to meet its climate goals, and by the need to partner with mana whenua on climate change projects. This matter may affect Māori through the emissions that may result or the activities arising from use of funding, depending on the option taken.

**Te huritao ki te huringa o te āhuarangi
Consideration of climate change**

42. 21,933 tonnes of CO₂-equivalent is equal to about two-thirds of Greater Wellington's current annual emissions. It is less than one percent of the Region's annual gross emissions.
43. Ultimate responsibility for achieving national emissions budgets sits with Central Government. It is possible that they will take compensatory action to neutralise the

effect of these extra units being used by an emitter to meet their obligations under the NZETS, should Council decide to sell them. Counteracting this emissions penalty will be the benefit of any emissions reduction activity that Greater Wellington does with the proceeds of the sale.

44. It is uncertain which of the options for the extra emissions units will contribute to Greater Wellington's objective to reduce emissions (regionally, nationally or globally) more.
45. What is more certain is that increasing funding for emissions reduction activities (via option B and possibly option C) will assist with meeting Greater Wellington's organisation-level emissions reduction targets.
46. There are no direct implications for climate resilience and adaptation from the decisions.

Ngā tikanga whakatau Decision-making process

47. The matter requiring decision in this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga Significance

48. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter/these matters, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers recommend that this matter is of low significance, as it seeks to improve an existing funding arrangement with no direct implications for the Region.

Te whakatūtakitaki Engagement

49. Given the low significance of the decision, officers decided no public engagement was required.

Ngā tūāoma e whai ake nei Next steps

50. Should Council agree to adopt the accountability criteria, officers will amend the LCAF documentation and implement the new criteria.
51. Should option B for the extra emissions units be approved, the transfer of units into the LCAF will be immediate.

Ngā āpitihanga

Attachments

Number	Title
1	Proposed LCAF accountability criteria

**Ngā kaiwaitohu
Signatories**

Writers	Suze Keith – Kaitohutohu Matua Senior Advisor – Climate Change Jake Roos – Kaiwhakahaere Matua Manager, Climate Change
Approvers	Zofia Miliszewska – Kaiwhakahaere Matua Head of Strategy and Performance Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council’s roles or with Committee’s terms of reference</i> The matters for decision fit with Council’s responsibility to implement the 2024-34 Long Term Plan, and more specifically, the two 10-point Climate Emergency Action Plans.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The Low Carbon Acceleration Fund is noted in the 2024-34 Long Term Plan as a tool to fast track the decarbonisation of Greater Wellington’s operations, and in part delivers on the outcome of “Leading action for climate resilience and emissions reduction”.
<i>Internal consultation</i> Officers from Rōpū Taiao, Finance, Legal, Te Hunga Whiriwhiri, Customer Engagement and the Climate Emergency Response Programme Board were consulted in the development of this paper.
<i>Risks and impacts - legal / health and safety etc.</i> By strengthening the LCAF’s rules and processes via the proposed accountability criteria it is expected to reduce the risks associated with any legal issues that may arise. There are no legal issues associated with the extra emissions units under any of the options. There are no health and safety risks to consider in relation to either matter for decision.

Proposed accountability criteria for the Low Carbon Acceleration Fund (LCAF)

Condition type	Detail
General	If your application is successful, there are several accountability and reporting requirements that apply. By signing the application form, you are agreeing to abide by the following conditions which will inform the basis of a Funding Agreement should your application be approved.
Use of grant	Grants must only be used for the activities authorised as stated in your application. Before using the grants for anything else, the Recipient must get permission from the Council.
General timing of expenditure / extensions	The Recipient must commence implementation of the project (e.g. the practical start of the project) within 12 months of signing the Funding Agreement. The start, finish and any interim milestone dates for the project will be confirmed in the Funding Agreement. If the Recipient wants to seek an extension, they should ask for this via the Climate Emergency Response Programme Board (CERP) secretariat at least one month before the deadline date. The Council may agree to extend the finish date. In the case of authorised external recipients, any portion of the grant not spent by the deadline date, or spent other than in accordance with this clause, must be refunded to Greater Wellington. In the case of internal recipients, any portion of the grant not spent by the deadline date must be surrendered – that is, the remaining grant budget will be withdrawn.
Payment plan	Greater Wellington will pay out the grant amount as follows: <ul style="list-style-type: none"> • The amount agreed will be GST exclusive. • For authorised recipients external to Greater Wellington the grants will be paid out including GST. For internal recipients there will be no GST. • The payment plan and percentage of the upfront payment can vary depending on your project and the size of the grant awarded. This plan will be confirmed in the Funding Agreement. • Regardless of this, for authorised external applicants, 10 percent of the approved funding will be retained to be paid upon completion of the project, once evidence of the full grant expenditure has been provided and the final project report has been submitted as per the requirements below. This payment

Condition type	Detail
	<p>will be made within 20 days of the final project report being approved and an invoice being received by Greater Wellington.</p> <ul style="list-style-type: none"> • For internal applicants, any contracts with external providers will stipulate that 10 percent of any contract value will be retained until the satisfactory completion of that contract. • External recipients will need to provide invoices to Greater Wellington to release the funds as per the Funding Agreement. Internal recipients will need to provide a project code.
Project report & LCAF promotion	<p>The Recipient must provide quarterly financial and project reports to the CERPB secretariat three weeks before the quarterly CERPB meetings.</p> <p>The Recipient must also provide a written final report by the project deadline, summarising project expenditure and outcomes achieved.</p> <p>As part of the final report, the Recipient will provide photographs to illustrate the project progress, and if requested, will seek permission from photographers and people who are identifiable in the photo for use of their images by Greater Wellington for the purpose of promoting this fund. Greater Wellington reserves the right to publish the names of successful applicants and details of their grants.</p> <p>The Recipient will be expected to promote the role of the LCAF in the project, for example in media releases concerning the project. Details will be included in the Funding Agreement.</p>
Legal & regulatory	<p>The Recipient is responsible for ensuring compliance with all legal and regulatory requirements associated with all activities undertaken in the delivery of the Project.</p> <p>As Greater Wellington is working towards becoming an Accredited Living Wage employer, Greater Wellington encourages recipients to meet the Living Wage requirement¹.</p> <p>By accepting the funding, external recipients agree to indemnify the Council from and against all actions, claims, demands, losses, damages, costs and expenses including solicitor/client costs, and to the extent permitted at law any fines or penalties imposed in respect of any breach by the recipient of its legal responsibilities, including in relation to health and safety.</p>

¹ [2024/25 Living Wage Rate - \\$27.80 - Living Wage Movement Aotearoa New Zealand](https://www.livingwage.org.nz/lw24)
(<https://www.livingwage.org.nz/lw24>)

Council
22 May 2025
Report 25.185



For Decision

ORGANISATIONAL EMISSIONS TARGETS

Te take mō te pūrongo

Purpose

1. To advise the Council of the options for Greater Wellington Regional Council's (Greater Wellington) net organisational emissions reduction target to replace the existing net emissions targets for 2025, 2030 and 2035.
2. To also present options for a new gross emissions reduction target for all categories of Greater Wellington's organisational emissions.

He tūtohu

Recommendations

That Council:

1. **Remove** its current organisational net emissions targets for 2025, 2030 and 2035.
2. **Adopt** a new organisational net emissions target (Option A) of being 'Climate Positive' (each year, Greater Wellington's organisational emissions removals exceed its organisational emissions) from 2049/50 onwards.
3. **Endorse** a new gross emissions target (Option C) for all categories of organisational emissions of an 84 percent reduction in 2039/40 compared to the base year of 2018/19, subject to further evaluation of the additional actions that would be required to achieve it.

Consideration by Committee

3. The matters contained in this report were considered by the Climate Committee (the Committee) at its Meeting on 27 March 2025 (Report 25.91).
4. The Committee discussed the options outlined for both a new organisational net emissions and gross emissions targets.
5. After considering all relevant information, the Committee recommend that Council adopts new organisational net emissions target Option A ('Climate Positive' (each year, Greater Wellington's organisational emissions removals exceed its organisational emissions) from 2049/50 onwards); and new gross emissions target Option C (an 84 percent reduction in 2039/40 compared to the base year of 2018/19 for all categories of organisational emissions).

Te tāhū kōrero

Background

6. For clarity, the definitions for technical terms used in this paper are provided in [Attachment 1](#).
7. At its meeting on 28 March 2024, the Climate Committee considered Report 24.84 'Meeting our Existing Organisational Emissions Targets', which sought support for the process of 'insetting' its greenhouse gas emissions with carbon sequestration (or 'removals') by its land, to thereby achieve its net emissions targets for the organisation for 2025 (a 40% reduction in net emissions compared to 2019), 2030 ('carbon neutral'), and 2035 ('climate positive' – Greater Wellington's removals exceed its emissions each year). The Committee noted the report but did not approve proceeding with insetting, and instead requested a workshop on this topic, with a report then being brought to a future Climate Committee meeting.
8. Officers reviewed the achievability of Council's emissions targets in light of new information and considered other options for targets that could involve selling our removals (in the form of emissions units) rather than using them for insetting to achieve the net targets. At the Climate Committee on 12 September 2024, Councillors considered the results of the review (Report 24.478) and provided further direction to officers, which informed the options put forward at the following Climate Committee meeting on 27 March 2025.

Considerations that influence choice of organisational emissions targets

9. Greater Wellington has qualified for Climate Action Loans from the Local Government Funding Agency (LGFA) and is benefiting from a lower rate of interest on this borrowing than it would otherwise get. One of the criteria of these loans is that that Greater Wellington has 'net zero' emissions target by 2050 at the latest.
10. Also, part of the LGFA Climate Action Loan criteria is that Greater Wellington has gross emissions targets for our 'Category 1 & 2 emissions' aligned to limiting global warming to 1.5°C. Councillors has already adopted such targets early in 2024.
11. Plan Change One to the Regional Policy Statement has region-wide targets for a 50 percent reduction in net emissions by 2030 and net zero by 2050 (all gases). The alignment of the organisational targets to the Regional Policy Statement targets needs to be considered.
12. Greater Wellington was not planning to purchase offsets to achieve its net targets, because of longstanding concerns about their value, legitimacy and associated reputational risk. However, this leaves insetting using removals from land we manage as the only credible option available to Greater Wellington to achieve any net zero target.
13. Changing Greater Wellington's existing 'headline' emissions targets carries reputational risk, given the organisation has promoted them both externally and internally as a central part of our Climate Emergency Response, and many of our stakeholders want to see Greater Wellington take strong action on climate change. However, there is also reputational risk associated with having an increasing

disconnection between our targets, projections of what we can achieve and our actual emissions results as time goes on.

14. As part of the process of developing options for the emissions targets, officers updated its emissions scenarios further to better reflect our new knowledge of what was likely to occur. These assumptions include:
 - a No major changeover of the bus fleet to electric propulsion in 2028 when operator contracts are renewed. This changeover is assumed to occur in 2038 when the buses that entered service in 2018 are retired.
 - b Removal of ownership of bulk water supply assets from Greater Wellington, and therefore removal of our responsibility for accounting for and reducing the associated emissions.
 - c Adjusting Regional Parks restoration scenarios.
15. A summary of the organisation's projected emissions in three different scenarios (low, medium and high effort) is in [Attachment 2](#).

Te tātaritanga Analysis

16. To satisfy the requirements of the LGFA Climate Action Loans we are currently undertaking work estimating the size of additional emissions sources in our supply chain to include in our overall emissions inventory.
17. The impact of including these additional supply chain sources on attaining a new all-categories gross emissions target could be positive or negative. This will depend on if these additional supply chain sources can also be included in our base year, and how much they change over time relative to then. The impact will not be known until the work to estimate the size of the additional supply chain emissions sources and the treatment of them relative to the base year is completed. The decision to include or exclude extra supply chain emissions sources is at Greater Wellington's discretion but must be justifiable.
18. What is certain is that adding any new emissions sources to Greater Wellington's inventory will increase the removals rate (sequestration by trees) needed to be climate positive.

Net emissions target

19. Based on our analysis, officers considered three options for the new net emissions target:
 - Option A (recommended): That from the 2049/50 financial year onwards, the organisation is 'climate positive': each year Greater Wellington's removals exceed its total gross emissions.
 - Option B: As in Option A, but from 2044/45
 - Option C: As in Option A, but from 2039/40
20. Option A leaves the maximum time for our new forests to grow and sequester carbon and provides a buffer for reversals (e.g. due to fire) and to cover additional

emissions sources, but could be perceived as demonstrating a lower level of ambition. Net-zero (similar to climate positive) by 2050 is the target for the Government (for long-lived gases), the Regional Policy Statement and the minimum requirement of the LGFA Climate Action Loans that Greater Wellington receives. Option C is the opposite – it provides no leeway but demonstrates a high level of ambition. Option C would require a High Effort scenario (see Attachment 2), and extra measures (which are uncosted at this stage) are likely to be required to meet it.

21. Taking into account Greater Wellington’s funding pressures, the length of time required for planting to sequester significant amounts of carbon, and to provide for uncertainty, Option A is the net emissions target option recommended by the Climate Committee.

