



If calling, please ask for Democratic Services

Council

Thursday 8 April 2021, 9.30am

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

Members

Cr Ponter (Chair)

Cr Staples (Deputy Chair)

Cr Blakeley

Cr Brash

Cr Connelly

Cr Gaylor

Cr Hughes

Cr Kirk-Burnnand

Cr Laban

Cr Lamason

Cr Lee

Cr Nash

Cr van Lier

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

Council

Thursday 8 April 2021, 9.30am

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

Public Business

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Public Excluded Business

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Please note these minutes remain unconfirmed until the Council meeting on 8 April 2021.

Report 21.73

Public minutes of the Council meeting on Thursday 25 February 2021

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington at 9.31am

Members Present

Councillor Ponter (Chair) (until 10.33am)
Councillor Staples (Deputy Chair)
Councillor Blakeley
Councillor Brash
Councillor Connelly
Councillor Gaylor
Councillor Hughes
Councillor Kirk-Burnnand
Councillor Laban
Councillor Lamason
Councillor Lee
Councillor Nash
Councillor van Lier

Public Business

1 Apologies

Moved: Cr Blakeley / Cr Nash

That the Council accepts the apology for early departure from Councillor Ponter.

The motion was **carried**.

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

3 Public participation

Stephen Pattinson, Save Our Hills, spoke to agenda item 13 – Establishment of the Wellington Regional Leadership Committee.

4 Confirmation of the Public minutes of the Council meeting on 10 December 2020 – Report 21.4

Moved: Cr Kirk-Burnnand / Cr Brash

That Council confirms the Public minutes of the Council meeting on 10 December 2020 – Report 21.4

The motion was **carried**.

5 Confirmation of the Public minutes of the Council meeting on 17 December 2020 – Report 20.499

Moved: Cr Blakeley / Cr Gaylor

That Council confirms the Public minutes of the Council meeting on 17 December 2020 – Report 20.499

The motion was **carried**.

6 Update on progress of action items from previous Council meetings – February 2021 – Report 21.11 [For Information]

Strategy, policy or major issues

7 Belmont West grazing license – one year extension to 31 March 2022 – Report 21.66

Al Cross, General Manager Environment Management, and Wayne Boness, Principal Ranger Western, spoke to the report.

Moved: Cr Brash / Cr Lamason

That Council:

- 1 Considers the submissions, together with the officer comments, (Attachment 1) in making its decision.
- 2 Authorises officers to extend the current West Licence governing grazing activity within the Licensed Area with the incumbent Licensee to 31 March 2022 to enable forward planning and to accommodate the late completion of the Transmission Gully (TG) motorway.
- 3 Notes that the extension of the West Licence will be drafted to incorporate the necessary variations to comply with section 74 of the Reserves Act 1977 and the now operative Toitū te Whenua - Parks Network Plan.
- 4 Notes that master planning for the western side of Belmont Regional Park will be underway from July 2021 to consider appropriate action with respect to, amongst other matters, public access, fencing, signage, stock levels,

completion of TG, and retirement and regeneration of land within Belmont Regional Park, under the current parks management delegations to the General Manager, Environment Management.

- 5 Notes that officers will keep the Council informed as to progress on this matter.

The motion was **carried**.

8 Submission on the Water Services Bill – Report 21.40

Samantha Gain, General Manager Corporate Services, spoke to the report.

Moved: Cr Brash / Cr Lamason

That Council:

- 1 Agrees to the content of the Council’s submission on the Water Services Bill (Attachment 1).
- 2 Delegates to the Council Chair authority to make any minor amendments to the Council’s submission prior to its lodgement.
- 3 Agrees that the Council should seek to be heard in relation to its submission.

The motion was **carried**.

9 Application to the Low Carbon Acceleration Fund – Report 21.46

Andrea Brandon, Programme Lead – Climate Change, spoke to the report.

Moved: Cr Nash / Cr Lee

That Council:

- 1 Notes the application to the Low Carbon Acceleration Fund will contribute towards the success of Council’s goal to reduce Greater Wellington’s corporate carbon footprint.
- 2 Notes the importance of a well-planned, sustainably resourced and tightly managed retirement and restoration programme to achieving our climate goals for the organisation.
- 3 Notes that the Climate Committee recommended approval of the application for \$620,000 at its meeting on 23 February 2021.
- 4 Notes funding originally sought for the 2020/21 year is being split across years 2020/21 and 2021/22 to better reflect available resources.
- 5 Approves the application for \$620,000 (GST exclusive), to be allocated until 30 June 2024 as follows:

2020/21	2021/22	2022/23	2023/24
\$100,000	\$220,000	\$150,000	\$150,000.

The motion was **carried**.

10 Emission Unit management and carbon offsetting options – Report 21.47

Andrea Brandon, Programme Lead – Climate Change, spoke to the report.

Moved: Cr Nash/ Cr Connelly

That Council:

- 1 Notes that there is both an opportunity cost to voluntary offsetting and uncertainty on the future of offsetting in New Zealand post-2020.
- 2 Agrees to defer selling Greater Wellington Regional Council's emissions units until the 2024-34 Long Term Plan.
- 3 Agrees to continue to borrow against the value of those units to fund Council's Low Carbon Acceleration Fund for the first three years of the 2021-31 Long Term Plan, subject to any change in market conditions.
- 4 Agrees to defer the decision regarding offsetting Greater Wellington Regional Council's own emissions from 2025 onwards until there is sufficient clarity on the matter of voluntary offsetting.

The motion was **carried**.

Governance

11 Mid-term governance review 2019-22 triennium – Report 21.38

Councillor Ponter spoke to a tabled update to Report 21.38.

Moved: Cr Blakeley / Cr Kirk-Burnnand

That Council:

- 1 Adopts the proposed changes to the terms of reference for the Environment Committee (Attachment 1), Te Upoko Taiao – Natural Resources Plan Committee (Attachment 2), and the Hutt Valley Flood Management Subcommittee (Attachment 3).
- 2 Revokes Councillor appointments to committees and advisory bodies, as follows:
 - a Councillor Brash as Council's member of the Wellington Water Committee, with effect from 1 April 2021
 - b Councillor Laban as a member of the Hutt Valley Flood Management Subcommittee
 - c Councillor Lee as:
 - i Deputy Chair of the Climate Committee
 - ii Council's alternate member of the Wellington Regional Climate Change Working Group
 - d Councillor van Lier as:
 - i Member of Te Upoko Taiao – Natural Resources Plan Committee

- ii Council's alternate member on the Wellington Water Committee, with effect from 1 April 2021.
- 3 Appoints Councillors to committees and advisory bodies, as follows:
 - a Councillor van Lier as Council's member of the Wellington Water Committee, with effect from 1 April 2021
 - b Councillor Kirk-Burnnand as Council's alternate member of the Wellington Water Committee, with effect from 1 April 2021
 - c Councillor Connelly as the Deputy Chair of the Climate Committee
 - d Councillor Laban as Council's alternate member of the Wellington Regional Climate Change Working Group.
 - e Councillor Lee as a member of:
 - i Te Upoko Taiao – Natural Resources Plan Committee
 - ii The Hutt Valley Flood Management Subcommittee.
- 4 Disestablishes the position of Portfolio Leader, Wellington Bus Priority Project.
- 5 Amends Council's *Policy on the appointment and remuneration of directors of Council organisations*, adopted by Council on 27 February 2020, to provide for the Chair of the Chief Executive Employment Review Committee to be a member of any Nominations Group convened to consider persons for appointment to director positions.

The motion was **carried**.

12 Review of the Code of Conduct for elected members – Report 21.58

Francis Ryan, Manager Democratic Services, spoke to the report.

Moved: Cr Staples / Cr Brash

That Council adopts the Code of Conduct for Councillors (Attachment 1), to replace the Code of Conduct for Elected Members adopted by Council on 28 September 2011.

