

## 1. Economic Wellbeing Committee

### 1.1 Strategic Planning – Data and Analysis

#### (a) Key results for the year

- The Strategic Transport Model update to the 2011 base year has been completed, including the development of a new Public Transport model.
  - A comprehensive database of PT trips was created from surveys and additional information provided by other parties. This data base has been used to calibrate the Wellington Public Transport Model against observed data and also to provide inputs to the fare structures reviews by the Public Transport Group. This database provides powerful new sources of data for Greater Wellington in understanding the Public Transport system.
  - Drafting of Technical Documents for the Wellington Transport Models project has commenced, which are being reviewed incrementally by the project Peer Reviewer.
  - Presentations on the transport models have been given to the Technical Working Group, New Zealand Transport Agency, and Greater Wellington staff, including the Public Transport Group.
- Assistance is being given to PT Group on the fare structure review and regional rail plan.
- The Annual Monitoring Report 2010/ 2011 for the Regional Land Transport Strategy was presented to and adopted by the Regional Transport Committee.

#### (b) Looking ahead

- Wellington Transport Models to be used for Public Transport Spine Study short list testing.
- Work on the Fare Structure Review and the Regional Rail Plan with the PT Group will continue.
- The Annual Monitoring Report 2011/12 on the Regional Land Transport Strategy will be completed.

#### (c) Departmental Summary

The net operating surplus for the Data and Analysis department for the year ended 30 June was \$859,000 compared to the budgeted operating surplus of \$964,000.

Capital expenditure was \$234,000 below budget.

(d) Financial reports

Data and Analysis	YTD	YTD	YTD	Last Year
Income Statement	Actual	Budget	Variance	YTD Actual
12 months ended 30 June 2012	\$000	\$000	\$000	\$000
Rates & Levies	788	788	-	721
Government Grants & Subsidies	800	975	(175)	128
External Revenue	-	-	-	-
Investment Revenue	17	12	5	12
Internal Revenue	-	-	-	-
<b>TOTAL INCOME</b>	<b>1,605</b>	<b>1,775</b>	<b>(170)</b>	<b>861</b>
less:				
Personnel Costs	363	396	33	326
Materials,Supplies & Services	19	26	7	18
Travel & Transport Costs	-	-	-	1
Contractor & Consultants	47	46	(1)	10
Grants and Subsidies Expenditure	-	-	-	-
Internal Charges	60	60	-	51
<b>Total Direct Expenditure</b>	<b>489</b>	<b>528</b>	<b>39</b>	<b>406</b>
Financial Costs	14	13	(1)	-
Bad Debts	-	-	-	-
Corporate & Department Overheads	243	243	-	235
Depreciation	-	27	27	-
<b>TOTAL EXPENDITURE</b>	<b>746</b>	<b>811</b>	<b>65</b>	<b>641</b>
<b>OPERATING SURPLUS/(DEFICIT)</b>	<b>859</b>	<b>964</b>	<b>(105)</b>	<b>220</b>
Add Back Depreciation	-	27	(27)	-
Net Asset Acquisitions	(1,066)	(1,300)	234	(166)
Net External Investment Movements	-	-	-	-
<b>NET FUNDING BEFORE DEBT &amp; RESERVE MOVEMENT</b>	<b>(207)</b>	<b>(309)</b>	<b>102</b>	<b>54</b>
Debt Additions / (decrease)	267	325	(58)	42
Debt Repaid	(20)	(38)	18	(10)
Net Reserves (Increase) / decrease	183	22	161	(86)
<b>NET FUNDING SURPLUS (DEFICIT)</b>	<b>223</b>	<b>-</b>	<b>223</b>	<b>-</b>
<b>Data and Analysis</b>				
<b>Capital Expenditure Statement</b>				
<b>12 months ended 30 June 2012</b>				
Capital Project Expenditure	1,066	1,300	234	166
<b>Net Capital Expenditure</b>	<b>1,066</b>	<b>1,300</b>	<b>234</b>	<b>166</b>

(e) Departmental financial summary and variance analysis

- Capital expenditure on the transport model was \$234,000 below budget. This variance arose mainly as a result of work carried in the previous two years still being valid so the costs reduced for work required this year.
- Grant revenue was \$175,000 below budget due to reduced capital expenditure on the transport model which receives funding from NZTA.