All-categories gross emissions target

22. Based on our analysis, officers considered three options for a new gross emissions target:

Option A: 65% reduction in 2039/40 compared to 2018/19

Option B: 72% reduction in 2039/40 compared to 2018/19

Option C (recommended): 84% reduction in 2039/40 compared to 2018/19

23. Option A provides a buffer for unforeseen circumstances. Option B does not, but it appears possible under a High Effort scenario (see Attachment 2).
24. The Science Based Targets Initiative (SBTi) guidance indicates that organisational long-term gross emissions targets should be for at least 84% reduction across all categories in 2040 compared to 2020 to be aligned with limiting global warming to 1.5°C (50 percent chance)¹.
25. This is why Option C has been included, but extra measures on top of those described in the High Effort scenario are very likely to be needed to meet it. These additional measures are not presently identified, agreed or funded, and will need to be focussed on the significant areas of residual emissions that do not yet have reduction plans in place for them. Any additional measures taken to achieve the gross emissions target will make it more likely Greater Wellington will reach the net emissions target.
26. The Climate Committee recommend Option C, while noting that further evaluation of the additional actions that would be required to achieve it will also need to be carried out. This would feed into prioritisation discussions in the development of the 2027-37 Long Term Plan.

¹ SBTi recommended pathways work on the assumption all emitters in the world make the same level of reductions, so in aggregate they add up to a pathway aligned with limiting global warming to 1.5°C. In reality, this is not occurring. SBTi also have a ‘fair share’ method which results in organisations in wealthy countries being required to cut emissions faster than the global average pathway.

Nga kōwhiringa Options

27. **Table 1: Organisational emissions target option summary**

Net target: The first year the organisation is 'climate positive': that is each year Greater Wellington's sequestration exceeds its total gross emissions.				
<i>Option</i>	<i>Year</i>	<i>Compatible scenarios</i>	<i>Pros</i>	<i>Cons</i>
A*	2049/50	Medium and High Effort	Allows maximum time for our new forests to sequester carbon and provides a buffer for reversals (e.g. due to fire) and to cover additional emissions sources. Less chance target will need to be changed again	Not a clear leadership signal
B	2044/45	Medium and High Effort	Balanced option	Balanced option
C	2039/40	High Effort	Signals leadership, may drive greater efforts	Low/no margin of error, no spare sequestration to cover significant additional emissions sources. Additional sequestration likely to be required

Reduction target for all categories of gross emissions (entire Greater Wellington footprint) for 2039/40 relative to 2018/19				
<i>Option</i>	<i>Reduction</i>	<i>Compatible scenarios</i>	<i>Pros</i>	<i>Cons</i>
A	65%	Medium and High Effort	Most achievable, leaves a buffer/margin for error	Less ambitious
B	72%	High Effort	Shows leadership	No buffer/margin for error
C*	84%	None	Most ambitious, '1.5 °C aligned' according the SBTi methodology (with a 2019-20 base year)	Extra efforts on top of current plans essential, currently unfunded

*Options recommended by Climate Committee

Ngā hua ahumoni Financial implications

28. Activities described in the scenarios (see Attachment 2) have been funded in the 2024-34 Long Term Plan, except for solar energy investment. It is assumed debt incurred to build solar energy assets (should Council decide to invest directly in them) can be paid back using the revenue they would generate and so would not add to rates. The amount of environmental restoration work in the Regional Parks

that can be achieved within budget is presently around 80Ha/year (aligning most closely with the High Effort scenario).

29. The financial implications of making the additional measures likely to be needed to achieve the gross emissions target Option C require further investigation to be quantified. These additional measures would not need to be implemented until the years immediately leading up to 2039/40. It is difficult to accurately quantify costs for new activities that would occur this far into the future, but also there is also a significant time available to develop, cost and consider them. This work will be incorporated into Greater Wellington’s Emissions Management and Reduction Plan, which is updated periodically.
30. Moving net emissions targets back and lowering gross emissions will mean fewer removals are needed to achieve climate positive status. This increases the volume of removals that could be sold by Greater Wellington via the Emissions Trading Scheme (NZETS). The amount of revenue that could be realised from this depends on multiple factors, including the sale price of emissions units.
31. The total emissions units earned and their possible sale value up to the different years proposed for the climate positive target is shown in the table below, along with the global social cost of permitting this carbon pollution/use of the emissions units. Note this table only includes emissions units from Greater Wellington’s Forest land that is presently registered in the NZETS. It excludes emissions units that could be earned from our replanting programmes, and the ‘extra’ emissions units which are discussed in Report 25.184 (Changes to the Low Carbon Acceleration Fund). The global social cost excludes any positive effects resulting from Greater Wellington’s use of the income from sale of emissions units.

Table 2: NZUs available from existing ETS registered forest land for different net targets

‘Climate Positive’ target year	2039/40	2044/45	2049/50
Total NZUs available for sale	116,530	123,489	128,526
\$49/tonne CO ₂ e*	\$5,700,000	\$6,100,000	\$6,300,000
\$100/tonne CO ₂ e	\$11,700,000	\$12,300,000	\$12,900,000
\$150/tonne CO ₂ e	\$17,500,000	\$18,500,000	\$19,300,000
\$350/tonne CO ₂ e [†]	\$40,800,000	\$43,200,000	\$45,000,000

*NZU spot price (1 May 2025)

[†]Assumed global social cost of carbon

Ngā Take e hāngai ana te iwi Māori Implications for Māori

32. Mana whenua and Māori are impacted by the choice of emissions reduction pathways that Greater Wellington takes to meet its climate goals both now and especially in the future.
33. The projects and initiatives that Greater Wellington undertakes to meet its emission reduction pathways will provide opportunities for deeper partnerships with mana whenua.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

34. Targets themselves do not cause or prevent emissions. It is Greater Wellington's activities that do. The more that Greater Wellington emits, the more it contributes to climate change. This carries a cost for people and planet, expressed financially as the global social cost. The impact is relative to the effort that we put in, and decisions such as the sale of emissions units (shown in Table 2 above), and the use of the sale income.
35. Greater Wellington's organisational emissions targets are the framework driving the mitigation of the actions in our Organisational Climate Emergency Response Action Plan. They also contribute to regional and global emissions reduction, an objective of the Council's foundational Climate Change Strategy (2015). Stronger targets that in turn lead to stronger action to reduce emissions and demonstrate leadership support the intent of the 2019 Climate Emergency Declaration by Council.
36. There are no direct implications for climate resilience arising from a decision regarding emissions reduction targets, only indirect effects from consequential emissions as explained above.

Ngā tikanga whakatau

Decision-making process

37. The matters requiring decision in this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga

Significance

38. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of these matters, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers recommend that these matters are of low significance, as the substantive decisions regarding funding, and the programme of work to reduce organisational emissions, were made within the 2024-34 Long Term Plan process.
39. Regarding the proposed all gases gross emissions target Option C, if endorsed, officers will assess the impacts and make recommendations regarding full adoption later. If significant, engagement with the public can be undertaken, for example as part of a future Long Term Plan process.

Te whakatūtakitaki

Engagement

40. Due to the low significance of these matters for decision, no engagement is considered necessary at this stage. Communications will be prepared to ensure we are able to clearly inform the community of the rationale behind the decision to

change our emissions targets and what the new targets mean, in order to help mitigate any reputational risk.

Ngā tūāoma e whai ake nei

Next steps

41. Changes to the targets will be reflected in the information on Greater Wellington’s internal and external websites. There will be further internal communication to staff about the changes, for example via the climate change training course.

Ngā āpitihanga

Attachments

Number	Title
1	Glossary of Terms
2	Summary of Low, Medium and High Effort emissions reduction scenarios for Greater Wellington

Ngā kaiwaitohu

Signatories

Writer	Jake Roos – Kaiwhakahaere Matua Manager Climate Change
Approvers	Zofia Miliszewska – Kaiwhakahaere Matua Head of Strategy and Performance Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Council has authority to make the decisions on setting emissions targets for the organisation. This authority has not been delegated to any committee.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The organisational emissions reduction targets contribute to the climate change focus area of the 2024-34 Long Term Plan. They contribute to all Greater Wellington's climate-change related strategies, policies and plans.
<i>Internal consultation</i> The Climate Emergency Response Programme Board and Organisational Emission Reduction Steering Group have been consulted concerning emissions target options. Metlink and Environment Group provided input to the assumptions used for the updated emissions projections.
<i>Risks and impacts - legal / health and safety etc.</i> There are no legal or health and safety risks associated with this decision.

Glossary of Terms

For clarity, here are definitions for technical terms used in the Climate Committee Report on Organisational Emissions Targets (Report 25.185):

Gross emissions	Greenhouse gases (GHGs) released to the atmosphere measured in tonnes of carbon dioxide equivalent (tCO ₂ e).
Removals or sequestration	Carbon dioxide removed from the atmosphere, usually by growing forests.
Net emissions	Gross emissions minus removals.
Net-zero emissions	Removals equal gross emissions exactly each year.
Net negative emissions	Removals exceed emissions each year. It is more feasible state for an organisation to achieve than net zero, since the volume of removals and emissions that occur cannot be controlled with precision.
Offsets/offsetting	Offsets are removals or reductions of greenhouse gases that occur outside an organisation. Offsetting is using them to achieve a net emissions position/target for the organisation via an accounting method.
Category 1 & 2 emissions	Direct emissions and electricity use. In the case of Greater Wellington, these include many 'corporate' emissions sources and electricity and fuel use at CentrePort Limited.
Carbon neutral	Achieving net-zero emissions each year using 'banked' removals or offsets – i.e. removals or reductions that occurred in the past and/or outside the organisation – to cancel out any residual net emissions.
Climate positive	Net negative emissions each year, without using 'banked' removals or offsets – i.e via insetting.
Insetting	Creating removals within an organisation and using them to achieve a net emissions position/target via an accounting method.

Organisational Emissions Scenarios and Projections (25.185)

We have developed these indicative projections of organisational emissions based on the latest information and limiting factors for three different scenarios:

Scenario I Low effort	Scenario II Medium effort	Scenario III High effort
10% electricity needs covered by Energy Transformation Initiative (ETI) in 2035. Staged full native planting (50ha/year) in Regional Parks alongside grazing retirement, complete in 2042.	50% of the electricity needs covered by ETI in 2035. Node planting prioritised in Regional Parks alongside grazing retirement, complete in 2034.	100% electricity needs covered by ETI in 2035. Staged full native planting (100ha/year) in Regional Parks alongside grazing retirement, complete in 2034.

Corporate vehicle fleet electrification is sooner in in the medium and high effort scenarios, but does not have a large bearing on results.

Features common to all scenarios:

- Public transport buses fully electric from 2038
- New hybrid trains on the Manawatu and Wairarapa lines in 2028
- CentrePort 50% reduction in gross emissions by 2030
- Increasing share of bus charging by Greater Wellington
- No removals available to Greater Wellington from planting activities on Hutt City Council land in Belmont Regional Park
- No changes for harbour ferries
- No reductions in grazing emissions from flood protection land
- No change to Centreport ownership share
- No other new emissions sources included within Greater Wellington's organisational emissions boundary
- No allowance for emissions or removals from the newly acquired Gollan's Valley land.

Summary of results:

Scenario I Low effort	Scenario II Medium effort	Scenario III High effort
Projected -61% gross emissions change by 2039/40 compared to 2018/19. Net zero/climate positive status not reached before 2050.	Projected -67% gross emissions change by 2039/40 compared to 2018/19. Net zero/climate positive status reached in 2040/41.	Projected -72% gross emissions change by 2039/40 compared to 2018/19. Net zero/climate positive status reached in 2037/38.

Council
22 May 2025
Report 25.166



For Decision

LOCAL GOVERNMENT NEW ZEALAND ANNUAL GENERAL MEETING 2025

Te take mō te pūrongo

Purpose

1. To advise Council of:
 - a Councillors attending the 2025 Local Government New Zealand (LGNZ) Annual General Meeting (AGM)
 - b The authority for Council representatives to act as delegates at the AGM.

He tūtohu

Recommendations

That Council:

- 1 **Approves** the attendance of Councillors Staples and Duthie, and Nigel Corry, Chief Executive, at the 2025 Local Government New Zealand Annual General Meeting.
- 2 **Appoints** Councillor Staples as the Presiding Delegate for the voting on behalf of Council at the 2025 Local Government New Zealand Annual General Meeting.
- 3 **Appoints** Councillor Duthie and Nigel Corry, Chief Executive, as Alternate Delegates for voting on behalf of Council at the 2025 Local Government New Zealand Annual General Meeting if Councillor Staples is absent.

Te horopaki

Context

Attendance

2. The 2025 LGNZ AGM will be held on Wednesday 16 July 2025 at Te Pae Convention Centre in Christchurch. Under the LGNZ Constitution Greater Wellington is entitled to have up to four delegates (including officers) at the AGM. The AGM will be followed by the LGNZ Annual Conference.
3. Council must appoint:
 - a The Presiding Delegate (the person responsible for voting on behalf of Council at the AGM)

- b One or more Alternate Delegates (person(s) responsible for voting on behalf of Council if the Presiding Member is absent from the AGM).
4. It is Council's standard practice to send the Council Chair/Deputy Chair, the Chief Executive and up to two other Councillors as delegates to the AGM.