The motion was **carried**.

13 Establishment of the Wellington Regional Leadership Committee – Report 21.21

Luke Troy, General Manager Strategy, spoke to the report.

Moved: Cr Hughes / Cr Lamason

That Council:

- 1 Approves the proposed Wellington Regional Leadership Committee Joint Committee Agreement (Attachment 2) and the Council's entry into it.
- 2 Authorises the Chair to sign, on behalf of the Council, the Wellington Regional Leadership Committee Joint Committee Agreement.

- 3 Notes that the Wellington Regional Leadership Committee will adopt a Memorandum of Understanding (Attachment 3) which will set out the principles that guide the Wellington Regional Leadership Committee's work and approach.
- 4 Appoints and establishes the Wellington Regional Leadership Committee as a joint committee under clause 30(1)(b) of Schedule 7 to the Local Government Act 2002 on the terms set out in the Wellington Regional Leadership Committee Joint Committee Agreement and with effect from the date it is signed by all local authority parties.
- 5 Appoints the Council Chair as a member of the Wellington Regional Leadership Committee, with effect from the date that the Wellington Regional Leadership Committee is established.
- 6 Appoints the Deputy Council Chair as an alternate to be a member of the Wellington Regional Leadership Committee and attend meetings in exceptional circumstances where the Chair is unable to attend.
- 7 Notes that the Wellington Regional Leadership Committee is a joint committee of all of the local authorities that are parties to the Wellington Regional Leadership Committee Joint Committee Agreement and includes members representing iwi and the Crown.
- 8 Makes the following delegations to the Wellington Regional Leadership Committee:
 - a Approval of all plans and implementation programmes necessary to fulfil the specific responsibilities of the Wellington Regional Leadership Committee, including the:
 - i Wellington Regional Growth Framework and the Wellington Regional Growth Framework Implementation Plan
 - ii Regional Economic Development Plan
 - iii Regional Economic Recovery Implementation Plan
 - b Approval of all submissions and advocacy statements necessary to fulfil the specific responsibilities of the Wellington Regional Leadership Committee.
- 9 Notes that the Wellington Regional Strategy Committee is likely to be disestablished in the future, with the disestablishment process to be confirmed.
- 10 Agrees that Greater Wellington will be the administering authority for the Wellington Regional Leadership Committee.
- 11 Recommends to the Wellington Regional Leadership Committee that it considers including District Health Boards as observers to the Committee.

The motion was **carried**.

14 Establishment of the Wellington Regional Climate Change Forum and the disestablishment of the Wellington Region Climate Change Working Group – Report 21.23

Tracy Plane, Manager Strategic and Corporate Planning, spoke to the report.

Moved: Cr Nash / Cr Blakeley

That Council:

- 1 Disestablishes the Wellington Region Climate Change Working Group from 1 July 2021.
- 2 Establishes the Wellington Region Climate Change Forum from 1 July 2021.
- 3 Adopts the Terms of Reference for the Wellington Region Climate Change Forum (Attachment 2).
- 4 Agrees that each mana whenua member of the Wellington Region Climate Change Forum shall be eligible to receive the standard taxable daily meeting fee and mileage allowance set by Council.
- 5 Agrees that the mana whenua Co-Chair, in addition to being eligible to receive the standard taxable daily meeting fee and mileage allowance, shall be eligible to receive an annual taxable honorarium of \$5,000.
- 6 Appoints as Council's members on the Wellington Region Climate Change Forum:
 - a Councillor Nash
 - b Councillor Connelly.

The motion was **carried**.

15 Regional Transport Committee meeting 9 February 2021 – Report 21.57 [For Information]

The meeting adjourned at 10.33am and resumed at 10.54am. Councillor Ponter left the meeting at 10.33am and did not return. Councillor Staples assumed the Chair when the meeting resumed.

Corporate

16 Greater Wellington's performance for the six months to 31 December 2020 – Report 21.22

Greg Campbell, Chief Executive, spoke to the report.

Moved: Cr Kirk-Burnnand / Cr Lamason

That Council accepts Greater Wellington's performance for the six months to 31 December 2020 (the end of the second quarter of 2020/21) (Attachment 1).

The motion was **carried**.

Resolution to exclude the public

17 Resolution to exclude the public – Report 21.69

Moved: Cr Kirk-Burnnand / Cr Blakeley

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

Public Excluded minutes of the Council meeting of 10 December 2020 – PE21.5

Interim review of the Chief Executive’s performance for 2020/21 – Report RPE21.28

Chief Executive recruitment matters – Report RPE21.29.

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:

Public Excluded minutes of the Council meeting of 10 December 2020 – Report 21.5	
<i>Reason/s 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>The information contained in these minutes relates to bus service procurement and contracting in the Wellington Region; the variation of the Partnering Contract for the provision of harbour ferry public transport service; and to bus service contracting in the Wellington Region.</p> <p>Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on negotiations with bus and ferry operators.</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 any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)).</p>
Interim review of the Chief Executive’s performance for 2020/21 – Report RPE21.28	

<i>Reason/s 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>The information contained in this report relates to the Chief Executive’s performance for 2020/21. Release of this information would prejudice Greg Campbell’s privacy by disclosing details of his performance agreement with the Council.</p> <p>Greater Wellington Regional Council has not been able to identify a public interest favouring the disclosure of this particular information in public proceedings of the meeting would override his privacy.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(a) of the Act (to protect the privacy of natural persons).</p>
Chief Executive recruitment matters – Report RPE21.29	
<i>Reason/s 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>The information contained in this report relates to remuneration parameters and the draft employment agreement which will be applied in negotiations with the preferred candidate for the position of Chief Executive. Release of this information would be likely to prejudice or disadvantage the ability of Greater Wellington to carry on negotiations with the preferred candidate.</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 any local authority holding the information 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 11.13am.

Councillor D Ponter

Chair

Date:



Please note these minutes remain unconfirmed until the Council meeting on 8 April 2021.

The matters referred to in these minutes were considered by the Council on Thursday, 25 February 2021 in Public Excluded business. These minutes do not require confidentiality and may be considered in the public part of the meeting.

Report PE21.75

Public Excluded minutes of the Council meeting on Thursday 25 February 2021

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington at 11.13am.

Members Present

Councillor Staples (Deputy Chair, presiding member)
Councillor Blakeley
Councillor Brash
Councillor Connelly
Councillor Gaylor
Councillor Hughes
Councillor Kirk-Burnnand
Councillor Laban
Councillor Lamason
Councillor Lee
Councillor Nash
Councillor van Lier

Public Excluded Business

1 Confirmation of the Public Excluded minutes of the Council meeting of 10 December 2020 – Report PE21.5

Moved: Cr Hughes / Cr Blakeley

That the Council confirms the Public Excluded minutes of the Council meeting of 10 December 2020 - Report PE21.5.

The motion was **carried**.

The public excluded part of the meeting closed at 11.14am.

Councillor D Ponter

Chair

Date:

Council
8 April 2021
Report 21.102



For Information

UPDATE ON PROGRESS OF ACTION ITEMS FROM PREVIOUS COUNCIL MEETINGS – APRIL 2021

Te take mō te pūrongo

Purpose

1. To update the Council on the progress of action items arising from previous Council meetings.

Te horopaki

Context

2. Items raised at Council meetings, that require actions from officers, are listed in the table of action items from previous Council meetings ([Attachment 1](#) – Action items from previous Council meetings – April 2021). All action items include an outline of the current status and a brief comment.

Ngā hua ahumoni

Financial implications

3. There are no financial implications from this report, but there may be implications arising from the actions listed.

Ngā tūāoma e whai ake nei

Next steps

4. Completed items will be removed from the action items table for the next report. Items not completed will continue to be progressed and reported. Any new items will be added to the table following this Council meeting and circulated to the relevant business group/s for action.