- The \$27,000 variance in depreciation expenses relates to the model which was completed later than expected so no depreciation was recognised this year.
- Personnel costs were \$33,000 below budget due to reduced hours worked by some employees than was budgeted as well as reduced conference/training costs.

(f) Departmental business plan performance indicators

Performance indicator	Performance to date
To update the strategic transport model to the 2011 base year and develop a Public Transport model	The transport model update has been completed. Documentation and peer review of the model is now being worked on. Actual cost \$1,066,000
A monitoring report on the Regional Land Transport Strategy will be approved by the Regional Transport Committee for publication by 30 September 2011	The monitoring report on the Regional Land Transport Strategy for 2010/ 11 was adopted by the Regional Transport Committee in October 2011. Actual cost \$48,000

(g) Departmental risk analysis

The use of the new model in a live situation will carry risks which will need to be managed. This includes checking, verifying and peer reviewing results, and sensitivity testing.

## 1.2 Sustainable Transport

(a) Key results for the year

- The three-week sustainable transport challenge ‘Spring to the Street’ attracted 1760 registrants from over 110 workplaces in the region. Evaluation showed an increased use of sustainable transport following the initiative.
- Partnerships were formed with health promoters Cancer Society, Regional Public Health and Compass Health for collaborative delivery of the Active a2b programme. In 2012 eighty workplaces and 1181 people took part and results showed the programme continues to encourage people out of their cars and into active modes of transport for their journey to work.
- With support of NZ Bus and Greater Wellington, Capital and Coast DHB and Transpower both ran bus promotions offering discounted Snapper cards to staff who drove to work.

- In partnership with Auckland Transport, the Let's Carpool website was redeveloped and expanded to a national level. Auckland, Waikato, Taranaki, Manawatu/Wanganui, Wellington and Nelson regions all joined the service in time for the national launch in June 2012.
- A successful sustainable transport and health and wellbeing seminar, 'Getting Wellness Moving in the workplace' was held by Greater Wellington with support from ACC and CCDHB.
- Movin' Magazine, the annual publication highlighting successful regional school travel initiatives, was published and distributed to all schools in the region.
- Upper Hutt City Council has joined the regional school travel programme and resourced a school travel plan coordinator to work with schools in its city.
- Movin'Mail, an electronic quarterly newsletter focusing on up-coming School Travel Plan events, was emailed to all schools in the region.
- A successful application, in partnership with enVelo Urban Cycling consultants, has resulted in three years' funding for a regional cycling coordinator to develop a comprehensive programme to support cycle skills for children in this region.
- Training of nine cyclist skills trainers took place in Upper Hutt in collaboration with Upper Hutt City Council and in Masterton, increasing the capacity to deliver cyclist skills to schools in the region.
- Completion of a pedestrian safety video campaign entitled 'A Two-Way Street'. This was done in collaboration with the NZ Police and the victim of a pedestrian-vehicle crash that occurred on a pedestrian crossing in Hutt City. The campaign's key message, which depicts actual CCTV camera footage of the crash, is 'Look Both Ways' before crossing the street, and 'Safe Speeds Save Lives'. The video was launched and viewed on YouTube over 4,000 times, so far. A related TV3 News story was viewed online over 9,000 times.
- Construction of a boardwalk in the Muri Road Reserve to create improved pedestrian access and facilitate walking from Muri and Pukerua Bay Station (following closure of Muri Station).
- Evaluation of the New Movers campaign was undertaken and a revised campaign was implemented.
- Grade Two cyclist skills training was held for teachers, Police Education Officers and volunteers in February.
- In collaboration with the Settlement Support team at Wellington City Council, 22 new settlers were taken on a public transport tour of Wellington in March. Participants were presented with information about Greater Wellington's services

including cycling and walking promotions and online tools, carpooling, buses, trains and ferries.