Te tātaritanga

Analysis

5. The Council Chair has advised officers that the proposed Greater Wellington attendees to the AGM are Councillors Staples and Duthie, and Nigel Corry, Chief Executive.
6. Consistent with Council's standard practice, officers propose that the Council Deputy Chair be appointed as Council's Presiding Delegate to exercise the voting rights of Council at the AGM. Officers also propose that Councillor Duthie and Nigel Corry, Chief Executive, be appointed as Alternate Delegates.
7. In addition, the Council Chair has advised that the Councillor attendees at the LGNZ 2025 Conference will be Councillors Staples and Duthie. The Chief Executive will also be attending.

Ngā hua ahumoni

Financial implications

8. All associated costs will be met from existing budgets.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

9. There are no known implications for Māori arising from this report.

Ngā tikanga whakatau

Decision-making process

10. The matters requiring decision in this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga

Significance

11. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of the matters for decision, taking into consideration Council's Significance and Engagement Policy and Greater Wellington's Decision-making Guidelines. Officers consider that these matters are of low significance due to their administrative nature.

Te whakatūtakitaki

Engagement

12. Due to the low significance of the matters for decision, community engagement was not considered necessary.

Ngā tūāoma e whai ake nei

Next steps

13. LGNZ will be notified of Council’s attendees for the AGM and annual conference.

Ngā kaiwaitohu

Signatories

Writer	Renée Coffey – Kaitohutohu Ratonga Manapori Democratic Services Advisor
Approvers	Elizabeth Woolcott – Kaiwhakahaere Matua Ratonga Manapori Manager, Democratic Services Francis Ryan – Kaiwhakaere Mana Urungi, Manapori Head of Governance and Democracy Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> Council's attendance supports Council's role of providing regional leadership in promoting and facilitating discussions on key issues.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> There are no specific contributions to Council strategies/policies, but attendance contributes to relationship building between Councils.
<i>Internal consultation</i> The Council Chair and the Office of the Chief Executive were consulted.
<i>Risks and impacts - legal / health and safety etc.</i> There are no known risks or impacts arising from this report.

Council
22 May 2025
Report 25.212



For Decision

GREATER WELLINGTON'S QUARTER THREE 2024/25 SUMMARY REPORT

Te take mō te pūrongo

Purpose

1. To advise the Council on the financial and non-financial performance of Greater Wellington Regional Council (Greater Wellington) for the third quarter of the 2024/25 financial year (1 January – 31 March 2025).

He tūtohu

Recommendations

That Council

- 1 **Accept** Greater Wellington's 2024/25 Quarter Three Performance Summary Report, as at 31 March 2025 ([Attachment 1](#)).

Te tāhū kōrero

Background

2. Quarterly reporting is an internal monitoring tool for tracking progress against Greater Wellington's work programme for 2024/25. This reporting reflects on what is going well, and indicates what issues and risks need to be managed to enable us to achieve what we have committed to in Year One of the 2024-34 Long Term Plan.
3. A performance summary is presented to Council after the end of the related period (e.g. each quarter), and the Annual Report is presented as a full year wrap up in lieu of a fourth quarter report.

Te tātaritanga

Analysis

4. Greater Wellington's Quarter Three Summary Report, as at 31 March 2025 (**Attachment 1**), provides an update on performance during the period 1 January – 31 March 2025 (the third quarter of the 2024/25 financial year, the first year of the 2024-34 Long Term Plan). It includes:
 - a A high-level summary of Greater Wellington's quarter three highlights and challenges;

- b The status of our 2024-34 Long Term Plan non-financial performance measures, Chief Executive key performance indicators, and major projects, as at 31 March 2025;
- c An overview of the quarter's performance by Long Term Plan Activity Group;
- d Examples of how we have contributed to our four overarching Long Term Plan Focus Areas during the reporting quarter; and
- e A summary of financial performance for the period ending 31 March 2025.

Ngā hua ahumoni

Financial implications

- 5. There are no financial implications arising from the matter for decision in this report. Greater Wellington's financial performance for the third quarter of the 2024/25 financial year is detailed in [Attachment 1](#).

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

- 6. 'Active mana whenua partnerships and participation for improved outcomes for Māori' is one of the four Focus Areas of Greater Wellington's strategic direction, agreed to in the 2024-34 Long Term Plan. Attachment 1 includes highlights of activities undertaken during the third quarter of 2024/25 working towards proactive partnerships with mana whenua, giving effect to our Te Tiriti obligations, and improving outcomes for Māori in our Region.
- 7. The matter for decision is administrative in nature, reporting on work already completed by the Council over the third quarter of 2024/25. As such no engagement has been undertaken with Māori on this matter.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

- 8. 'Leading action for climate resilience and emissions reduction' is one of the four Focus Areas of Greater Wellington's strategic direction, agreed to in the 2024-34 Long Term Plan. Attachment 1 includes highlights of relevant activities undertaken during the third quarter of 2024/25.
- 9. The matter for decision is administrative in nature, reporting on work already completed by the Council over the third quarter of 2024/25, and as such does not impact Council's climate change goals.

Ngā tikanga whakatau

Decision-making process

- 10. The matter requiring decision in this report was considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

**Te hiranga
Significance**

11. Officers considered the significance (as defined by Part 6 of the LGA) of these matters, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers recommend that the matter for decision is of low significance as it is administrative in nature, reflecting activities already undertaken by the Council.

**Te whakatūtakitaki
Engagement**

12. Due to the low significance of the matter for decision, no engagement was considered necessary.

**Ngā tūāoma e whai ake nei
Next steps**

13. No further action is required.

**Ngā āpitihanga
Attachments**

Number	Title
1	Greater Wellington's Quarter Three Summary Report as at 31 March 2025

**Ngā kaiwaitohu
Signatories**

Writer	Sam Ripley – Kaitohutohu Advisor, Planning and Reporting
Approvers	Tyler Dunkel – Kaiwhakahaere Matua Manager Corporate Planning and Reporting Zofia Miliszewska – Kaiwhakahaere Matua Head of Strategy & Performance Luke Troy – Kaiwhakahaere Matua Rautaki Group Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> One of Council's key governance functions is to review the effectiveness of Greater Wellington's performance. It is also important for public transparency that this review occurs at a Council meeting.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> Attachment 1 reports on how Greater Wellington is achieving, after the first nine months, against the expected results for Year One of its 2024-34 Long Term Plan.
<i>Internal consultation</i> All Business Groups and the Executive Leadership Team were consulted in the preparation of Attachment 1 . The report was also reviewed by the Chief Executive.
<i>Risks and impacts - legal / health and safety etc.</i> There are no identified risks or impacts associated with the content or recommendation in this report.

Greater Wellington's Quarter Three Summary Report as at 31 March 2025

Te Pane Matua Taiao
Greater Wellington Regional Council
Summary of 2024/25 Performance
Quarter Three: 1 January to 31 March 2025

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Greater Wellington Regional Council's Summary of Quarter Three performance 2024/25

Purpose

To support a 'no surprises' reporting approach by providing Council with an overview of challenges, highlights, and progress made against key measures.

Content of this report

This report summarises Greater Wellington's progress from 1 January to 31 March 2025 – the third quarter of the 2024/25 financial year, and the first year of the 2024-34 Long Term Plan (LTP).

Content of this report includes:

- Summary of highlights and challenges for Greater Wellington;
- progress against our 2024-34 LTP non-financial performance measures, Chief Executive key performance indicators and status of major projects;
- an overview of the quarter's performance by LTP Activity Group;
- progress against our 2024-34 LTP Focus Areas;
- financial performance for the period ending 30 September 2024;
- organisational health, safety and wellbeing.

Recap – where have we come from?

Heading into the third quarter of 2024/25 – the first year of the 2024-34 Long Term Plan – we are starting from a strong position in some key delivery areas, while also navigating prolonged uncertainty and looming budget challenges. Public transport and environmental restoration continue to be highlights of our work 'on the ground', with improved bus performance and progress on restoration targets.

Continuing the trend from quarter one and two, Government shifts in policy and money available to support our work across the rohe have created significant challenges to implementing the 2024-34 LTP, including some changes to public transport funding announced after the adoption of the LTP.

Looking ahead – where are we going?

The pace of change (as in the number of legislative changes proposed) has temporarily reduced, however, there are landmark changes on the horizon that councils are preparing for, notably changes to the Resource Management Act. Implementing changes that Centra Government have already enacted is also a challenge, with programmes like Local Water Done Well requiring a significant amount of resource to meet requirements.

While we work to navigate these challenges, we are keeping our sights on the core services that benefit our communities and support the rohe. For example, while there are major challenges ahead for public transport funding, our prior planning and engagement with communities enables services people rely on to continue and shows that reliable public transport is in high demand, with March 2025 showing a record high patronage on Metlink bus services.

Overall Highlights

We continue to deliver on our core services, coupling a focus on regional collaboration with innovations in how we connect communities to services and events they care about.

- March 2025 saw the highest-ever monthly bus patronage, with 2.59 million boardings, reflecting strong public engagement and utility of services.
- Innovations such as integrating event tickets with public transport fares are showing a high appeal, with 38% of ticketholders to a Fat Freddy's Drop event in Upper Hutt in January using public transport.

Overall Challenges

Changes in Central Government policy and funding as well as changes to how people use our services continue to be prominent challenges. While these challenges have broad impact, they are particularly obvious for public transport.

- Previously reported funding shortfalls and cost pressures affecting public transport continue, prompting work to find additional cost savings.
- The Wellington Metropolitan Rail Network's state of decline (and sustainable funding shortfall) continues to limit our ability to deliver rail services. This creates a need for alternatives such as Bus Replacing Trains, which in turn require additional planning and resourcing.
- Ongoing uncertainties around upcoming government reforms and implications for key legislation such as the Local Government Act 2002 and Resource Management Act 1991 makes it difficult to plan with confidence.

Non-financial Performance Indicators

As at 31 March 2025:

Commentary:

Overall performance on Long Term Plan Non-Financial Performance Measures (LTP Measures) and Chief Executives Key Performance Indicators (CE KPI's) shows:

- As at 31 March, LTP measures and CE's KPIs show an overall steady progress, with results largely stable from Q1 and Q2, and no significant net-change in level of risk.
- As this is the third quarter of a new financial year, as well as the first year of a new LTP cycle, trends are still being established. Possible risks to delivery are primarily related to:
 - Reliance on physical infrastructure that is not owned by Greater Wellington such as the rail network, and
 - Changes in external funding commitments that occurred after the 2024-34 LTP was adopted, such as public transport funding.
- Many LTP Measures and CE KPIs are not measured until quarter four, as they are dependent on surveying and auditing completed at the end of the financial year. For example, the results of the Metlink passenger satisfaction survey (which is not conducted until May each year) accounts for approximately 15 percent of the LTP Measures.

For more detailed information see: Appendix One for the LTP Non-Financial Performance Measures; Appendix Two for the Chief Executive KPIs; Appendix Three for Major Projects.

Greater Wellington Regional Council's Summary of Quarter Three performance 2024/25

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Overview of Long Term Plan Activity Group Performance

This section provides an overview of progress made by each Activity Group made during the quarter. See Appendix One for details on each LTP Non-Financial Performance Measure.

Te Taiao | Environment

This quarter, we prepared for the upcoming the winter planting season with an estimated 23,000 plant poles ready for the winter planting season. Work to remove invasive species like the Eastern Crack Willow on track for completion later this year, and we reviewed our long-term restoration strategy for Belmont Regional Park.

All 16 sites in the Flood Protection Work Tranche 1 programme are now under way, a significant milestone for flood resilience work that supports requirements of the funding agreement with Kanoa. We have also completed an asset rating of flood management infrastructure in high flood risk areas, which enables further assessments to understanding flood risk.

Ngā waka tūmatanui | Metlink Public Transport

Our region continues to demonstrate the importance of public transport for a connected region, with 2.59 million bus boardings in March 2025 – an all-time high. The launch of Route 59 has restored fixed-route service to Tawa, a result of successful engagement with communities to understand service needs.

In February 2025, Council adopted the draft Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan (Draft RPTP) for consultation. The Draft RPTP is centered on the strategic priorities of efficient, accessible, affordable, and low carbon public transport network. Consultation drew nearly 1,000 submissions, indicating that are our region wants to be involved in shaping the future of public transport.

Ko te mahere ā-rohe me ngā rangapū | Regional Strategy and Partnerships

This quarter saw strong momentum in regional planning and emergency preparedness. We continue to boost capability to respond to emergencies, boosting staff capability through Emergency Coordination Centre training and cross-collaboration with trained staff from other councils.

A region-wide transport survey and mana whenua engagement laid the groundwork for the 2027 Regional Land Transport Plan, while the Wellington Regional Leadership Committee began working with partners from mana whenua and local authorities to develop a long-term vision for the region in 2050.

Ngā puna wai | Water Supply

As councils work to implement Government direction on water reform, Greater Wellington worked closely with the Wellington metro councils to prepare for public consultation on Local Water Done Well. The outcome of this has been a coordinated consultation process, which began at the end of March and will continue into April 2025.