Ngā āpitihanga
Attachment

Number	Title
1	Action items from previous Council meetings – April 2021

Ngā kaiwaitohu
Signatories

Writers	Samantha Gain – General Manager, Corporate Services Wayne O’Donnell – General Manager, Catchment Management
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<p style="text-align: center;">He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council's roles or with Committee's terms of reference</i></p> <p>The action items are of an administrative nature and support the functioning of Council.</p>
<p><i>Implications for Māori</i></p> <p>There are no direct implications for Māori arising from this report.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>Action items contribute to Council's and Greater Wellington's related strategies, policies and plans to the extent identified in Attachment 1.</p>
<p><i>Internal consultation</i></p> <p>There was no internal consultation.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks.</p>

Attachment 1 to Report 21.102

Action items from previous Council meetings

Meeting date	Action	Status and comment
24 September 2020	<p>Predator Free Wellington funding agreement amendment – shareholder resolution approval – Report 20.340</p> <p>Noted</p> <p>Council requested officers to arrange a workshop on regional predator control programme arrangements in the context of the Long Term Plan.</p>	<p>Status</p> <p>Ongoing.</p> <p>Comment</p> <p>A comprehensive review of options, including what other regional councils are doing, is required as well as options that we consider are fit for purpose for the Wellington Region.</p> <p>A workshop with Councillors is planned for Quarter 4 2020/21.</p>
10 December 2020	<p>Wellington Water Committee Meetings 3 November and 25 November – Report 20.435</p> <p>Noted</p> <p>The Council requested that officers invite Geoff Dangerfield, Chair, Wellington Water Limited, to attend a Council workshop to provide an overview of the Board’s performance.</p>	<p>Status</p> <p>Ongoing.</p> <p>Comment</p> <p>Geoff Dangerfield will present at a future Council workshop, subject to availability.</p>

Council
8 April 2021
Report 21.132



For Decision

TE UPOKO O TE IKA A MĀUI COMMITMENT – SUPPLIER DIVERSITY AT GREATER WELLINGTON REGIONAL COUNCIL

Te take mō te pūrongo

Purpose

1. To advise Council of the Te Upoko o te Ika a Māui Commitment (the Commitment).

He tūtohu

Recommendation

That Council **agrees** to the Te Upoko o te Ika a Māui Commitment.

Te tāhū kōrero

Background

2. GovTech Accelerator 2020 is New Zealand’s government innovation programme that creates valuable projects in three months; reducing costs and de-risking innovation in the public sector.
3. Procurement for Impact was one of eight projects accepted by the NZ GovTech Accelerator this year. The project team was composed of representatives from councils of the region including: Greater Wellington Regional Council (Greater Wellington), Wellington City Council, Upper Hutt City Council, Hutt City Council, Porirua City Council and the Kāpiti Coast District Council.
4. Procurement for Impact is an activation of regional collaboration, opening a dialogue on the rising relevance of social procurement and what we can do as local government to support recovery and work towards sustainable economic development.
5. Te Upoko o Te Ika a Māui Commitment (the Commitment) is the outcome of the ‘Procurement for Impact’ project team’s work through GovTech Accelerator 2020. The Commitment is:
 - a a proposed agreement in principle between all Councils in the Wellington Region
 - b a shared approach to supplier diversity, as one aspect of social procurement
 - c a tool for targeted regional recovery and resilience
 - d a tool for longer term sustainable economic development.
6. To date, the Commitment has been signed by Upper Hutt City Council and WellingtonNZ.

Te tātaritanga Analysis

7. The Commitment focuses in particular on supplier diversity in relation to Māori and Pasifika businesses, and social enterprises. Adopting supplier diversity would need to be implemented as part of council's procurement and social procurement approach.
8. Reports indicate that procuring goods and services from diverse suppliers can deliver multiple positive outcomes¹. Some of these include:
 - a Driving a more competitive market
 - b Creating sustainable apprenticeships and employment in traditionally disadvantaged communities
 - c Creating training opportunities and increased career prospects for at-risk youth
 - d Improving economic and social outcomes for the wider community
 - e Enhancing staff satisfaction and organisational identity
 - f Driving innovation through new partnerships and service models
 - g Improving supply chain disclosures (where stakeholders demand greater disclosures around supplier diversity and improved community outcomes).
9. Social procurement policies have already been embedded by some local government and central government agencies. Auckland Council has pioneered social procurement in Aotearoa leading to the creation and adoption of their Sustainable Procurement Policy and Objectives. Auckland Council has invested in and worked with Amotai (New Zealand's leading intermediary in the supplier diversity space), to implement their set objectives to have 5 percent of the value of all direct contracts awarded to diverse suppliers, and 15 percent of the total subcontract value. The target for direct contracts will be increased over time. This is just one example of how supplier diversity can be implemented.
10. The Commitment links into:
 - a Council's overarching strategic priority to improve outcomes for mana whenua and Māori;
 - b the New Zealand procurement rules and government direction²;
 - c the outcomes of Te Matarau a Māui, our regional Māori economic development strategy;
 - d diversity and inclusion principles, in providing greater opportunities for equity across our supply chains;
 - e the four "wellbeings" in the Local Government Act 2002 (social, economic, environmental, cultural); and

¹ https://www.ey.com/en_nz/tahi/creating-change-through-indigenous-procurement

² <https://www.procurement.govt.nz/about-us/news/supplier-diversity-to-increase-through-new-procurement-targets-for-maori-businesses/>

f the principles of Te Tiriti o Waitangi, particularly Article Three with an aim to achieve equitable outcomes and develop a system based on indigenous values and knowledge.

11. By agreeing to the Commitment document, Greater Wellington has the opportunity to embed targets into key performance indicators, strategic documents and end of year reporting. The details around these are yet to be developed and will take into consideration our ability to collect, access and report on appropriate data. Councils that sign the Commitment will work together to develop an implementation plan and resourcing. Through taking a shared approach to supplier diversity, we will contribute to an inclusive regional economy and thriving communities.

Ngā hua ahumoni Financial implications

12. There will be costs to broadening the scope of our procurement processes, however these are yet to be determined.

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

13. Consideration of climate change is inherent in the values and worldview of Māori. Māori businesses tend to incorporate a holistic approach in their operations, including suitability and kaitiakitanga values. Greater financial investment into Māori businesses has the potential to support the incorporation of these principles and contribute to our efforts to mitigate the effects of climate change.

Ngā tikanga whakataua Decision-making process

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

Te hiranga Significance

15. Officers have considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers consider the decision to agree to the Commitment is of low significance, given its administrative nature.

Te whakatūtakitaki Engagement

16. The Commitment was launched at Parliament on the 3 December 2020 by the GovTech 'Procurement for Impact' team at the GovTech Demo Day, with endorsement from Helmut Modlik (Chief Executive of Greater Wellington's mana whenua partner, Ngāti Toa Rangatira) and supported by the Minister of Local Government Nanaia Mahuta

Further engagement will take place as Greater Wellington’s procurement approach develops.

Ngā tūāoma e whai ake nei

Next steps

17. If Council adopts the Commitment, officers will work to determine the scope of supplier diversity as an element of procurement that best suits Greater Wellington and incorporate this into our procurement framework and policies, including definitions and progressive targets.