- Thirty six schools throughout the Wellington region took part in the third annual Movin' March, active travel week between 26 - 30 March. Media coverage in the Dominion Post and Kapi Mana News included a focus on road safety.
  - Delivery of several presentations at the Walking & Cycling Conference in February.
  - Supporting Walk2Work, Bike to Work and Movin' March with the delivery of reflective bag tags, slap bands and reflective tape (over 2500 items).
  - Re-design, printing and distribution (9,000 copies) of Regional Cycling Maps, followed by an update and printing of a second edition.
  - Completion of new bicycle lights tests and promotion of best lights with discount voucher scheme. Also, distribution of reflective materials for cyclists and pedestrians across the region.
  - Mind the Gap banners and a billboard put in place on key cycling routes, and coordination of the distribution of NZTA's 'Share the Road' signs.
  - Promotion of folding bikes with press releases, fun ride and discount voucher scheme (50 vouchers redeemed from July to Dec 2011).
  - Continued promotion of journeyplanner.org.nz has seen a 35% increase in use for 2011/12 compared with the 2010/11 year (up to 24,444 visits for this year).
  - Ongoing coordination of Last Choice crash car displays region-wide.
- (b) Looking ahead
- Coordinating the six other regions now administering Let's Carpool in their regions, to ensure successful national delivery.
  - Coordination and delivery of 'Spring to the Street' 2012.
  - Development and launch of an updated workplace travel toolkit document.
  - Coordination and marketing of the World Car Free Day comedy debate event
  - Identifying improvements to the School Travel Plan Programme, including improvements in regional evaluation, parent surveys and survey data process.
  - Developing materials for Movin' March 2013
  - Printing and distributing the annual Movin' Magazine which showcases schools' work on road safety and active travel.

- Developing a pilot programme to address scooter safety – this mode of children’s travel is increasing in popularity and concerns about the safe use of scooters are growing.
- Development of a mobile phone application for the cycling and walking journey planner.
- Completion of a regional road safety action plan overview document.

(c) Departmental Summary

The net operating surplus for the Sustainable Transport department for the year ended 30 June was \$33,000 compared to the budgeted operating surplus of \$24,000.

(d) Financial reports

Sustainable Transport Income Statement 12 months ended 30 June 2012	YTD Actual \$000	YTD Budget \$000	YTD Variance \$000	Last Year YTD Actual \$000
Rates & Levies	297	297	-	295
Government Grants & Subsidies	872	890	(18)	896
External Revenue	18	-	18	1
Investment Revenue	27	25	2	24
Internal Revenue	-	-	-	6
<b>TOTAL INCOME</b>	<b>1,214</b>	<b>1,212</b>	<b>2</b>	<b>1,222</b>
less:				
Personnel Costs	487	497	10	472
Materials,Supplies & Services	213	128	(85)	150
Travel & Transport Costs	3	-	(3)	1
Contractor & Consultants	41	7	(34)	46
Grants and Subsidies Expenditure	7	130	123	60
Internal Charges	226	222	(4)	219
<b>Total Direct Expenditure</b>	<b>977</b>	<b>984</b>	<b>7</b>	<b>948</b>
Corporate & Department Overheads	204	204	-	194
Depreciation	-	-	-	-
<b>TOTAL EXPENDITURE</b>	<b>1,181</b>	<b>1,188</b>	<b>7</b>	<b>1,142</b>
<b>OPERATING SURPLUS/(DEFICIT)</b>	<b>33</b>	<b>24</b>	<b>9</b>	<b>80</b>
Net Asset Acquisitions	-	-	-	-
<b>NET FUNDING BEFORE DEBT &amp; RESERVE MOVEMENT</b>	<b>33</b>	<b>24</b>	<b>9</b>	<b>80</b>
Net Reserves (Increase) / decrease	(1,186)	(24)	(1,162)	(80)
<b>NET FUNDING SURPLUS (DEFICIT)</b>	<b>(1,153)</b>	<b>-</b>	<b>(1,153)</b>	<b>-</b>

(e) Departmental financial summary and variance analysis

Total revenue and expenditure was in line with budget. Incorrect coding of budgeted expenditure resulted in line item variances but these have offset each other.