Work continues on upgrading our region's water infrastructure. Upgrades to the Te Marua water treatment facility are beginning to deliver results, with an additional 20 mega-litres of water treatable per day coming online over summer of 2024/25, and an additional 40 mega-litres of daily capacity expected from June 2025.

Greater Wellington Regional Council's Summary of Quarter Three performance 2024/25

Snapshot of our 2024-34 Long Term Plan Focus Areas

Greater Wellington identified four key overarching Focus Areas in our 2024-34 Long Term Plan. Below are some of examples of our actions during Quarter Three:

Active mana whenua partnerships and participation for improved outcomes for Māori

- Finalised Kaupapa Investment agreements and signed an MOU with Te Rūnanga O Toa Rangatira for developing an electric bus depot.
- The Draft Regional Public Transport Plan (RPTP) includes objectives and actions to reflect te Tiriti o Waitangi and mana whenua aspirations.
- Introduced a new koha policy and developed systems to measure success through kaupapa-based values and participatory practices.

Holistic approaches to deliver improved outcomes for te Taiao

- Investigated options to reduce grazing emissions on flood management land through nature-based solutions such as wetlands restoration.

Leading action for climate resilience and emissions reduction

- Council approved Greater Wellington's goal to be climate positive by 2050, meaning we intend to remove more emissions from the atmosphere than we produce.
- Progressed work to reduce public transport emissions through a Zero Emission Bus Transition Plan, and progressed bus depot electrification.

Improved access to services and equity of outcomes through participation with communities

- Supported the Porirua Citizens Assembly on Climate Change, a great example of deliberative democracy and the first time in New Zealand that a te Tiriti approach was applied at a Citizen's Assembly process.
- Launched Route 59 to provide fixed-route bus services in Tawa, replacing the previous trial of on-demand services.
- Consulted on the Draft Regional Public Transport Plan, receiving 992 submissions across the rohe.

Health, Safety and Wellbeing (HSW) summary

HSW activities to address fatal and severe risks

- **HSW improvement project:**
 - Verification of competency (VOC) framework and VOC Assessment Template developed, consulted on and approved. The VOC work has now moved into BAU where the HSW Advisors will deliver the change and continue to support the assessors throughout the development of the assessments for the VOC tasks. The project will be preparing the business with information about the incoming VOC process.
 - A safe system of work has been developed and will be rolled out in Q4 along with the revised Safe Work Plan.
- **Work to address Temporary Traffic Management (TTM) solutions is nearing completion** with Traffic Management Plans received from Parallax for review by the respective teams. Training of staff is underway on implementing Greater Wellington's internally developed traffic management plans.
- **External verification of location certificates for storage of hazardous substances received** for our Upper Hutt Depot and Ngaumutawa Road in Masterton.
- **8 ELT HSW walkabouts were undertaken in Q3** at Daleton, Akura, Mabey Road with the flood operations team, summer event at gums loop, Wainuiomata and Baring Head with the Pest Plants team.

Key trends and insights

- **Incidents reported in PIKO were down slightly**, 143 in Q3 from 150 in Q2. There was an increase in wasp stings and nests due to the time of the year.
- **A reduction in over speeding** was recorded in EROAD, continuing an overall trend of speed reduction from the previous quarter.
- **2 work injury ACC claims received with 1 recording lost time totalling 18 days.** There were less claims this quarter but more lost time than Q2 which had 6 work injury ACC claims but the lost days totalled 5.5 days. These related to a twisted knee and a dog bite to one of our summer rangers in March 2025. All park rangers will now undergo dog training and parks were working with comms to develop a pamphlet to provide to campers explaining their responsibilities when bringing a dog into the park and Greater Wellington's actions if they breach those.

Greater Wellington Regional Council's Summary of Quarter Three performance 2024/25

Financial Performance Summary

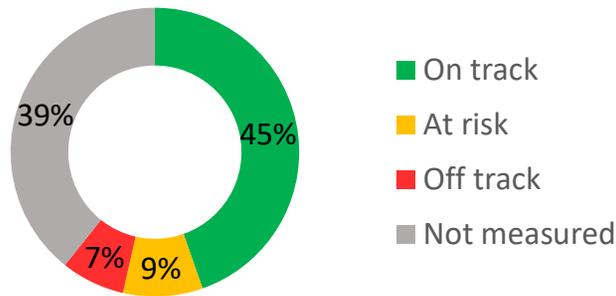
	Year to date				Full Year			
	Actual \$000s	Revised \$000s	Variance \$000s		Forecast \$000s	Revised Budget \$000s	Variance \$000s	
Operating Revenue								
Rates and Levies	241,328	240,944	385	0%	321,821	321,531	290	0%
Grants and Subsidies	128,078	194,523	(66,444)	-34%	196,384	259,515	(63,131)	-24%
Other Revenue	105,703	106,899	(1,196)	-1%	146,137	147,866	(1,728)	-1%
Total Operating Revenue	475,109	542,365	(67,256)	-12%	664,343	728,912	(64,569)	-9%
Operating Expenditure								
Personnel	75,294	75,932	(638)	-1%	100,523	101,168	(645)	-1%
Grants and Subsidies	212,282	239,623	(27,341)	-11%	288,840	319,708	(30,868)	-10%
Consultants, Contractors and Suppliers	102,459	120,609	(18,149)	-15%	149,797	162,739	(12,942)	-8%
Finance Costs	45,213	41,059	4,155	10%	59,856	56,154	3,703	7%
Depreciation	27,773	25,185	2,589	10%	38,524	34,149	4,374	13%
Total Operating Expenditure	463,022	502,407	(39,385)	-8%	637,540	673,918	(36,378)	-5%
Operating Surplus/(Deficit) before other items	12,087	39,958	(27,871)	-70%	26,803	54,994	(28,191)	-51%
Fair Value Movements	(18,920)	-	(18,920)	0%	(20,857)	-	(20,857)	0%
Operating Surplus/(Deficit)	(6,833)	39,958	(46,790)	-117%	5,945	54,994	(49,049)	-89%
Capital Expenditure	86,282	159,310	(73,028)	-46%	153,893	215,259	(61,366)	-29%
Investment in Greater Wellington Rail	12,326	58,736	(46,410)	-79%	24,000	78,315	(54,315)	-69%

Financial insights for Quarter Three:

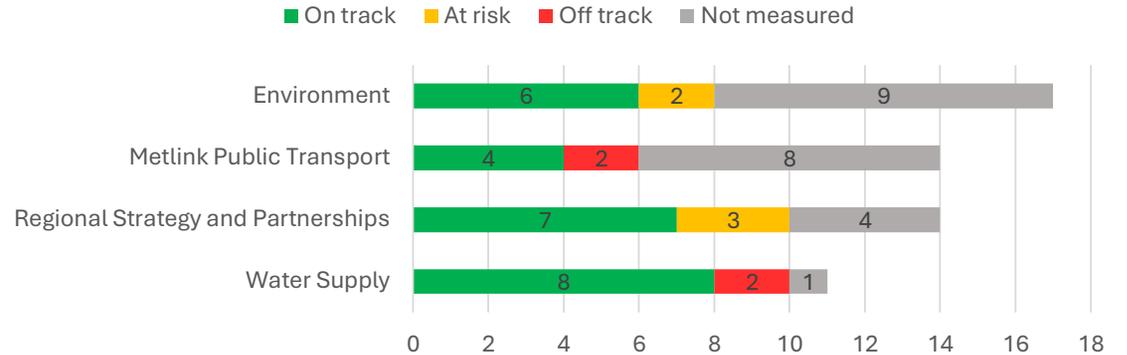
- **Farebox Revenue:** Year to date Farebox revenue is lower by \$13m driven by changing travel patterns for longer distance customers and the mix of passengers. Full year forecasts have now been reduced by \$14.5m compared to original budget as per the latest estimated farebox revenue shortfall. Metlink is currently aiming for a balanced result.
- **Lower North Island Rail Integrated Mobility (LNIRIM) Project:** The LNIRIM spend profile and cashflow has changed from the initial business case. The 2024/25 reduction in spend (\$14m, from \$67m) does not indicate a material delay or reduction in overall program cost. The project is still expecting to award the rolling stock contract by 30 June 2025.
- **Capital Expenditure (CAPEX):** Currently tracking below budget with the full year capital forecast indicating a \$61 million underspend driven by the unapproved funding from NZTA on NLTP projects (\$21 million), rephasing of Bulk Water capital projects (\$21 million) and delays in RiverLink project (\$17 million).

APPENDIX ONE: Long Term Plan Non-Financial Performance Measures

LTP Measures overall



LTP Measures by Activity Group



Te Taiao | Environment

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Thriving Environment	Water quality in the region is maintained or improved	ENV 1	Macroinvertebrate Community Index (MCI) score is maintained or improved	Achieved	Maintain National Objective Framework State A = 6 sites (13%) B = 12 sites (27%) C = 19 sites (42%) D = 8 sites (18%)	Not measured		Not measured. To be reported at year-end.
Thriving Environment	Support landowners through incentive funding and advice to develop and implement Farm Environment Plan actions, which maintain or improve water quality by reducing nutrient and sediment discharges or enhancing biodiversity	ENV 2	Percentage of Greater Wellington incentive funding used to advance catchment context priorities or to enhance or protect threatened biodiversity, through completion of high impact actions on private land	94%	90%	Not measured		Not measured. To be reported at year-end.

Greater Wellington Regional Council's Summary of Quarter Three performance 2024/25

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Thriving Environment	Deliver treatment programme on identified erosion-prone land to prevent sediment from entering streams and estuaries to maintain or enhance water quality	ENV 3	Erosion-prone hill country treated	1,405 ha	700 ha	Not measured		Not measured. To be reported at year-end.
Thriving Environment	Provide effective environmental knowledge and information to stakeholders and communities	ENV 4	Stakeholders and communities are satisfied with the effectiveness of knowledge and information shared with them	New Measure – develop suitable communications processes to enable feedback and reporting.	Achieved	Not measured		We are currently reviewing all of our reporting within the Knowledge & Insights Function and the wider Environment Group to consider how we provide more timely, impactful and place-based information and knowledge for stakeholders and communities.
Thriving Environment	Monitor high risk/priority resource consents	ENV 5	Percentage of active resource consents identified as high risk and high priority are checked for compliance and marked with a compliance rating	100%	100%	Not measured		Not measured. To be reported at year-end.
Thriving Environment	Customer satisfaction for the resource consent service	ENV 6	Level of overall satisfaction with consent processing services	4.2/5.0	>4.0	On track	4.33	The Q3 result is a year to date result (1 July 2024 - 31 March 2025)
Thriving Environment	Protect and care for the environment, landscape and heritage	ENV 7	Indigenous species planted	158,000	350,000	On track	N/A	No plants planted this quarter, preparations underway for winter planting season. Due to budgetary constraints and resourcing issues we are only planning on planting 170,000 plants this winter. While we are on track for this financial year's work, these constraints will likely affect results against our targets for 2025/26.

Attachment 1 to Report 25.212

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Connected Community	Customer satisfaction and improved public access	ENV 8	Public satisfaction with experiences in Regional Parks	84%	85%	Not measured		This measure is only assessed at year end. Work to prepare satisfaction surveys was progressed in Q3.
Thriving Environment	Provide pest species control services across the region	ENV 9	Provide pest animal and plant management as per Regional Pest Management Plan (RPMP) Operational Plans	Not Achieved	Achieved	On track		No wallaby detected, completed rook survey, and control work. Rabbit surveys and monitoring planned for Autumn 25. Reviewing work for Rabbit control around Pukaha and how best to apply the LTP funding for maximum cost effectiveness. Zero ungulate project: planning is progressing with a draft control plan for 2025/26 ready at 31 March 2025, a trail camera network has been installed and the first lot of data collected to give pre control information, DOC have been engaged with around working together along the boundary and assisting with technical advice, they are really excited about the project, investigations for remote accommodation for hunters in the Orongorongo catchment is settled on a design that would be suitable for us and Wellington Water. No new sites of Exclusion and Eradication species found this quarter. Work continues on controlling and surveying for Exclusion and Eradication Species. New sites of Progressive containment and sustained control species found. Work continues to survey and control known Progressive containment and Sustained controlled species.

Greater Wellington Regional Council's Summary of Quarter Three performance 2024/25

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Thriving Environment	Provide pest species control services across the region	ENV 10	Provide pest species control services as agreed under Predator Free Wellington (PFW)	Achieved	Absence of PFW predators in phase 2 of the project	On track		Ongoing predator eradication in Te Whanganui-a-tara with progress gathering speed. Approximately 500 ha of the second phase of the operation are showing no evidence of the target species.
Thriving Environment	Implement the objectives of the Greater Wellington Biodiversity Strategy	ENV 11	Biodiversity Strategy objectives are being actively progressed by Greater Wellington	Achieved 15 objectives progressed	All 15 objectives progressed	Not measured	Not measured until Q4	This measure is only assessed at year end. Work is underway on our approach to measurement.
Connected Community	Collaboration at a catchment scale ³ is increased	ENV 12	Total number of catchment scale collaborations for improving environmental outcomes	21	22	Not measured	Not measured until Q4	This measure is reported on annually.
Resilient Future	Progress towards completion of the RiverLink flood control works	ENV 13	Implement RiverLink in accordance with the Resource Consent Design and agreed Construction Programme	Construction started	Construction is progressed according to Programme	On track	N/A	Pharazyn St and upper Marsden St demolition (above and below ground) fully signed off by Greater Wellington. Daly St demolition to commence in Oct 2025. Mills Street Stopbank stage 2 design received. Stage 2 construction is dependent on relocation of 33kV cable, Construction Agreement negotiations underway.R3 rockline site mobilised, construction commenced early April.