Ngā āpitihanga

Attachment

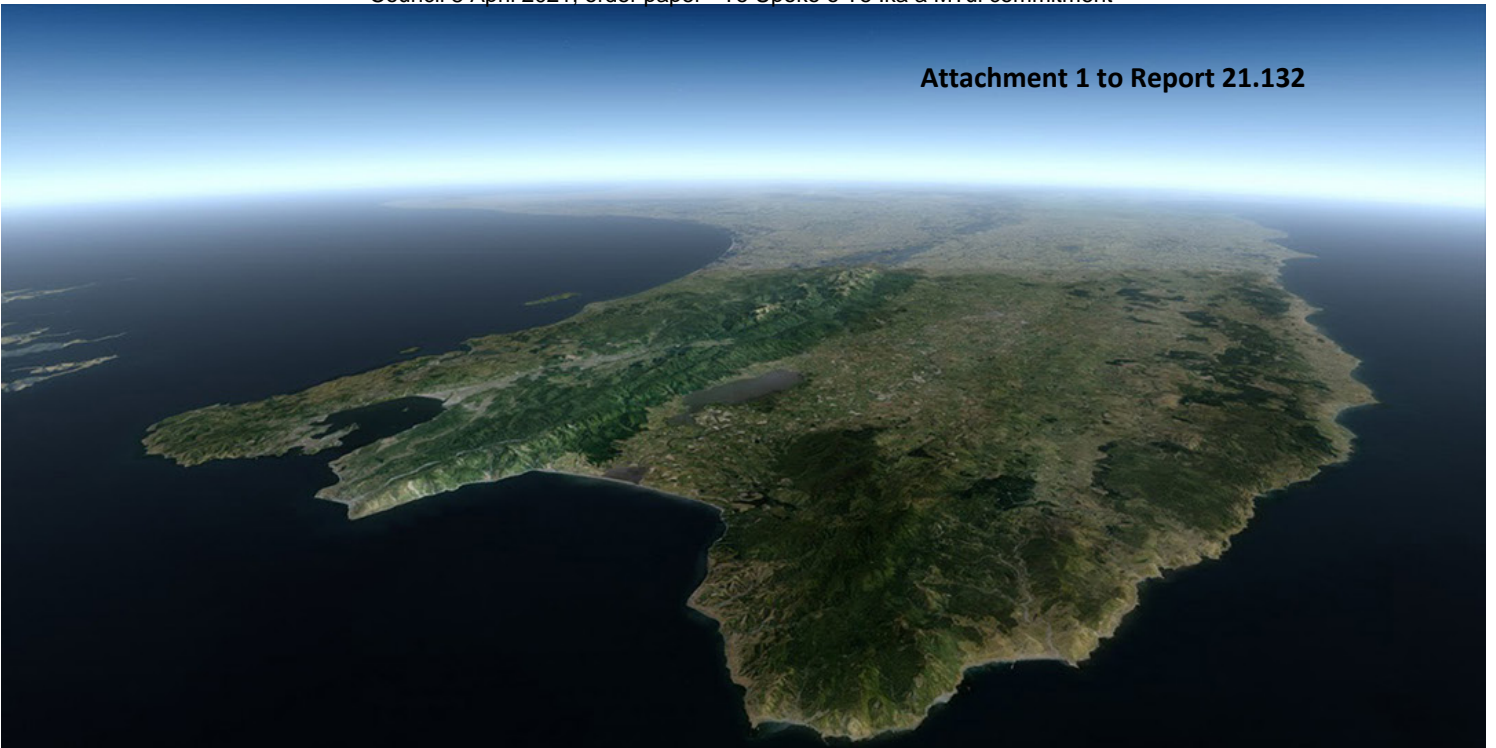
Number	Title
1	Te Upoko o te Ika a Māui Commitment

Ngā kaiwaitohu

Signatories

Writer	Te Puritanga Jefferies – Senior Māori Economic Development Advisor
Approvers	Monica Fraser – General Manager, Te Hunga Whiriwhiri Samantha Gain – General Manager, Corporate Services

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>Agreeing to the Commitment falls under Council's responsibilities to:</p> <ul style="list-style-type: none"> • Provide regional leadership in promoting and facilitating discussion on key issues that require a collaborative approach between a number of parties to achieve solutions. • Take into account the principles of Te Tiriti o Waitangi • Consider issues of regional significance such as regional business development. • Take into account the four wellbeings (social, economic, environmental and cultural) as defined in the Local Government Act 2002.
<p><i>Implications for Māori</i></p> <p>The Commitment contributes to the overarching strategic priority to improve outcomes for mana whenua and Māori.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The Commitment contributes to:</p> <ul style="list-style-type: none"> • The strategic priority in the draft Long Term Plan 2021-31 to improve outcomes for mana whenua and Māori • Te Matarau a Māui • Diversity and inclusion framework • Māori Outcomes Framework
<p><i>Internal consultation</i></p> <p>The Legal and Procurement department and Strategy Group were consulted.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks or impacts.</p>



Te Upoko o Te Ika a Māui Commitment

*A joint commitment between councils in The Wellington Region
to take a shared approach to supplier diversity through targets.*

November 2020

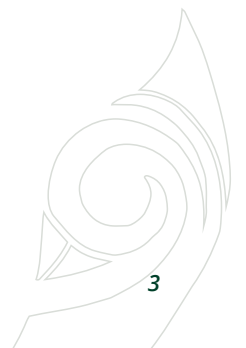
CONTRIBUTORS





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08	ORGANISATIONAL COMMITMENT
09	IMPLEMENTATION APPROACH
10	WORKS CITED





WHY NOW

IMPACT OF COVID-19 ON COMMUNITY WELLBEING

As a result of COVID-19, Aotearoa New Zealand is experiencing rising unemployment and decreased GDP, consumer spending and household income.¹ The pandemic has impacted the role of central and local government and the need for a focus on community wellbeing has become more pertinent. As household and business spending decreases, it will be left to the government to underpin spending and provide confidence for our communities future. In alignment with the four aspects of community wellbeing, reinstated into the Local Government Act, a community wellbeing focus is fundamental to our region's recovery.²

HIGHLIGHTED INEQUALITIES

COVID-19 and the subsequent economic crisis has highlighted inequalities in Aotearoa New Zealand, with Māori and Pasifika communities disproportionately affected.³ Te Puni Kōkiri explains "the duration, extent, and severity of the impact on Māori will depend on the decisions and policy responses that are developed to support the recovery".⁴ It is predicted that the contribution of the Māori economy to GDP in the Wellington Region will drop eight percent (\$299 million) from 2020 to 2021.⁴ This is detrimental to the wellbeing of the region as a whole.




BARRIERS

Research for this project outlined that Māori, Pasifika and social enterprises struggle to access council contracts due to perceived barriers. Some of the perceived barriers highlighted through research include:

- Structural barriers.
- Bias assumptions regarding enterprise capability.
- The cost and time of procurement processes creating an "uneven playing field".
- Prime contractors are favoured creating a hierarchy within supply chains.
- The locality of enterprises not given enough weight when selecting tenders.

Attachment 1 to Report 21.132



As a part of the Wellington Regional COVID-era Recovery Programme, Te Upoko o Te Ika a Māui Commitment was initiated through the NZ GovTech Accelerator, run by Creative HQ in Wellington. Councils in the region collaboratively defined the scope of this project to utilise procurement as a tool for regional recovery and long-term economic prosperity. The Wellington Region's spending power equates to over \$1 billion. Through research, it is evident that increasing council spend with diverse suppliers will create exponential socio-economic value and aid regional recovery.

Evidence from Australia outlines that every dollar spent with an Indigenous supplier can create \$4.41 of economic and social value.⁶ We must view every dollar spent as a tool for social good.⁷ If we focused 1% of regional council spend with diverse suppliers, this could create up to \$100 million of social and economic value such as;

- The local multiplier effect - money circulates in the region longer, delivering more socio-economic value beyond the purchase itself.
- More local employment opportunities.
- Local enterprise capability and growth.
- Support the removal of barriers to access council contracts.
- Create a more competitive and resilient supply chain, integral during times of uncertainty.