(f) Departmental business plan performance indicators

Performance indicator	Performance to date
New travel plans will be developed by 16 schools, 4 workplaces, and all existing travel plans in schools and workplaces will be monitored/reviewed	Programmes are completed with progress reported to the Regional Transport Committee. Actual cost \$407,000
At least one region-wide workplace travel initiative is promoted. The Workplace Travel Plan Forum will be facilitated.	Achieved. Active a2b involved over 79 workplaces promoting walking and cycling to their staff Actual cost \$252,000
Walking and cycling initiatives will be facilitated. The Cyclist and Walking Journey Planner will be maintained and the region's Active Transport Forum will be facilitated	Met performance indicators with progress reported to the Regional Transport Committee. Actual cost \$219,000
The regional road safety campaign will be supported and reported to the Regional Transport Committee	Road safety campaigns initiatives completed and reported to the Regional Transport Committee. Actual cost \$85,000
Public awareness campaigns will be carried out to promote walking, cycling and public transport, and to discourage unnecessary car trips	Completed with progress reported to the Regional Transport Committee. Actual cost \$199,000

(g) Departmental risk analysis

With the new partnership to provide cycle skills training to students potential risks are:

- A child could get injured/killed during cycle skills training session. The mitigation proposed is to adopt the standard ratio of trainers to students to ensure there is no chance of this happening.

- A child could potentially have an accident on a bicycle supplied as part of the programme. The mitigation is to ensure cycles are regularly checked and maintained.

### **1.3 Transport Planning**

#### **(a) Key results for the year**

- The Hutt Corridor Plan was approved by the Regional Transport Committee and confirmed as a 'supported strategy' by the NZ Transport Agency.
- A number of milestone reports were completed and released as part of the Wellington PT Spine Study. These included the Inception and Scoping Report; the International Review of Public Transport Systems; the Initial Engagement Report; and the Technical Note on the Evaluation of the Long List Options. A number of meetings of the Reference Group and a PT Operators Advisory Group were held and briefings provided for Wellington City Council and Greater Wellington Councillors.
- The draft refresh of the Western Corridor Plan was completed and approved for public feedback.
- The Regional Land Transport Programme 2012-2015 was approved by the Regional Transport Committee and Greater Wellington and submitted to NZ Transport Agency.

#### **(b) Looking ahead**

- The medium list evaluation for the Wellington PT Spine Study will be completed and the shortlist options publicly released.
- The refresh of the Western Corridor Plan will be approved by the Regional Transport Committee.
- Development of a new Regional Network Plan that aims to integrate transport planning across modes, geographic areas and agencies will commence.

#### **(c) Departmental Summary**

The net operating deficit for the Transport Planning department for the year ended 30 June was \$54,000 compared to the budgeted operating deficit of \$319,000.



(d) Financial reports

Transport Planning Income Statement 12 months ended 30 June 2012	YTD Actual \$000	YTD Budget \$000	YTD Variance \$000	Last Year YTD Actual \$000
Rates & Levies	293	293	-	382
Government Grants & Subsidies	807	888	(81)	298
External Revenue	80	94	(14)	-
Investment Revenue	48	43	5	44
Internal Revenue	-	-	-	-
<b>TOTAL INCOME</b>	<b>1,228</b>	<b>1,318</b>	<b>(90)</b>	<b>724</b>
less:				
Personnel Costs	159	168	9	147
Materials,Supplies & Services	74	30	(44)	38
Travel & Transport Costs	1	-	(1)	-
Contractor & Consultants	677	1,069	392	108
Grants and Subsidies Expenditure	-	-	-	-
Internal Charges	204	203	(1)	199
<b>Total Direct Expenditure</b>	<b>1,115</b>	<b>1,470</b>	<b>355</b>	<b>492</b>
Corporate & Department Overheads	167	167	-	160
Depreciation	-	-	-	-
Loss(Gain) on Sale of Assets / Investments	-	-	-	-
<b>TOTAL EXPENDITURE</b>	<b>1,282</b>	<b>1,637</b>	<b>355</b>	<b>652</b>
<b>OPERATING SURPLUS/(DEFICIT)</b>	<b>(54)</b>	<b>(319)</b>	<b>265</b>	<b>72</b>
Add Back Depreciation	-	-	-	-
<b>NET FUNDING BEFORE DEBT &amp; RESERVE MOVEMENT</b>	<b>(54)</b>	<b>(319)</b>	<b>265</b>	<b>72</b>
Debt Repaid	-	-	-	-
Net Reserves (Increase) / decrease	907	319	588	(72)
<b>NET FUNDING SURPLUS (DEFICIT)</b>	<b>853</b>	<b>-</b>	<b>853</b>	<b>-</b>