Attachment 1 to Report 25.212

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Resilient Future	Provide the standard of flood protection agreed with communities	ENV 14	Major flood protection and control works are maintained, repaired and renewed to the key standards defined in relevant planning documents	Not achieved	Achieved	At risk		Consenting challenges on the Waikanae River mean that riverbed levels are not being maintained and the scheme is not providing the 1% Annual Exceedance Probability level of service. Progress has been made at the Waikanae River mouth, and an application for a concession has been lodged with DOC. Kāpiti Coast District Council has sent a letter of support for these works to DOC. This work is enabling a wider discussion on operations, maintenance, and consenting which should address Level of Service. Routine operations and maintenance works progressing with willow layering and drain maintenance complete. Improvement works progressing with the Flood Protection works Tranche 1 programme being delivered, and all works started by 31 March 2025 as required by our contract with Kanoa.
Resilient Future	Provide information and understanding of flood risk in the community	ENV 15	Percentage of Greater Wellington-managed watercourses with current flood hazard mapping	29%	54%	Not measured	N/A	This measure can only be assessed at year end
Resilient Future	Manage the safety of marine activities in the region's waters	ENV 16	Maintain and operate our navigation aids to the relevant international standard for reliability in accordance with the Asset Management Plan	98.1%	100%	On track	Majority of lights operating satisfactorily, Mana inner leads out for one night before lamp changer was reloaded.	Maintenance work planned to get underway on the light room on Pencarrow lighthouse. Evans Bay pile refurbishment and new Falcon shoal pile scheduled for Q4.

Greater Wellington Regional Council’s Summary of Quarter Three performance 2024/25

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Resilient Future	Manage the safety of marine activities in the region’s waters	ENV 17	Meet criteria and consider recommendations of the self-assessment in compliance to the Port and Harbour Marine Safety Code	Achieved	Achieved	At risk	Day to day operations are proceeding well.	Longer term objectives, like document revisions and risk reviews are delayed due to more immediate reactive work being required.

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Ngā waka tūmatanui | Metlink Public Transport

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Connected Community		MPT 1	Passengers' overall satisfaction with the Metlink public transport	Bus 92% Rail 94% Ferry 97%	Bus 93% Rail 95% Ferry 98%	Not measured		This is an annual measure. Results are determined by way of an annual passenger satisfaction survey undertaken in May each year.
Connected Community	Provide a consistent and high quality customer experience across the public transport network	MPT 2	Passenger satisfaction with convenience of paying for Metlink public transport	87%	87%	Not measured		This is an annual measure. Results are determined by way of an annual passenger satisfaction survey undertaken in May each year.
Connected Community		MPT 3	Passenger satisfaction with Metlink information currently available	75%	85%	Not measured		This is an annual measure. Results are determined by way of an annual passenger satisfaction survey undertaken in May each year.
Connected Community		MPT 4	Passenger satisfaction with Metlink public transport being on time	69%	>80%	Not measured		This is an annual measure. Results are determined by way of an annual passenger satisfaction survey undertaken in May each year.

Greater Wellington Regional Council's Summary of Quarter Three performance 2024/25

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Connected Community		MPT 5	Percentage of scheduled bus trips that depart their timetabled starting location on time (punctuality) – to 5 minutes	94.4%	95%	On track	95.1%	Bus services continue to meet punctuality targets
Connected Community		MPT 6	Percentage of scheduled bus services delivered (reliability)	92.4%	98%	On track	99.5%	Bus services continue to meet reliability targets
Connected Community	Provide a consistent and high quality customer experience across the public transport network	MPT 7	Percentage of scheduled rail service delivered on-time (punctuality) – to 5 minutes	80%	95%	Off track	82.3%	Speed restrictions continue to impact service. Most of the disruptions/delays are due to speed restrictions (in particular on the Kapiti and Wairarapa Lines on the lines. Note: Rail Replacement Services used during Summer 2024/25 Block of Line on the Wairarapa line received 100% punctuality while the BOL was in place (this is due to our inability to measure punctuality with Bus Replacing Train)
Connected Community		MPT 8	Percentage of scheduled rail services delivered (reliability)	91.1%	99.5%	Off track	96.1%	Reliability was affected by a number of network issues, including speed restrictions caused by slips in August on the Kapiti and Line. Note, in March, services on the Wairarapa Line were impacted by staff shortages at Transdev
Resilient Future	Promote and encourage people to move from private vehicles to public transport	MPT 9	Annual Public Transport boardings per capita	61.9	64.2	On track	67.5	Transport boardings per capita continue to be ahead of target

Attachment 1 to Report 25.212

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Resilient Future	Provide fit-for-purpose vehicles, infrastructure and services to continually deliver a high quality core network that meets ongoing demand	MPT 10	Percentage of passengers who are satisfied with the condition of the station/stop/wharf	91%	88%	Not measured		This is an annual measure. Results are determined by way of an annual passenger satisfaction survey undertaken in May each year.
Resilient Future		MPT 11	Percentage of passengers who are satisfied with the condition of the vehicles (fleet)	94%	94%	Not measured		This is an annual measure. Results are determined by way of an annual passenger satisfaction survey undertaken in May each year.
Resilient Future	Gross emissions for Metlink’s public transport fleet will be minimised, reducing the offsets required to reach net carbon neutrality	MPT 12	Tonnes of CO2 emitted per year on Metlink Public Transport Services	21,019 tonnes *2021/22 verified result	19,300 tonnes	Not measured		Measured end of year as part of Greater Wellington’s overall emissions audit.
Connected Community	Maintain and improve access to public transport for all	MPT 13	Percent of people within 500m of an all day, 7 day a week public transport service with minimum 60 minute daytime frequency	74.4%	Increase on baseline	Not measured		Measured end of year.
Connected Community	Increased patronage of PT by disabled people (people with an activity limitation)	MPT 14	Increased boardings by people that use the Accessible Concession (as a percent of total boardings)	New measure Current baseline (Dec22 – June 23) 0.9%	>1%	On track	1.12%	Tracking slightly ahead of target

Greater Wellington Regional Council’s Summary of Quarter Three performance 2024/25

Ko te mahere ā-rohe me ngā rangapū | Regional Strategy and Partnerships

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Resilient Future	Reduction of Greater Wellington’s gross organisational greenhouse gas emissions	RSP 1	The organisation’s total tonnes of CO2 equivalent emissions (gross)	48,438 *2021/22 verified result	34,700	On track	31,506 *2023/24 verified result	Result received at the time of writing.
Resilient Future	Greater Wellington as an organisation and as a Region has planned the steps they will take to adapt to climate change	RSP 2	Greater Wellington will deliver an Organisational Climate-related risk Assessment and an Organisational Adaptation Plan and will have worked with others to deliver a Regional Climate Adaptation Framework	New measure	Organisational Climate-related Risk Assessment (OCRA) completed	On track	OCRA report presented at ELT but requires adjustment in light of revised flood protection assumptions	Organisational adaptation plan will be started but not completed in 2024/25.
Resilient Future	Wellington Regional Leadership Committee provides a forum for regional alignment and shared work programmes	RSP 3	As the Administering Authority, Greater Wellington will ensure the Committee has an agreed annual work programme and regular progress reporting	Work programme agreed by January 2024	Work programme agreed by January 2024 Annual Report prepared by October 2024	On track		The Industrial Land Study was endorsed by the WRLC and agreed that work progress based on a regionally co-ordinated and locally-led approach. The Regional Adaptation Project detailed project plans for toolkit/kete, communications and engagement planning and delivery are drafted, negotiations on the provider for the pact/framework agreement that will underpin all our adaptation work going forward are being finalised. The WRLC have workshopped what the Ambition for Wellington Region might be in 2050 and research on the transformation key moves for this has started. The Housing and Business Capacity Assessment work has started.

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Resilient Future	Maintain a state of readiness of the Emergency Coordination Centre (ECC) function that is appropriately staffed and equipped to respond to an emergency	RSP 4	Greater Wellington will meet the emergency management workforce capability and capacity targets.	78 trained people ready to work in the ECC	78	On track	Approx. 200 staff trained.	Staff are continuously being training and developed in all ECC pathway courses of Foundation, Intermediate and Advanced. Bimonthly function huddles continued.
Resilient Future		RSP 5	Greater Wellington will have fit for purpose response and recovery platforms including an ECC function, technology, and tools	100% of readiness checks completed	100% of readiness checks completed	On track	Thorndon readiness check completed by WREMO. Cuba St & Upper Hutt check completed by Business Resilience.	There are three caches for the alternate ECC function situated at GW's Cuba St office, WREMO's office in Thorndon and GW's Upper Hutt office. The Cuba St cache was checked and tested in January 2025 following the November 2024 ECC exercise. Upper Hutt checked March.
Resilient Future	Greater Wellington (GW) will partner with the Councils in the Wellington Region to enable the Wellington Region Emergency Management Office (WREMO)	RSP 6	Greater Wellington will comply with their part of the WREMO Partnership Agreement	Ensure full GW compliance with the Partnership Agreement.	Ensure full GW compliance with the Partnership Agreement.	At risk	Ongoing	The partnership agreement has been re-prioritised in light of the development of the CDEM 10-year strategy being led by WREMO. Agreement is hoped to be finalised by the end of March 2025.
Connected Community	Regional transport, planning, leadership, advice, and coordination to guide development and delivery of an integrated, multi-	RSP 7	Wellington Regional Land Transport Plan is prepared and updated in accordance with the LTMA and central government guidance	Achieved	Achieved	On track	Ongoing	Phase 2 Research with three streams (policy, state of transport and engagement progressed through the quarter.

Greater Wellington Regional Council's Summary of Quarter Three performance 2024/25

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Connected Community	modal regional transport network	RSP 8	Increase in regional public and active transport mode share	34% (TBD)	Increase	At risk	Ongoing	This is measured annually as at 30 June and reported at the end of the year.
Resilient Future	Timeliness of responses to requests for official information	RSP 9	Percentage of logged official information requests responded to in accordance with statutory deadlines	New measure (Baseline TBC)	100%	At risk	98.7% achieved	79 logged requests were responded to in the quarter. Of these, 1 response was one day late (1.3%). While this is labelled as "At risk" due to the 100% measure not capable of being achieved, Greater Wellington's performance compared favourably with the Public Sector timeliness percentage of 97.8% (https://www.publicservice.govt.nz/news/latest-oia-statistics-released-10)
Connected Community	Effective Partnering with mana whenua	RSP 10	Mana whenua report evidence of strong partnership arrangements and progress towards positive outcomes	Success determined through annual partnership health check	Achieved	On track		Mana whenua kaupapa investment agreements are completed and in place for three iwi, bespoke Tūāpapa arrangements in place with new iwi entity, new ways of working in partnership with three iwi are in place in Kapiti.
Connected Community	Engagement for equitable outcomes	RSP 11	Greater Wellington complete the audit recommendations arising from independent Te Tiriti o Waitangi Audit	New Measure	33% of audit response actions are complete	Not measured		Not measured this quarter.

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Connected Community	Supporting strong, prosperous and resilient Māori communities	RSP 12	Greater Wellington will increase its proportion of workforce that self-identify as Māori year-on-year	New Measure Establish baseline prior to adopting LTP	Achieved	Not measured		Not measured this quarter.
Connected Community		RSP 13	Greater Wellington will increase its proportion of spend with Māori businesses year-on-year	New Measure Establish baseline prior to adopting LTP	Achieved	Not measured		Not measured this quarter.
Connected Community	Support a capable workforce	RSP 14	Annual increase on % of staff who have completed Māori capability training modules	New Measure Establish baseline prior to adopting LTP	Target to be set prior to 30 June 2024	Not measured		Not measured this quarter.