TE UPOKO O TE IKA A MĀUI COMMITMENT

Te Upoko o Te Ika a Māui Commitment is a region-wide agreement to utilise procurement as a tool for social and economic prosperity through supplier diversity. It is a commitment between councils in the region to take a shared approach to supplier diversity by increasing spend with Māori, Pasifika and social enterprise through targets. By signing this document, Councils in the region commit to embedding these targets into key performance indicators, strategic documents and end of year reporting. Te Upoko o Te Ika a Māui Commitment will create momentum for the development of further social procurement initiatives within councils in the Wellington Region.

The Wellington Region has a long and eventful Māori history, including the region's identification as Te Upoko o Te Ika a Māui or the Head of the Fish of Māui. This name captures the entire region from the south coast to Ōtaki, Mt Bruce and Castlepoint in the north. This commitment is intended for the entire region, drawing on some of the early Māori narratives and aims to better align councils with te ao Māori.



Image No. 01

Te Upoko o Te Ika a Māui Commitment is not intended to be legally binding or create legal obligations between the parties and is an agreement in principle. Should any parties wish to withdraw their support, their commitment will be void.



GUIDING PRINCIPLES OF TE UPOKO O TE IKA A MĀUI COMMITMENT

INCLUSIVITY

We aim to uplift our communities, remove barriers that hinder Māori, Pasifika and social enterprises from accessing and winning council contracts. This market adjustment is integral to achieving economic and social change. This will lead to an inclusive regional economy and thriving communities. We know that when opportunities are accessible to all, the whole region thrives.

LOCAL SUPPLY CHAIN RESILIENCE AND LONG-TERM ECONOMIC PROSPERITY

This commitment is a pivotal tool for the region's COVID-19 economic recovery. With local and central government underpinning spend, supplier diversity is the flip side to welfare. "It builds on the innate skills in our people and brings them into the mainstream economy".⁸ By increasing council spend with diverse suppliers, this will help build local enterprise capability, grow our regional economy, create a more agile and resilient supply chain and provide confidence in the region's economic recovery. All of the necessary pieces are already in play, if there were ever a need for committed action to do this, now is the time.

COLLABORATION

To get the full benefit of supplier diversity for our region and communities, it is integral that collaboration is at the heart of Te Upoko o Te Ika a Māui Commitment. We believe councils in the Wellington Region should be advocates for supplier diversity and the benefits it will create for our communities.

He aha te mea nui o te ao? He tāngata! he tāngata! he tāngata!

What is the most important thing in the world? It is people! It is people! It is people!





THE FOLLOWING ORGANISATIONS SUPPORT THIS COMMITMENT

WellingtonNZ
MAKING THE WELLINGTON REGION Wildly Famous

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

 **Greater Wellington**
Te Pane Matua Taiao

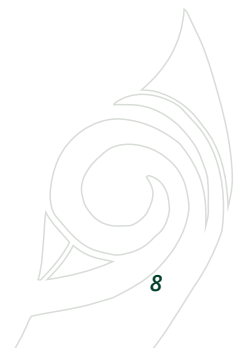
 Te Kōwhiri o
Te Awa Kairangi (i Uta
Upper Hutt City Council)

poriruacity

HUTT CITY
TE AWA KAIRANGI


Kāpiti Coast
DISTRICT COUNCIL
Me Huri Whakamuri, Ka Tiro Whakamua

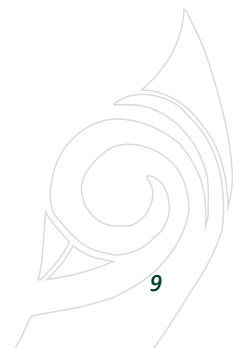
 **SOUTH WAIRARAPA**
DISTRICT COUNCIL
Kia Reretahi Tātau





IMPLEMENTATION APPROACH

COMMITMENT	DELIVERABLE
<p>Establish spend targets</p>	<ul style="list-style-type: none"> • Establish spend targets with Māori, Pasifika and social enterprises. • Embed targets in strategic documents. • Embed targets in key performance indicators for those procuring goods and services. • Measure and report in Annual Reporting. • Work together to establish an appropriate implementation plan and resourcing.
<p>Seek opportunities for Māori, Pasifika and social enterprises</p>	<ul style="list-style-type: none"> • Partner with organisations such as Amotai to gain access to a database of Māori, Pasifika and social enterprises. • Partner with organisations such as Ākina to gain access to a database of social enterprises. • Attend networking events and workshops for councils to engage with Māori, Pasifika and social enterprises.
<p>Increase spend with Māori, Pasifika and social enterprises</p>	<ul style="list-style-type: none"> • Embed supplier diversity clauses in council's procurement policy and processes. • Work with key strategic suppliers to increase participation of Māori, Pasifika and social enterprises over the life of the contract.
<p>Share learnings and case studies</p>	<ul style="list-style-type: none"> • Share learnings and stories through regional procurement networks such as The Local Government Strategic Procurement Group.



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 6. Ruakere, Anthony. "Corporate Purchasing Power Can Lift Social and Economic Outcomes for Maori." Creating Change through Indigenous Procurement | EY New Zealand. July 16, 2019. https://www.ey.com/en_nz/tahi/creating-change-through-indigenous-procurement.
 7. Ibid.
 8. Ruakere, Anthony. "Corporate Purchasing Power Can Lift Social and Economic Outcomes for Maori." Creating Change through Indigenous Procurement | EY New Zealand. July 16, 2019. https://www.ey.com/en_nz/tahi/creating-change-through-indigenous-procurement.
- Image No. 01. Chris Williams. <https://toolkit.nzstory.govt.nz/assets/76919?tags=Image,Community>

Council
8 April 2021
Report 2021.131



For Decision

THREE WATERS REFORM – KEY MESSAGES

Te take mō te pūrongo

Purpose

1. To confirm Council’s position on the Three Waters Reform, including the key messages.

He tūtohu

Recommendation

That Council:

1. **Approves** the key messages regarding Three Waters Reform as outlined in [Attachment 1](#).
2. **Notes** in respect of ‘three waters not two’, that the scope of the stormwater component is still being considered by the Department of Internal Affairs (DIA) and may have an impact on regional council functions depending on the extent to which it includes ‘flood water’.
3. **Notes** that a key requirement for Greater Wellington will be Greater Wellington’s continued ownership of water supply catchments, which are part of the regional parks and forests network.

Te horopaki

Context

2. Over the past three years the Government has been undertaking a Three Waters Review lead by the Minister of Local Government Nanaia Mahuta and Department of Internal Affairs (DIA). Through these reforms they are seeking to address issues relating to the regulation, funding, financing, and provision of drinking water, wastewater, and stormwater services.
3. Core outcomes the Government is seeking from the reforms include: safe and affordable drinking water; improved environmental performance of wastewater and stormwater systems; infrastructure to support housing, urban and economic development; addressing infrastructure deficits and resilience; and improving the efficiency of service delivery, with benefits for investment, employment, and productivity.
4. The initial focus has been a set of regulatory reforms creating Taumata Arowai, the water services regulator. A Water Services Bill, containing the new regulatory

framework that Taumata Arowai will administer has had its first reading and is currently being considered by Select Committee. These changes are seen as the first step in strengthening the regulatory framework to improve the quality of the three waters delivery. But the regulatory reforms are considered unlikely to be successful unless they are accompanied by restructuring of service delivery arrangements necessary to address other key issues facing three waters services.