(e) Departmental financial summary and variance analysis

Total direct expenditure was below budget by \$308,000 due to:

- Hutt and Western Corridor Studies – total savings for the year were \$215,000 on consultants due to internal resources being used to complete the studies.
- PT Spine Study – The variance on consultant’s expenditure for the year was \$108,000. The milestones for the study had changed due to delays in the initial

stages of the project. With some payments now falling due in the next financial year, \$108,000 was rebudgeted.

- The over spend in materials and supplies is offset by equivalent savings on consultants in relation to completing the RLTP. These costs are mainly for printing.
- Total income was \$1,228,000 compared to the budget of \$1,318,000. The variance is mainly due to reduced government grants of \$81,000 from NZTA due to reduced expenditure on the Spine Study.

(f) Departmental business plan performance indicators

Performance indicator	Performance to date
The Regional Land Transport Programme will be approved by the Council for submission to the New Zealand Transport Committee	The draft <i>Regional Land Transport Programme 2012-15</i> was approved for consultation by the Regional Transport Committee on 9 March. The final Regional Land Transport Programme was approved by the Council on 27 June and submitted to the New Zealand Transport Agency. Actual costs were \$106,000.
The Wellington Public Transport Spine Study will have made significant progress, with the first three phases complete and public consultation on the options ready to commence	Significant progress has been made with the completion of the Scoping and Inception Report; the International Review; a report on initial community engagement; and the Long List evaluation technical note. Significant progress has also been made on the Medium List evaluation with publication of that report scheduled for August 2012. The project remains on track to meet its scheduled completion date. The process and milestones for this project have been altered by the Steering Group and the full public consultation is now programmed for April 2013. Actual costs were \$642,000. The remaining budget is expected to be spent in 2012/13.
A review of the Hutt Corridor Plan will be approved by the Regional Transport Committee by 30 September 2011	The <i>Hutt Corridor Plan 2011</i> was approved by the Regional Transport Committee on 27 October. The total cost was \$1,500, with \$83,000 spent in 2010/11.

(g) Departmental risk analysis

Risks have been reviewed and no new risks have been identified.

## 1.4 Strategic Planning – Wellington Regional Strategy

### (a) Key results for the year

- A proposal to continue the WRS activity was included in the Draft Long Term Plan 2012-2022. Following hearings and deliberations, the WRS Committee's recommendation to continue the WRS activity was approved by the Council.
- The new Wellington Regional Strategy (WRS) was approved by the WRS Committee in June 2012.
  - Several workshops were held with the WRS Committee, including one in conjunction with the Grow Wellington Board, were held to discuss the WRS Refresh and the process of stakeholder engagement.
  - Feedback on the draft focus areas for the WRS was provided through a series of meetings with key stakeholders, a survey of a wider group of stakeholders and a forum in the Wairarapa.
- As part of a conference of the International Council of Small Businesses, the WRS Office hosted a lunch for the WRS Committee, GW councillors, the Grow Wellington Board and a selected group of speakers from the conference. The lunch was very successful, with the international experts providing their thoughts and expertise in the area of Commercialisation of Innovation.
- The Broadband Operating Group (BOG) worked with the Ministry of Economic Development on the draft fibre deployment standards for shallow trenching.
- A review of the Wellington Region Open Space Strategy and Action Plan was completed, and work started on new projects.
- As part of the Urban Design workstream, a successful training day was held for elected members and council officers.
- The Open Spaces and Urban Design working groups will no longer be supported by the WRS Office, and ongoing support of these groups through other mechanisms was established.
- The Wellington Region Genuine Progress Index (GPI) website was launched and the GPI document printed and distributed to key stakeholders and interested parties.
- The Wellington Region GPI website won two SOLGM awards. The GPI won the award for joined-up local government and also the supreme award.
- The WRS Office has engaged a consultant to undertake a full cost account on physical inactivity in conjunction with Auckland Council and Waikato Regional Council – part of the GPI workstream.