Greater Wellington Regional Council’s Summary of Quarter Three performance 2024/25

Ngā puna wai | Water Supply

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Thriving Environment		WS 1	The extent to which the local authority’s drinking water supply complies with bacteriological drinking water standards	Non-compliant	100%	Off track	Non-compliant	The Waterloo Water Treatment Plant remains non-compliant with the relevant treatment rules due to insufficient contact time with chlorine for approximately 800 households in Lower Hutt, closest to the Plant.
Thriving Environment		WS 2	The extent to which the local authority’s drinking water supply complies with protozoa drinking water standards	Non-compliant	100%	On track	Compliant	
Thriving Environment	Provide water that is safe and pleasant to drink	WS 3	The total number of complaints received about drinking water taste, clarity, odour, water pressure or flow, continuity of supply or the response to any of these issues; expressed per 1000 connections	0	0	On track	0	
Thriving Environment		WS 4	Number of waterborne disease outbreaks	0	0	On track	0	
Resilient Future		WS 5	Average consumption of drinking water per day per resident within the TA districts	398L/d/p	<375L/d/p	Off track	380	

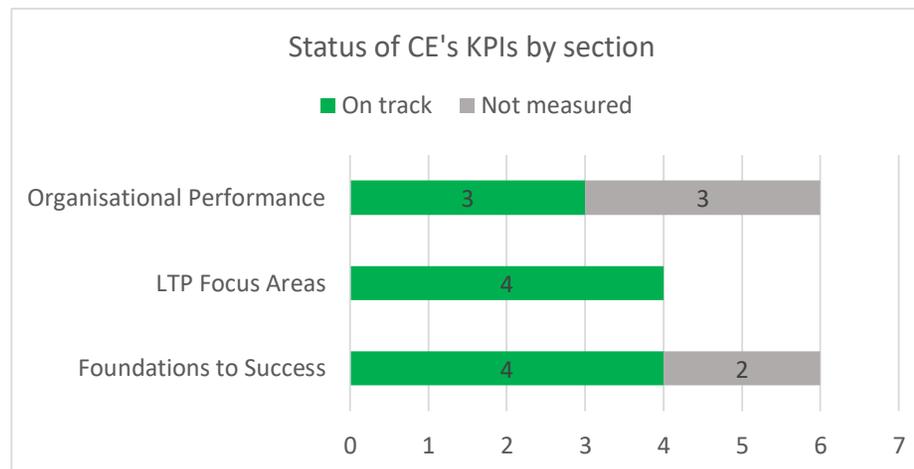
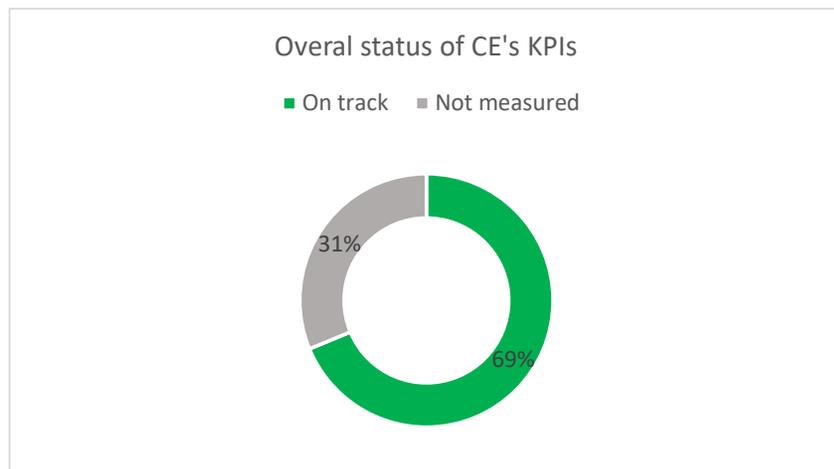
Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
Resilient Future	Provide a continuous and bulk water supply	WS 6	The percentage of real water loss from the local authority's networked reticulation system	0.03%	+/-0.25%	On track	0.10%	Increased in Q3 as there was a major bulk main burst at Porirua Branch in February 2025, about 10 ML of water ran to waste during burst.
Resilient Future		WS 7	Response times to attend urgent call-outs in response to a fault or unplanned interruption to the network reticulation system - time to reach site (minutes)	Time to reach site: 0 min (no urgent callouts)	Time to reach site <90min	On track	0 callouts	
Resilient Future		WS 8	Response times to attend urgent call-outs in response to a fault or unplanned interruption to the network reticulation system - time to confirm resolution (hours)	Time to confirm resolution: 0 hours (no urgent callouts)	Time to confirm resolution <8hours	On track	0 callouts	
Resilient Future		WS 9	Response times to attend non-urgent callouts in response to a fault or unplanned interruption to the network reticulation system	Time to reach site: 0 hours (no nonurgent callouts)	Time to reach site <72 hours	On track	0 callouts	
Resilient Future		WS 10	Number of events in the bulk water supply preventing the continuous supply of drinking water to consumers	0	0	On track	0	
Resilient Future	Provide a continuous and bulk water supply	WS 11	Sufficient water is available to meet	6.70%	<2%	Not measured	Not calculated this quarter	Not measured until July 2025, due to significant ongoing investment in water

Greater Wellington Regional Council’s Summary of Quarter Three performance 2024/25

Community Outcome	Level of Service	#	Performance Measure	Baseline 22/23	24/25 target	Q3 Status	Q3 Result	Q3 Commentary
			normal demand except in a drought with a severity of greater than or equal to 1 in 50 years					infrastructure. While not yet measured, we expect the year-end result for 2024/25 to be a significant improvement compared with 2023/24. This is due to ongoing work by TA's to reduce network water loss, and work to increase bulk water supply capacity from the Te Marua water treatment plant.

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APPENDIX TWO: Chief Executive Key Performance Indicators



Section One: LTP Strategic Framework

Focus area	#	Performance indicator	Measures will include	Q3 Status	Q3 Results and commentary
Leading action for climate resilience and emissions reduction	1	The CE enables Greater Wellington to take a consistent and proactive approach to the consideration of climate adaptation in decision-making	Strategy <ul style="list-style-type: none"> Establishing an internal adaptation group Council reports Climate assumptions 	On track	<p>Internal adaptation group (the Climate Resilience Working Group) has been established. The first few meetings have focused on teams sharing what they are currently working on to start building a collective picture of what we are already doing towards climate adaptation.</p> <p>Climate Change staff training continues to support staff to be better equipped to complete the climate change considerations in 'for decision' Council reports.</p>

Greater Wellington Regional Council’s Summary of Quarter Three performance 2024/25

Focus area	#	Performance indicator	Measures will include	Q3 Status	Q3 Results and commentary
Active mana whenua partnerships and improved outcomes for Māori	2	The CE is enabling Greater Wellington to position itself to give effect to Te Tiriti o Waitangi which creates the conditions for rangatiratanga and mana Motuhake	Te Hunga Whiriwhiri <ul style="list-style-type: none"> Wānanga Te Tiriti audit implementation Te Whāriki implementation 	On track	<p>Greater Wellington is making steady progress toward giving effect to Te Tiriti o Waitangi. Under the CE’s leadership, the organisation is better positioned to support mana motuhake and build deeper partnerships with mana whenua.</p> <ul style="list-style-type: none"> Te Hunga Whiriwhiri continues to support cultural capability across directorates, strengthening engagement practice and across the organisation; i.e. Wā Karakia, Tiriti Policy. Mana Whenua Wānanga Councillors and mana whenua met in February 2025 for a wānanga concentrating on what governance and representation might look like for the next triennium and into the future. Te Tiriti Audit implementation sits at 47%, with clearer reporting and accountability now in place. Te Tiriti policy developed and approved. Te Whāriki is moving from concept to action, with teams (EG) mapping outcomes to everyday work and identifying champions to lead the change. <p>The groundwork for transformative, treaty-led change is being laid — with partnership, not permission, at the centre.</p>
Improved access to services and equity of outcomes for communities	3	The CE is continually reflecting on insights about community needs and outcomes, and enabling inclusive processes	Metlink <ul style="list-style-type: none"> Annual Customer Satisfaction Survey Metlink’s accessibility metrics Environment <ul style="list-style-type: none"> Whaitua processes Rōpū Taiao collaborative approaches 	On track	<p>Metlink</p> <p>In August 2024, Metlink received the results from the Annual Customer Satisfaction Survey. Results show that satisfaction with service reliability, frequency and capacity grew strongly, while the end of fare subsidies contributed to a decline in satisfaction with value for money.</p> <p>The 2024 Accessibility Action Plan is now being implemented. Funding provided by Council on 31 October 2024 will enable delivery of Accessibility Action Plan initiatives between 2024 and 2027, including:</p> <ul style="list-style-type: none"> Accessibility training for operator staff Station accessibility improvements

Attachment 1 to Report 25.212

Focus area	#	Performance indicator	Measures will include	Q3 Status	Q3 Results and commentary
					<ul style="list-style-type: none"> - Improvements to bus replacing train service bus stops - Increased in person support for disabled people - Technology aids for accessibility - Developing fully accessible hubs. <p>Additional initiatives funded as part of business-as-usual work include:</p> <ul style="list-style-type: none"> - On-bus 'next stop' announcement system - Real-Time Information accessibility upgrades - Bus stop accessibility improvements - Ridewise upgrade - Priority seating awareness <p>Tawa fixed route bus service launched: From 24 February 2025, Metlink implemented a new bus service (Route 59) to provide fixed route coverage for the areas of Tawa that lost public transport coverage with the cessation of the Tawa on Demand service on 31 December 2024. Route 59 provides coverage for Grenada North, Greenacres and Tawa West. The route design incorporates feedback from the bus operator and engagement with community representatives at the end of 2024. Review of this service will be undertaken, likely after the first three months of implementation.</p> <p>Engagement on Draft Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan 2025-35: On 27 February 2025, Council adopted the draft Te Mahere Waka Whenua Tūmatanui o te Rohe o Pōneke Wellington Regional Public Transport Plan (Draft RPTP) for consultation. The narrative of the Draft RPTP has been built around the strategic priority of “an efficient, accessible, affordable and low carbon public transport network” achieved through:</p> <ul style="list-style-type: none"> a Increasing the attractiveness of public transport relative to driving. b Reducing public transport emissions by decarbonising the fleet.

Greater Wellington Regional Council’s Summary of Quarter Three performance 2024/25

Focus area	#	Performance indicator	Measures will include	Q3 Status	Q3 Results and commentary
					<ul style="list-style-type: none"> c Continuing to improve passenger experience across all aspects of our network. d Improving access to public transport for those with specific needs. <p>Public consultation of the Draft RPTP commenced on 3 March 2025 and finished on 28 March 2025, to date, 992 submissions were received through Have Your Say and direct email. A range of public engagement activities and communications were delivered during the consultation.</p> <p>Public Transport Advisory Group: Metlink continues to support and run the Public Transport Advisory Group (the Advisory Group). The Advisory Group provides advice from a consumer perspective to inform the business of Metlink and the Transport Committee (as required).</p> <p>While final measures won’t be available until end of year, the LTP measure ‘Increased boardings by people that use the Accessible Concession (as a percent of total boardings)’ continues to track slightly ahead of target. The target for 24/25 is >1%, and the Q3 YTD result is 1.12%.</p> <p>Environment</p> <p>The Kāpiti Whaitua Implementation Programme (WIP) leadership group will confirm governance and next steps for implementation at the hui in May. Progress is underway to report on implementation of the WIPs for the June Council meeting. A non-regulatory WIP for Wairarapa Coast continues to be scoped while the new National Policy Statement – Freshwater Management (NPS-FM) is being developed, with discussions progressing with mana whenua at an iwi level.</p>

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Attachment 1 to Report 25.212

Focus area	#	Performance indicator	Measures will include	Q3 Status	Q3 Results and commentary
Holistic approaches to deliver improved outcomes for te taiao	4	The CE will ensure that Rōpū Taiao is delivering an effective integrated catchment management approach across all its environmental functions and that ELT actively consider if and how Greater Wellington's wider work can be delivered through a catchment approach	Environment <ul style="list-style-type: none"> Engaging with mana whenua and communities and determining how to collaborate Testing our preliminary understanding of catchment priorities with mana whenua and communities Testing approaches and building systems to support internal capability for planning and delivering work on a catchment basis 	On track	<p>As per Q2 report, discussions with mana whenua and communities around catchment planning continue in all five catchments, using existing forums and processes. Work is underway to further support catchment planning conversations including scoping design of, and building, internal systems and repeatable processes for planning work on a catchment basis.</p> <p>Key highlights in Q3:</p> <ul style="list-style-type: none"> - Te Awarua-o-Porirua: Te Wai Ora o Porirua (Porirua Harbour Accord) was signed on 6 February which formalises the partnership between GWRC, WCC, PCC, WWL and Ngāti Toa to work together on catchment planning to improve the health of the harbour. Planning conversations have commenced with prioritisation of actions to follow in coming months. GWRC supported a Ngāti Toa-led Porirua Harbour Summit on 5 March which brought together a wide range of stakeholders from central & local government, industry, academia, and community to discuss catchment context, visions and possible actions for improving harbour health. - Kāpiti: The aligned work programme for Waikanae Ki Uta Ki Tai, a collaboration between GW, KCDC, DOC and Te Ātiawa ki Whakarongotai, is being developed. The wānanga with Ngā Hapū o Ōtaki to start the collaborative catchment planning for the Ōtaki Basin was postponed for Q4. KCDC and GW have been progressing flood options conversations. - Te Whanganui-a-Tara: Taranaki Whānui have confirmed that Waiwhetū integrated catchment project is a priority kaupapa to work on with a co-design hui anticipated for May. Catchment information has been shared between GW, HCC and WWL to start to build a joined-up picture of te taiao in Waiwhetū between kāwanatanga agencies. Taranaki Whānui also confirmed interest in working on Houghton Bay landfill leachate project, which aims to consider more holistic catchment solutions.