5. The Government has signalled that it intends to proceed at pace with the service delivery reforms.
6. Both central and local government have acknowledged that there are many challenges facing three waters services, and the communities that fund and rely on them. In particular, a significant infrastructure deficit is resulting in poor quality infrastructure, substandard network performance, and higher than necessary costs of delivery.
7. The Government is seeking to address the situation by reforming three waters service delivery arrangements and is proposing to create a small number of large-scale water entities, with sufficient balance sheet capacity to raise debt to fund these investment requirements. This is expected to enable delivery of the necessary infrastructure upgrades at a lower, more efficient cost to households than under current delivery and funding arrangements.
8. The proposed service delivery reforms involve Greater Wellington because under the Wellington Regional Water Board Act 1972, this council has statutory responsibility for the bulk supply of drinking water to the metropolitan local authorities in the region (Wellington City Council, Porirua City Council, Hutt City Council and Upper Hutt City Council).
9. In addition, extension of the scope of the new water service delivery entities to include 'three waters not two' (i.e. stormwater as well as drinking water and wastewater), means that consideration needs to be given to the impact on regional council responsibilities under the Soil Conservation and Rivers Control Act 1941 (including management of the Schemes developed under that Act).

Regional Response

10. The Wellington Region is seeking to be actively engaged in the Government's three waters reforms. To this end, it has established the Regional Water Reform Project. The purpose of this project is to:
 - a Provide a joined-up regional approach to the Government's water reforms, that seeks to influence, shape and respond to the reform process (and its key decision points) in a timely and effective way, and
 - b Optimise positive outcomes for the Wellington Region (including financial and four-wellbeing outcomes) and ensure a fair transition for councils and communities to the new system and aggregated entity.
11. The councils (Elected Members and operational staff) of the Wellington Region are expected, at times, to have diverse perspectives on the Government's three waters reforms. There will be times where a joined-up approach is appropriate and times where councils may choose to take different positions.

12. The project does not in any way supplant the decision making authority of the territorial authorities or this council. It is intended that the project help ensure Elected Members are provided with timely and accurate information to assist them in their decision making processes.
13. General Manager Corporate Services Samantha Gain is Greater Wellington's representative on the project. Initial meetings have been held and the attached key messages have been developed. Council's confirmation of the key messages is sought.

Te tātaritanga

Analysis

14. The 'key messages' in **Attachment 1** indicate general support for the Three Waters Reform programme and its outcomes.
15. The key messages reflect regional discussions, both at officer level and through the Mayoral Forum. Each council will make its own decision as to its approach to the reform.
16. There has been a general sector agreement that the reform will incorporate the three waters rather than two. There are complexities with the transfer of stormwater system management responsibilities to new service delivery entities, which impact on regional council functions. The two waters could be considered to have a clearer transfer from source to tap or sink to treatment plant outfall. For territorial authorities, this makes sense for their stormwater functions that are delivered through a piped network. Stormwater systems are the whole catchment not just the closed piped network, or in a regional council's case, the river schemes. Work is being undertaken in this area to enable it to be properly considered in the timescale proposed for the Three Waters Reform. The first step is the development of an issues report by DIA (May 2021). The second step will be the development of a transition plan by the end of July 2021. Officers will keep Council informed as these documents are developed.
17. In relation to the land assets associated with water supply, Council's Significance and Engagement Policy current includes as strategic assets:
 - a Greater Wellington's regional bulk water supply network, including storage lakes, treatment plants, pipelines and reservoirs, and
 - b Greater Wellington's regional parks and forests network (including water supply catchments).
18. Greater Wellington has a range of activities central to its function and role that are performed in or rely on the water supply catchments (Hutt Catchment Forest, Wainuiomata Water Supply Forest and Pakuratahi Farm). Any proposal to transfer ownership of these areas to a new water service delivery entity could have significant impact on those activities. A detailed assessment has not been made as yet. At this stage it is assumed that the status quo as to ownership of those areas would be the preferred position.
19. Council's support of the key messages makes clear the support of the Reform programme while identifying some aspects for clarification, and may contribute to a stronger regional voice to government.

20. Alternatively, Council could remain silent on the Three Waters Reform, or develop a separate set of messages.

Ngā hua ahumoni Financial implications

21. There are no financial implications associated with the recommendations in this report.
22. Financial implications of eventual transfer of water supply and water service delivery functions and assets to a new service delivery entity will be considered and reported to Council when further information is available.

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

23. Consideration of climate change is one of the drivers of the Three Waters Reform programme.

Ngā tikanga whakatau Decision-making process

24. The matters for decision within this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga Significance

25. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter, 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 there are no decisions being made at this time.

Te whakatūtakitaki Engagement

26. Greater Wellington and the territorial authorities have been working together through the Three Waters Reform project, to inform each council's approach to the reform programme.

Ngā tūāoma e whai ake nei Next steps

27. Officers will continue to engage in the regional Three Waters Reform project, and to assess the impact of specific aspects of the expected transition process on Greater Wellington. There will be further reports to Council as specific decisions need to be made.

**Ngā āpitihanga
Attachment**

Number	Title
1	Greater Wellington key messages – Three Waters Reform

**Ngā kaiwaitohu
Signatory**

Writer	Samantha Gain – General Manager, Corporate Services
Approver	Greg Campbell – Chief Executive

<p>He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council's roles or with Committee's terms of reference</i></p> <p>Council is responsible for large parts of the water infrastructure in the region and the reforms would significantly impact them.</p>
<p><i>Implications for Māori</i></p> <p>The proposed reforms envisage 3 to 5 national wide water entities, with boundaries that consider iwi rohe/takiwa matters amongst others. The proposed governance structures include mana whenua groups alongside councils and others. The regional project believes that there are key roles for iwi/Māori in the reforms, and so there will be a strong need to work alongside our iwi partners throughout this process. This is also recognised at central government level. Iwi / mana whenua engagement regarding the Three Waters Reform programme is being led by DIA.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>In accordance with DIA and local government sector direction, the Three Waters Reform programme is not dealt with in the forthcoming Long Term Plan.</p>
<p><i>Internal consultation</i></p> <p>Finance, property, asset management and policy input has been sought.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are significant risks to the region in the proposed reforms if they are not well-handled, but these will be the subject of later reports once government direction is confirmed.</p> <p>Many of the catchment lands are key assets for Greater Wellington beyond their value as water assets. These are more will need to be kept in mind over the coming months as the reform process continues.</p>

Attachment 1 to Report 21.131

Greater Wellington key messages – Three Waters Reform

We are active participants in the Government’s three waters reform but have a number of concerns about the emerging system and entity design, and the implications for the future of local government.

1. Scale and boundaries

The reforms envisage the establishment of 3 to 5 water entities, with boundaries that consider Iwi rohe/takiwa, water catchment boundaries, relevant communities of interest and economic and commercial concerns.

If the reforms confirm water entities of this scale, any Central New Zealand-focused entity should place Horowhenua and Tararua District in the same water entity as the Wellington region and recognise the rohe and whakapapa linkages of Iwi in our region.

2. Prioritising investment

Investment prioritisation by the water entities will need to occur at multiple scales (national, regional, catchment and local). A process that ensures there are clear & influential roles for Iwi/Maori, land-use planning entities, councils, customers, and local communities will be important.

The principles and process for prioritising investment should be specified within the statutory framework. This will help ensure investment is equitable across communities, and joined-up with land-use planning, climate change related planning and other infrastructure investment decision making, particularly to support growth.

3. Three waters not two

Taking an integrated approach to water services and respecting Te Mana o Te Wai, supports establishment of water entities that can deliver the full suite of three waters services, while also recognising that there is complexity involved in transferring responsibility for stormwater to these entities.

Attachment 1 to Report 21.131

Greater Wellington key messages – Three Waters Reform

4. Governance and control

The proposed governance structure for the water entities (Councils/Mana Whenua, Governance Representative Group, Entity Board) appears overly complex. It provides limited opportunity for councils to influence entity direction but gives customers and communities the incorrect impression that councils exercise significant control, and it risks placing an excessive accountability burden on water entity management.