- Information on the contribution that the Wellington region’s economy makes to the national economy has been collated and provided by the New Zealand Institute of Economic Research.

#### Looking ahead

- The WRS Office will be supporting the WRS Committee with their new roles/functions in light of the refresh of the strategy.
- An implementation plan will be developed for the new WRS.
- The WRS Office Annual Report will be completed.
- The WRS Office will be supporting the WRS Committee in developing a monitoring framework for the WRS / Grow Wellington.
- As part of the Open Spaces workstream, the WRS Office will be completing the biodiversity portal “Where the wild things are”, which highlights the top 50 biodiversity sites in the region which are easily accessible and have high biodiversity values.

#### (b) Departmental Summary

The net operating deficit for the Wellington Regional Strategy for the year ended 30 June was \$227,000 compared to the budgeted operating deficit of \$35,000.

#### (c) Financial reports

Wellington Regional Strategy Income Statement 12 months ended 30 June 2012	YTD Actual \$000	YTD Budget \$000	YTD Variance \$000	Last Year YTD Actual \$000
Rates & Levies	4,659	4,659	-	4,679
Government Grants & Subsidies	-	-	-	-
External Revenue	25	16	9	16
Internal Revenue	-	-	-	-
<b>TOTAL INCOME</b>	<b>4,684</b>	<b>4,675</b>	<b>9</b>	<b>4,695</b>
less:				
Personnel Costs	148	193	45	184
Materials,Supplies & Services	111	107	(4)	93
Travel & Transport Costs	2	3	1	2
Contractor & Consultants	73	138	65	202
Grants and Subsidies Expenditure	4,564	4,250	(314)	4,314
Internal Charges	13	19	6	15
<b>Total Direct Expenditure</b>	<b>4,911</b>	<b>4,710</b>	<b>(201)</b>	<b>4,810</b>
Financial Costs	-	-	-	-
Depreciation	-	-	-	-
<b>TOTAL EXPENDITURE</b>	<b>4,911</b>	<b>4,710</b>	<b>(201)</b>	<b>4,810</b>
<b>OPERATING SURPLUS/(DEFICIT)</b>	<b>(227)</b>	<b>(35)</b>	<b>(192)</b>	<b>(115)</b>
Add Back Depreciation	-	-	-	-
Net External Investment Movements	-	-	-	-
<b>NET FUNDING BEFORE DEBT &amp; RESERVE MOVEMENT</b>	<b>(227)</b>	<b>(35)</b>	<b>(192)</b>	<b>(115)</b>
Debt Repaid	-	-	-	-
Net Reserves (Increase) / decrease	227	35	192	109
<b>NET FUNDING SURPLUS (DEFICIT)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(6)</b>

(d) Departmental financial summary and variance analysis

Total revenue and expenditure was in line with budget.

Detailed line item expenditure variances include:

- Savings of \$45,000 in personnel costs due to a vacancy in the department.
- Savings of \$65,000 on consultants, this is mainly related to the GPI project, with work delayed until the 2012/13 year due to staff being dedicated to the WRS refresh.
- Grant expenditure to Grow Wellington was \$314,000 more than budget. Grow Wellington's external revenue was lower than expected and there was some restructuring costs incurred. The shortfall was funded from the WRS reserve which is the accumulated under spend in earlier years for Grow Wellington.

(e) Departmental business plan performance indicators

Performance indicator	Performance to date
The WRS Committee will approve the annual report of the WRS office on progress with implementation of the WRS	The annual report of the WRS Office was approved in September 2011. Actual cost \$309,000.
A summit for major stakeholders will held by 30 November 2011	The Summit was to be held as part of the WRS refresh but this was postponed as engagement with stakeholders on the refresh progressed. No cost.
The WRS Committee will receive Grow Wellington's annual report and agree that it reflects Grow Wellington's SOI and contributes to the WRS by 30 April 2012	The annual report of Grow Wellington was approved in September 2011. Actual cost \$4,564,000.

- (f) Departmental risk analysis  
Risks have been reviewed and no risks have been identified.