Greater Wellington Regional Council’s Summary of Quarter Three performance 2024/25

Focus area	#	Performance indicator	Measures will include	Q3 Status	Q3 Results and commentary
					<ul style="list-style-type: none"> - Ruamāhanga: Rōpū Taiao completed a 25/26 integrated annual planning process for Wairarapa Moana which was shared externally with the Wairarapa Moana Wetlands Coordination Group and Wairarapa Moana Statutory Board for feedback. A revised plan is to be presented at the annual Board hui. Rōpū Taiao is also bringing together work programmes contributing to freshwater and water resilience outcomes, with a view to bring these under a united steering group arrangement. - Wairarapa Coast: GW worked in partnership with Wairarapa Catchment Collective to support community to complete 4 sub-catchment action plans in Wairarapa Coast. Four workshops also completed with Wairarapa Coast catchments to socialise Whaitua Implementation Programme development, with communities indicating interest in a holistic and actions-focussed approach. Discussions are ongoing with mana whenua on both kaupapa.

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Section Two: Organisational Strategy (Foundations to Success)

Priority	#	Performance indicators	Measures will include	Q3 Status	Q3 Results and commentary
Strong and positive culture <ul style="list-style-type: none"> Our leaders are visible, strategic, and empowering Our values are clear and lived by our people Our people feel they belong at Greater Wellington and our diversity is celebrated 	5	Demonstrated leadership as the CE internally and externally, including: <ol style="list-style-type: none"> observed behaviours and visibility within the organisation sector leadership across the Greater Wellington rohe regional council/Te Uru Kahika sector leadership responsiveness and accessibility to Councillors. 	CE's Office <ul style="list-style-type: none"> As assessed by the Chair and the Chief Executive Employment Review Committee 	Not measured	This is not measured this quarter
	6	Our ethnicity and gender metrics increasingly reflect the region's communities.	People and Customer <ul style="list-style-type: none"> Improving upon the new ethnicity baseline data Increasing women leaders from the current 40.5% 	On track	As at 31 March 2025 women make up 42.19% of Greater Wellington's people leadership. Ethnicity data continues to be collected for new employees. 71.72% of employees have declared their ethnicity as at 31 March 2025.
Successful people <ul style="list-style-type: none"> Our people are capable and supported to be successful Our people are highly engaged Health, safety, and wellbeing are an active choice and instinctive in the way we work 	7	Chief Executive-driven Health, Safety and Wellbeing (HSW) culture. Greater Wellington and Chief Executive HSW due diligence obligations are demonstrated.	People and Customer <ul style="list-style-type: none"> ELT visits to field locations to review HSW processes and risks 	On track	7 ELT members undertook HSW site visits to <ul style="list-style-type: none"> Enchanted Forest, and Gums Loop at Wainuiomata Regional Park with the Events Team Baring Head Regional Park with the pest plants team Daleton and Akura nurseries Flood operations Mabey Road And submitted completed conversation forms. Feedback was extremely positive which some issues identified for follow up. One visit to observe pedal ready operations has been rescheduled due to bad weather.
	8	Gallup overall employee engagement index.	People and Customer <ul style="list-style-type: none"> Improvement on the 2023/24 result of 4.17 	Not measured	Not measured this quarter

Greater Wellington Regional Council's Summary of Quarter Three performance 2024/25

Priority	#	Performance indicators	Measures will include	Q3 Status	Q3 Results and commentary
Integrated and effective ways of working <ul style="list-style-type: none"> Our policies, processes, systems, support, and change management are effective and user centric Our thinking, information, planning and delivery is integrated Our decisions are well-informed and made at the right level 	9	ELT is enabling integrated decision-making by Council through the consistent provision of joined-up organisational advice.	CE's Office <ul style="list-style-type: none"> As reported by Councillors 	On track	The improvement process for Scoping and Commissioning of Council Reports process that was launched during Q2 is now being embedded with guidance and supporting materials easily accessible on the new intranet.
Purposeful and trusted relationships <ul style="list-style-type: none"> Our partnerships with mana whenua are strong We listen to our communities to better understand what they need Our key relationships are clear and we maximise potential We make it easy for stakeholders and communities to work and engage with us, and find our information 	10	Regular one-on-one meetings with CEs of selected territorial authorities in the region, iwi the regional sector group and operators to build trust and explore partnership opportunities.	CE's Office <ul style="list-style-type: none"> Regular scheduling and reporting on meetings 	On track	<p>Through regular hui, partnership pathways with mana whenua continue to strengthen at a mana ki te mana level, where tiriti-centred approaches continue to pave the way for shared outcomes through co-design and iwi-led initiatives, these include;</p> <ul style="list-style-type: none"> Operational collaboration with a TAs and iwi partners in Kapiti for environmental outcomes Resourcing through innovating with mana whenua on two-way knowledge transfer projects, that sustain organisational growth for both organisations. Strong positioning on kaupapa that matters to Greater Wellington and our mana whenua partners.

Section Three: Organisational Performance

Priority	#	Performance indicators	Measures will include	Q3 Status	Q3 Results and commentary
Organisational excellence Greater Wellington fulfils its obligations fully to deliver value for money to its communities.	11	Proportion of 2024-34 Long Term Plan non-financial performance measures that are 'Achieved' is 80% or above.	Strategy <ul style="list-style-type: none"> At least 80% are 'Achieved' 	Not measured	<p>The majority of LTP measures are only measured in Q4, utilising annual data sources such as the Metlink passenger satisfaction survey.</p> <p>Based on prior years results, it is unlikely to reach at least 80% 'Achieved', owing to the fact that several LTP measures are tied to significant long-term improvements such as expanding the regions' potable water supply. While it is difficult to reach this marker, setting an appropriately high bar supports public accountability and positive long-term achievements.</p>
	12	Percentage of major projects with an overall "green" rating (on track in terms of schedule, budget, managing risks and issues, health and safety, stakeholders, and resources) is 70% or above.	Corporate Services <ul style="list-style-type: none"> At least 70% are 'green' 	On Track	70% (7 out of 10) of Major Projects have Green status, indicating they are on track and proceeding as expected. This is an upward trend from the from 64% of projects on track for Q2 2024/25.
	13	Identified significant uncertainties/risks are addressed through ELT and prioritised for action to reduce risk.	CE's Office <ul style="list-style-type: none"> As reported by the CE 	Not measured	Measured in Q4
	14	Compliance with Greater Wellington's statutory responsibilities and Council policies	Finance and Risk <ul style="list-style-type: none"> Annual Legal Compliance Survey 	On Track	Results delivered to FRAC in November. 80% of surveys were completed showing a high level of engagement. The report identified that 1% or 25 of our compliance obligations are partial or non-complaint. These 25 obligations are being tracked through ComplyWith, with two having been resolved, 16 having action plans for resolution and seven with no action plan in place.
	15	Financial performance of Council and major projects	Finance and Risk <ul style="list-style-type: none"> Quarterly financial reports 	On Track	Monthly reporting to Council and quarterly FRAC continue to be delivered as scheduled with reporting complimented for its readability and communication by FRAC again in February

Greater Wellington Regional Council’s Summary of Quarter Three performance 2024/25

Priority	#	Performance indicators	Measures will include	Q3 Status	Q3 Results and commentary
Reputation Enhance the reputation and relevance of Greater Wellington in the region.	16	Community perception of trust, leadership, fairness, and social responsibility as measured by the Verian brand tracker (Reputation Index)	People and Customer <ul style="list-style-type: none"> Maintain or improve the overall reputation scores from 2023/34 (GW – 56/100, Metlink – 55/100) 	Not measured	Measured in Q4

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APPENDIX THREE: Major Projects

Summary updates

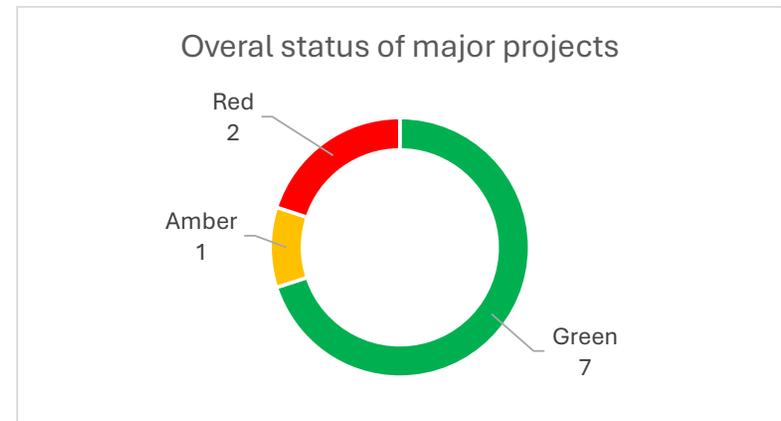
- The total number of major projects being reported on has dropped from 11 to 10 compared to Q2 2024/25. Reporting for the Pinehaven Stream Project is on hold due to a review and will continue reporting once this has been completed.
- 70% (7 out of 10) of Major Projects have Green status, indicating they are on track and proceeding as expected. This is an upward trend from the from 64% of projects on track for Q2 2024/25.

Greater Wellington led initiatives

- The rating of GW Led projects at Green status - 63% (5 out of 8) - has remained steady compared to Q2 2024/25.
- Metlink NTS: Overall status has remained in Red due to continued delays with the provision of the required Cubic Technology technical interface specifications, test environment and an integrated plan across GW, Cubic and NZTA. Joint planning is underway to remedy this issue.
- Riverlink - No system in place to manage the expected high volume of documents for review from partners. Consultation with ICT for a possible solution has started and is expected to be delivered by June 2025. Until a solution is in place, the management of documents will be via a manual and labour-intensive process.

Multi-agency led initiatives

- Whakawhirinaki - Silverstream Water Bridge and Shared Path: The forecast final estimate (which includes an element of contingency for the balance of the project) is now at \$100.6M. WWL are in the process of finalising this estimate and will include it as part of the Annual Plan advice
- All Multi-agency projects are at Green status.



Green – On track
Flood Resilience Tranche 1
ICT Technology Strategy
Lower North Island Rail Integrated Mobility
RPS Change Programme
Te Marua WTP Capacity Upgrade
Toitū Te Whenua Parks Network Plan - Restoration Programme implementation
Whakawhirinaki - Silverstream Water Bridge and Shared Path
Amber – Issues being managed at project governance level
NRP Plan Change 1 & 2
Red – Issues being managed at the CE / ELT level
Metlink - National Ticketing Solution
RiverLink

Council
22 May 2025
Report 25.196



For Information

FINANCE UPDATE – MARCH 2025

Te take mō te pūrongo

Purpose

1. To provide Council with Greater Wellington Regional Council's (Greater Wellington) summary financial reports for the period ended 31 March 2025.

Te tāhū kōrero

Background

2. The Council is responsible for overseeing and evaluating Greater Wellington's performance.
3. Regular review of financial results is needed for effective management enabling informed decision making, performance evaluation, and for compliance and accountability while highlighting potential risks to assets and services.
4. This report and Attachment 1 provide a summary of the financial performance of Greater Wellington's activities for the 9 months to 31 March 2025. All amounts in this report and attachment are GST exclusive.
5. The full year forecast has been incorporated in this report based on the third quarter numbers and a review of the last quarter.

Te tātaritanga

Analysis

6. The result to end of March 2025 is a \$12 million operating surplus before fair value movements. Greater Wellington had budgeted for an operating surplus of \$40 million. The main drivers for the variance are outlined below.

Total Operating Revenue is \$67 million lower than budgeted, materially driven by the following items:

7. Year to date Grants and Subsidies revenue is lower by \$66 million due to reassessed milestones with Lower North Island Rail Integrated Mobility (LNIRIM), delays in the National Ticketing Solution (NTS) project and the decision on the National Land Transport Plan (NLTP) projects. Full year forecasts have been updated to reflect this which has resulted in a variance of \$63 million - LNIRIM \$48million, NTS delays \$5 million and the NLTP funding reduction of \$21 million.

This is partially offset by additional Crown revenue for flood protection and a lower amount payable to NZTA for reduced farebox revenue.

8. Year to date Other Revenue is lower by \$1 million, driven by farebox revenue being lower than anticipated (\$13 million), materially offset by higher interest revenue and subvention payment. Farebox revenue is forecast to be \$14.5 million lower by year end.

Total Operating Expenditure is \$39 million lower than budgeted, materially driven by the following items:

9. Year to date Grants and Subsidies are under by \$27 million due to changes in the accounting treatment for the NTS project moving from an expense to a Prepaid Asset \$21 million (Full Year \$28 million). This will be released when the NTS system goes live. Currently, the project is \$15 million behind budget due to Cubic CSAM solution and integration delays. This is forecasted to reduce to a \$10 million underspend for the full year.
10. The remaining \$6 million is due to delays in rail network renewals and decarbonisation delays, with \$3 million underspend expected for the full year.
11. Year to date Consultants, Contractors and Suppliers are lower than budget by \$18 million, primarily due to lower spending across Environment and Public Transport. The underspend is expected to reduce to \$13 million by year-end.