5. Ensuring fairness in the transition process

More visibility is needed of the timeline and milestones for the transition process, as this is important for managing transition risks effectively. There are significant risks and costs for our councils (and Wellington Water) in the transition process, including balance sheet and revenue implications, staff impacts, stranded overheads and resourcing the transition. The approach used to determine the level of three waters related assets/debt transferred from councils to the new water entities is among the most important transition issues for our councils. We are looking for an early opportunity to have input into the methodology.

6. Future of Local Government

There is an urgent need for new thinking about the future of local government, given the cumulative impacts of three waters reform and resource management reform. We would welcome the opportunity to partner with the Government to reimagine the future of local government.

Council
8 April 2021
Report 21.92



For Decision

BUS DRIVERS – ADDRESSING THE LIVING WAGE GAP

Te take mō te pūrongo

Purpose

1. To provide information relevant to increasing base rates paid to Metlink Public Transport Operating Model (PTOM) bus drivers.
2. To seek Council approval of a funding proposal to be offered to Metlink PTOM bus operators to enable them to align the associated minimum bus driver base rates to the living wage.

He tūtohu

Recommendations

That Council:

- 1 **Agrees** that the matters for decision in the report have a medium degree of significance.
- 2 Having regard to both the significance of the matters for decision in this report and the matters in section 79 (2) of the Local Government Act 2002:
 - a **Agrees** that the extent to which different options have been identified is appropriate
 - b **Agrees** that the degree to which advantages and disadvantages have been quantified is appropriate
 - c **Agrees** that the extent and detail of the information before Council is appropriate.
- 3 **Notes** that the Council's knowledge of the views and preferences of Public Transport Operating Model (PTOM) bus operators and other persons likely to be affected by, or have an interest in, the matters for decision in this report have been considered.
- 4 **Notes** the prior Council decisions relevant to the living wage and PTOM bus driver terms and conditions.
- 5 **Notes** the key principles of the draft funding proposal shared with PTOM bus operators.
- 6 **Notes** the target for the "Effective Date" is 19 April 2021, but this date may be extended.

- 7 **Notes** that PTOM bus operators will be eligible to claim the additional funding from the Effective Date subject to:
 - a confirmation to Greater Wellington that a change to employment terms has been made to enable the PTOM bus operator to pay its PTOM bus drivers at or above a wage floor that aligns with the living wage from the Effective Date, and
 - b completion of a supplementary deed between Greater Wellington and the PTOM bus operator to record the agreed terms and conditions relevant to claims for the additional funding.
- 8 **Notes** the risks and mitigations set out in the report.
- 9 **Notes** the written feedback received from two of the four PTOM bus operators
- 10 **Notes** the estimated cost of the funding proposal (option two) on the basis of the existing Living Wage rate is between \$1.65 and \$1.85 million per annum and that the annual cost will increase as changes to the living wage occur.
- 11 **Notes** that the funding required to support additional payments to PTOM bus operators for a period between an Effective Date prior to 30 June 2021 and 30 June 2021 is not included in the FY21 Annual Plan budget, but the expected cost is not likely to be material and can be met within existing budgets.
- 12 **Agrees** that the funding required to support claims after 30 June 2021 will need to:
 - a be included in the 2021 – 2031 Long Term Plan when it is adopted, subject to the funding being evaluated as a non-significant change, and
 - b include co-funding (51% Financial Assistance Rate (FAR)) from Waka Kotahi NZ Transport Agency (Waka Kotahi) .
- 13 **Notes** that Waka Kotahi formal approval to fund a 51% share of the cost of the funding proposal is still to be confirmed, but expected to be provided shortly.
- 14 **Notes** that the additional funding proposal cannot be implemented unless Council approves the additional funding required as a non-significant change to the 2021-31 Long Term Plan and the required addition to the budget is approved when the 2021-31 Long Term Plan is adopted.
- 15 **Agrees** to the draft funding proposal described as option two in the report.
- 16 **Authorises** the Chief Executive, subject to receiving formal Waka Kotahi approval to fund a 51% share of the cost and confirming that the 49 % share of the Council funding has been approved, to:
 - a consider feedback received so far on the draft funding proposal shared with PTOM bus operators
 - b consider any ongoing or further feedback from PTOM bus operators
 - c change the funding proposal, noting that Council approval must be sought for any significant change to the funding proposal or other matter that results in an significant increase of more than 10% to the estimated annual cost of the funding proposal

- d finalise the funding proposal, including any change to the Effective Date
 - e negotiate and approve the terms and conditions of a supplementary deed between Greater Wellington and each relevant PTOM bus operator to record (including any agreed variations to the PTOM Partnering Contacts) the basis upon which PTOM bus operators will be entitled to claim the additional funding.
- 17 **Agrees** to the continued consideration being given to the actions that Greater Wellington could take to:
- a support those PTOM bus operators that do not qualify for the additional funding to ensure that they are not materially disadvantaged,
 - b support all PTOM bus operators to improve the terms and conditions (other than driver wages) that are important for ensuring a stable and productive workforce, and
 - c enable those bus operators engaged by the PTOM rail operator to provide rail/ bus replacement services to lift the pay rates for bus drivers providing rail replacement services to a level at or above a wage floor that aligns with the living wage.
- 18 **Notes** that officers will provide quarterly updates to Council about:
- a the financial implications for Council and Waka Kotahi related to the claims made by PTOM bus operators that are entitled to claim the additional funding,
 - b the steps being taken by Greater Wellington to support PTOM bus operators to improve the terms and conditions (other than driver wages) that are important to ensuring a stable and productive work force,
 - c any further steps required to ensure that those PTOM bus operators that do not qualify for the additional funding are not materially disadvantaged, and
 - d whether any additional funding is required to allow rates paid to bus drivers providing alternative rail/ bus replacement services to be increased.
- 19 **Approves** the communication plan and next steps set out at paragraphs 46-47.

Te tāhū kōrero

Background

Previous Council decisions

3. At a meeting on 28 September 2016 (Report 16.421) “Notice of motion- Wellington Regional Council becoming a Living Wage employer” Council:
- a [Agreed] *in principle to become a Living Wage Council that pays its directly employed staff a Living Wage, and adopts a phased implementation of the Living Wage for employees employed via contractors who deliver services, or work in Council Controlled Organisations*

- b *[Agreed] in principle that contracting should not be used to reduce pay and conditions of employees employed by contractors who are contracted to deliver services to Council on a routine basis*
 - c *[Requested] officers to develop a framework for implementing a Living Wage by March 2017 that:*
 - a) *Identifies what is involved in, and what are the implications of, becoming a Living Wage employer*
 - b) *Provides a timeline for the phased implementation of a Living Wage for directly employed Council staff, staff employed by Council Controlled Organisations and contractors who deliver Council services on a routine basis*
 - c) *Provides advice on the impact of a Living Wage on Council's procurement policy and tendering arrangements, and any changes that would be needed to existing contracting policy so as to ensure that tender processes protect employment security and pay and conditions for contractor employees.*
4. After consideration (refer PTOM Bus – transition arrangements (Report RPE 2016.446 dated 27 September 2016)) Council chose not to intervene in bus driver employment terms and conditions or to specify base rates in the tendering process that resulted in the award of the current PTOM Partnering Contracts.
5. On 3 October 2016 Greater Wellington informed PTOM bus tenderers about the Council decision on 28 September 2016 to become a Living Wage Council. Tenders were advised that *“if implementation of the living wage in future requires any variation to the PTOM bus contracts this would be negotiated with successful tenderers as a variation to the contract at the time”*.
6. At a Council meeting held on 5 April 2017 (Living Wage - Report 2017.14) Council:
- a *[Agreed] that GWRC shall be a Living Wage employer.*
 - b *[Agreed] not to seek Living Wage Accreditation at this stage.*
 - c *[Agreed] that officers will review GWRC's procurement policy to reflect Council's support for the Living Wage, and that payment of the Living Wage will be one factor in the procurement process for contracted staff who deliver routine and on-going services to GWRC.*
7. Greater Wellington’s procurement policy is in the course of being updated to reflect Council’s support for the Living Wage. The procurement policy is expected to include a phased implementation process to enable the gradual introduction of future supplier commitment to paying a living wage to employees engaged in the provision of regular services to Greater Wellington.