Capital Delivery

12. Year-to-date capital expenditure is \$73 million lower than budgeted due to delays across multiple projects within Water Supply, as well as with RiverLink property purchases. The agreed reduction in the Metlink capital programme to align with the NLTP funding decision is also contributing to the underspend.
13. The forecast is indicating a full year underspend of \$61 million driven by a \$21 million underspend from unapproved NZTA funding on NLTP projects. Water's Te Mārua capacity optimisation project is expecting a 2024/25 \$17 million underspend but for all of life project to be on budget. Forecast full year \$17 million underspend in Riverlink will be partially offset by \$7 million of additional flood resilience works (crown funded). The remaining variance is composed of smaller projects across the groups.
14. LNIRIM spend profile and cashflow has changed from the initial business case due to revised milestones. The 24/25 reduction in spend (\$14 million from \$67 million) does not indicate a material delay or reduction in overall programme cost.

Key Risks

15. The Public Transport activity is currently forecasting a balanced result, using reserves. However, any further significant cost pressures may require additional debt or additional reserve funding.
16. Public Transport faces external cost risks, mainly relating to - Bus contracts, Capital Connection and Transdev contract.
17. These items are being actively monitored, and an update will be provided to Council if any materialise.

Ngā tūāoma e whai ake nei

Next steps

18. The next financial report will be presented to Council on 12 June 2025.

Ngā āpitihanga

Attachment

Number	Title
1	Council Financial Report – 31 March 2025

Ngā kaiwaitohu

Signatories

Writer	Darryl Joyce – Kaiwhakahaere Matua Manager Accounting Services
Approvers	Ashwin Pai - Kaiwhakahaere Matua Head of Finance Alison Trustrum-Rainey – Kaiwhakahaere Matua, Pūtea me ngā Tūraru Group Manager Finance and Risk

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Council has governance oversight of the robustness of the organisation's financial performance.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The report reviews performance against the budget set in the first year of 2024-34 Long Term Plan.
<i>Internal consultation</i> This report has been drafted following contributions from Finance Business Partners of Metlink, Environment and Corporate Services.
<i>Risks and impacts - legal / health and safety etc.</i> There are no risks arising from this report.

Council Report March 2025

This report provides the financials for the period ended 31 March 2025:

1. Comparisons are to the budget set in the first year of 2024/2034 Long Term Plan and includes re-budgets approved by Council.
2. Projected variance for the full-year compares the approved full year budgets to the current forecast updated in April 2025.
3. The figures in this report reflect best accounting practice. The overall funding surplus or deficit will differ due to non-cash items and capital grants.

Summarised Profit and Loss as at March 2025

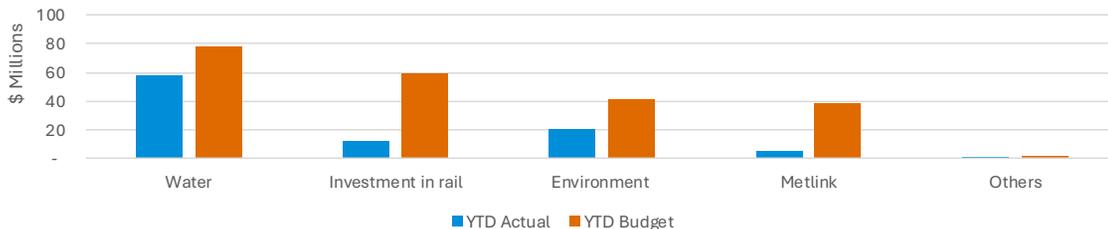
Attachment 1 to Report 25.196

GM Finance and Risk Overview

	Year to date				Full Year			
	Actual \$000s	Revised \$000s	Variance \$000s		Forecast \$000s	Revised Budget \$000s	Variance \$000s	
Operating Revenue								
Rates and Levies	241,328	240,944	385	0%	321,821	321,531	290	0%
Grants and Subsidies	128,078	194,523	(66,444)	-34%	196,384	259,515	(63,131)	-24%
Other Revenue	105,703	106,899	(1,196)	-1%	146,137	147,866	(1,728)	-1%
Total Operating Revenue	475,109	542,365	(67,256)	-12%	664,343	728,912	(64,569)	-9%
Operating Expenditure								
Personnel	75,294	75,932	(638)	-1%	100,523	101,168	(645)	-1%
Grants and Subsidies	212,282	239,623	(27,341)	-11%	288,840	319,708	(30,868)	-10%
Consultants, Contractors and Suppliers	102,459	120,609	(18,149)	-15%	149,797	162,739	(12,942)	-8%
Finance Costs	45,213	41,059	4,155	10%	59,856	56,154	3,703	7%
Depreciation	27,773	25,185	2,589	10%	38,524	34,149	4,374	13%
Total Operating Expenditure	463,022	502,407	(39,385)	-8%	637,540	673,918	(36,378)	-5%
Operating Surplus/(Deficit) before other items	12,087	39,958	(27,871)	-70%	26,803	54,994	(28,191)	-51%
Fair Value Movements	(18,920)	-	(18,920)	0%	(20,857)	-	(20,857)	0%
Operating Surplus/(Deficit)	(6,833)	39,958	(46,790)	-117%	5,945	54,994	(49,049)	-89%
Capital Expenditure	86,282	159,310	(73,028)	-46%	153,893	215,259	(61,366)	-29%
Investment in Greater Wellington Rail	12,326	58,736	(46,410)	-79%	24,000	78,315	(54,315)	-69%

** Revised budget is budget set in the first year of 2024-34 Long Term Plan plus re-budgets approved by Council

Capital Expenditure by Group



*All amounts in this report are GST exclusive.

Economic and Financial Overview

New Zealand's economy has continued its recovery, with GDP growing by 0.7% in Q4 2024/25 — outpacing forecasts of 0.3–0.5%. This growth marks a further step away from last year's technical recession and reflects improving economic momentum. However, a measured approach remains important. While interest rates may stabilise or ease over the medium term, global market risks—particularly potential inflationary pressures from the United States—remain a key watchpoint. In response, the Treasury team continues to take advantage of favourable swap pricing to secure lower-cost fixed debt.

Full-Year Forecast Summary

This month's report maintains a focus on the full-year forecast, updated in April. Revenue is tracking below expectations, primarily due to revised LNIRIM milestones, delays in NLTP funding decisions, and a shortfall in farebox recovery. The PT team and finance have worked to offset the revenue reduction by reducing forecast operating expenditure. At this stage, the Public Transport activity is forecasting a modest funding shortfall, which is manageable through existing PT reserves.

Potential Risks and Funding Considerations

The current forecast and draft Annual Plan for 2025/26 do not yet reflect a number of external cost pressures, particularly those related to public transport service delivery. These include potential impacts from contract variations and operator negotiations. These areas are being closely monitored, and Council will be updated should any material risks emerge.

Capital Expenditure

The reduction in NZTA funding for NLTP is impacting the year-end forecasts by **\$21 million**. The Te Mārua capacity optimisation project is expected to underspend by **\$17 million**. A full year **\$17 million** underspend in Riverlink will be offset by additional Crown-funded flood resilience works. The remaining variance consists of smaller projects across GW.

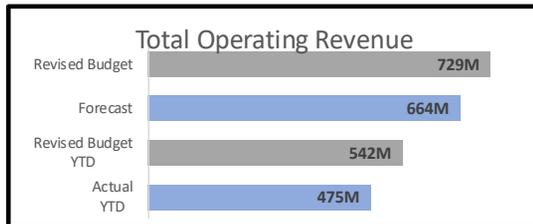
Treasury Highlights

Council's investments (excluding subsidiaries) have increased from **\$315 million** at the start of the financial year to **\$416 million**, including:

- Water contingency investments: **\$56 million**
- Pre-funding: **\$175 million**

Council's gross external debt stands at **\$1.2 billion**, with a net debt position of **\$792 million**, including **\$175 million** in pre-funded debt.

Key Variance Commentary

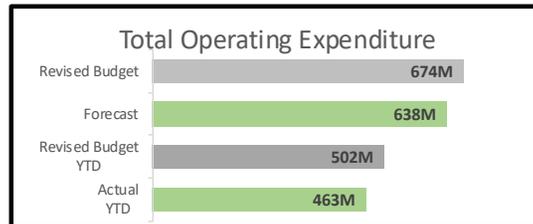


Metlink PT – YTD grants and subsidies revenue are below budget primarily due to reassessed milestones with LNIRIM, the NLTP projects funding decision and delays in the NTS programme, **\$73 million**. Full year forecasts have been updated to reflect this resulting in a variance of **\$71 million** - \$48 million relating to LNIRIM, \$21 million relating to the NLTP and a \$6 million lower operational spending and delays in NTS. This is partially offset by lower amount payable to NZTA for lower farebox revenue.

Farebox revenue is under budget by **\$13 million** YTD due to changing travel patterns, with fewer longer distance customers lowering the average ticket price and patronage numbers compared to budget assumptions. FY forecasts have been reduced by **\$14.5 million** compared to original budget to account for the latest estimated farebox revenue shortfall.

Environment – YTD grants and subsidies is **\$4 million** above budget mainly due to unbudgeted Crown revenue for the Flood Resilience capex programme (FY forecast of **\$5 million** favourable).

Investment – YTD other revenues are **\$13 million** favorable due to higher subvention payments and interest revenue. This is partially offset by additional financing costs.

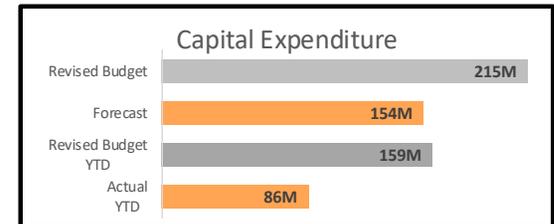


Metlink PT – YTD grants and subsidies are under by **\$28 million** due to changes in the accounting treatment for the NTS project moving from an expense to a Prepaid Asset and delays in rail network renewals and decarbonisation. This will be released when the NTS system goes live. Of the **\$31 million** full year variance, \$28 million is due to NTS.

Currently NTS project is \$15 million behind budget due to Cubic CSAM solution and integration delays. This is forecasted to reduce to a \$10 million underspend for the full year.

Environment – Underspend across Knowledge & Insights, Catchment Management, and Pinehaven, **\$5 million**. This variance is expected to increase to **\$7 million** for the full year.

Investment – YTD Finance costs are **\$6 million** higher, mainly due to prefunding. This is offset by additional interest revenue.



Metlink PT – NZTA’s decision to withhold funding for NLTP projects delayed their start times while funding prioritisation decisions were made, resulting in a \$14 million underspend year to date. Full year NLTP forecasts have had the NZTA funding portion of **\$21 million** removed.

Environment – RiverLink property acquisitions are \$11 million behind budget with substantial settlement at the end of April. RiverLink Implementation is \$10 million under budget due to contractor cost savings on below ground demolition and Mills Street stop bank and timing of EVA cable relocation costs. This variance is expected to reduce to **\$17 million** by year end.

Water Supply – Delays across multiple projects are driving **\$20 million** YTD lower spend, with a forecasted **\$24 million** full year underspend. The Group is proposing to rebudget the full year underspend of \$22 million into 2025/26 and the balance 2026/27 to accommodate the rephasing of existing projects.

Council
22 May 2025
Report 25.211



For Decision

RESOLUTION TO EXCLUDE THE PUBLIC

That the Council excludes the public from the following parts of the proceedings of this meeting, namely:

Northern depot – Report PE25.80

Confirmation of the Restricted Public Excluded minutes of Council Meeting on Thursday 10 April 2025 – Report RPE25.169

Bus services procurement: evaluation criteria – Report RPE25.190.

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:

Northern depot – PE25.80	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
<p>Information contained in this report relates to a lease opportunity in northern Wellington. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on negotiations (section 7(2)(i)).</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this information in public proceedings of the meeting that would override the need to withhold the information.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).-</p>
Confirmation of the Restricted Public Excluded minutes of Council Meeting on Thursday 10 April 2025 – Report RPE25.169	
<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under section 48(1) for the passing of this resolution</i>
<p>Information contained in these minutes relates to East by West Contractual</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to</p>

<p>arrangements, the Bus Services Procurement Strategy, and the Zero Emissions Bus Strategy. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on commercial negotiations (section 7(2)(i)).</p> <p>Greater Wellington has not been able to identify a public interest favouring disclosure of this information in public proceedings of the meeting that would override the need to withhold the information.</p>	<p>enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).-</p>
<p>Bus services procurement: evaluation criteria – Report RPE25.190</p>	
<p><i>Reason for passing this resolution in relation to each matter</i></p>	<p><i>Ground(s) under section 48(1) for the passing of this resolution</i></p>
<p>Certain information contained in this report relates to future bus service procurement and contracts in the Wellington Region. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry out negotiations and may affect the probity of the bus services procurement process (section 7(2)(i) of the Act).</p> <p>Greater Wellington 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 need to withhold the information.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(i) of the Act to enable Greater Wellington to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>

This resolution is made in reliance on section 48(1)(a) of the Act and the particular interest or interests protected by section 6 or section 7 of that Act or section 6 or section 7 or section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public.