Memorandum of Understanding

8. In 2019 a Memorandum of Understanding was completed between the Minister of Transport, Minister for Workplace Relations and Safety, Bus Operators, Councils, Auckland Transport, the President of the New Zealand Council of Trade Unions and the respective Chief Executives of the Ministry of Transport and Waka Kotahi NZ Transport Agency (Waka Kotahi) dated 18 April 2019 (MOU) recording the parties' agreement, (amongst other things) to *“explore how a tripartite industry process could address workforce development issues, including applying a living wage as a minimum standard”*.
9. Since the MOU was completed Waka Kotahi has been working to secure funding and the necessary approvals to enable bus drivers providing PTOM services (PTOM bus drivers) to be paid at base rates equivalent to the living wage.
10. Greater Wellington and Waka Kotahi have been working together to develop a proposal that will enable all PTOM bus operators in the Wellington Region to align their PTOM bus driver rates to a wage floor that aligns with the living wage (currently set at \$22.10 per hour), adjusted as necessary to ensure the wage floor remains relevant for the remaining term of the PTOM Bus Partnering Contracts with an indexation method to be agreed.
11. If approved, the proposal will enable Greater Wellington to provide additional funds to those PTOM bus operators who currently employ PTOM bus drivers at base rates below the living wage.

Driver terms and conditions

12. We understand that at least 318 PTOM bus drivers (around 50 percent of our drivers) are currently employed at base rates below the current living wage spread across three of the four PTOM bus operators on our network.
13. Greater Wellington has been working with all PTOM bus operators to improve the terms and conditions upon which bus drivers are employed with a view to attracting and retaining the number of bus drivers required to operate a reliable Metlink network. Increasing the PTOM bus driver base rates to a wage floor that aligns with the living wage is one of the actions identified as key to the gradual improvement of driver terms and conditions.
14. We understand that the majority of PTOM bus drivers are employed under the terms of collective agreements, but some drivers are employed on individual employment agreements (IEAs).
15. The collective agreements are expected to allow the employer to negotiate an increase to base rates by variation prior to the expiry date. It is expected that IEAs will also permit employers to negotiate an increase in base rates by variation at any time. PTOM bus operators will need to vary their respective collective agreements and relevant IEAs to enable an increase to the base rates to be paid to PTOM bus drivers.

Te tātaritanga Analysis

16. The PTOM Bus Partnering Agreements do not enable Greater Wellington to direct the base rates paid by PTOM bus operators to PTOM bus drivers.
17. There are currently 318 PTOM bus drivers employed at base rates below the current living wage.
18. PTOM bus driver rates are one of the factors influencing the ability of our PTOM bus operators to attract and retain bus drivers.
19. The ability of PTOM bus operators to renegotiate bus driver base rates is linked to the operator ability to fund the increase. PTOM bus operators will be reluctant to negotiate an increase to the base rates unless additional funding is provided to compensate the relevant operator for the additional cost.
20. Greater Wellington and Waka Kotahi have developed a funding proposal that would allow Greater Wellington to pay an additional monthly payment to those PTOM bus operators that can demonstrate an additional direct cost incurred as a result of an increase to PTOM bus driver minimum base rates to a wage floor that aligns with the living wage.

Draft funding proposal - key principles

21. The following key principles form the basis of the draft funding proposal shared with PTOM bus operators on 10 March 2021:
 - a Greater Wellington and Waka Kotahi intend to support PTOM bus operators by providing additional funding to enable PTOM bus operators to agree to increase the minimum PTOM bus driver base rates to a wage floor that aligns with the living wage currently set at \$22.10 per hour, adjusted to increase as necessary to ensure the wage floor remains relevant for the remaining term of the Partnering Contract with an indexation method to be agreed.
 - b It is proposed that the additional funding will be available to PTOM bus operators to fund claims for the additional direct costs that arise from the increase in the minimum base rate incurred by PTOM bus operators in respect of PTOM bus drivers that are:
 - i employed by the PTOM bus operator when the proposal takes effect (Effective Date),
 - ii employed by the PTOM Operator after the Effective Date due to a need to increase capacity on the Metlink network as a result of timetable changes, and
 - iii employed by the PTOM bus operator after the Effective Date, to replace an employee who was employed on the Effective Date at a base rate below the living wage (i.e. the new employee is filling a vacancy as a result of retirement, resignation or termination).

- c All additional PTOM bus drivers employed by the PTOM bus operator after the Effective Date will be required to be paid at or above the wage floor as a minimum rate.
- d Claims for additional funding will not be available to fund any indirect costs, such as relativity adjustments or a lift in penal rates, performance bonuses or allowances.
- e The additional funding may only be claimed by PTOM bus operators that have a current Partnering Contact with Greater Wellington.
- f The PTOM bus operator claims will be submitted and paid monthly, subject to the relevant PTOM bus operator providing an invoice addressed to Greater Wellington setting out the basis for the claim, together with the evidence required to support the claim.
- g Each PTOM bus operator will agree to support claims being audited (if required) by either Greater Wellington or Waka Kotahi.
- h The PTOM bus operators will be responsible for working with their respective Unions and PTOM bus drivers to ensure that the additional funding claimed is applied to meet the principles outlined above. These will be matters for those parties to agree in the usual way, without input or involvement by Greater Wellington.

Draft funding proposal – claiming funding

- 22. The ability for PTOM bus operators to claim the additional funding will be subject to:
 - a The PTOM bus operator confirming that the relevant collective agreements and/or IEAs have been amended to enable the operator to pay a minimum base rate that aligns with the living wage to all PTOM bus drivers
 - b The PTOM bus operator entering into a contractual arrangement with Greater Wellington setting out the agreed terms and conditions upon which claims may be made, and
 - c Council and Waka Kotahi approval of the funding proposal.

Operator feedback on draft funding proposal

- 23. To date, two of the four PTOM bus operators have provided written feedback on the draft funding proposal. The table below summarises the key issues raised by those operators together with our proposed response to each issue.

Issue raised by Operators	Greater Wellington comment / response
<p><u>Equity/ fairness</u></p> <p>Additional funding should be applied equally available to all Operators / bus drivers</p> <p>Proposal does not preserve PTOM bus operator profit margins</p> <p><u>Only benefits operators that do not pay living wage</u></p>	<p>It is acknowledged that any changes to funding should be fair and equitable to all PTOM bus operators, and for that reason a range of funding options have been considered.</p> <p>However the primary objective of the proposal is to ensure that all PTOM bus drivers are paid the living wage.</p> <p>Increasing funding for all PTOM bus operators, irrespective of what PTOM bus drivers are paid, will</p>

Issue raised by Operators	Greater Wellington comment / response
<p>Proposal rewards those operators who made deliberate commercial decisions to pay below the living wage, to the detriment of those operators that currently pay base rates that are above the living wage</p>	<p>have significant fiscal implications, and goes beyond the objectives of the proposal.</p> <p>Greater Wellington is also concerned that if finite funding is distributed evenly, some PTOM bus operators may not have enough additional funding to increase driver pay as required.</p>
<p><u>Increases risk of driver migration/ turnover</u></p> <p>Unintended consequence of driver migration to those operators who pay higher penalty rates and allowances</p> <p>As a result bus driver turnover for compliant operators may increase resulting in:</p> <ul style="list-style-type: none"> - additional costs related to recruitment and training, and - likely detrimental impact on operator Performance Indicators (PIs) 	<p>It is acknowledged that PTOM bus operators with more favourable terms and conditions could be a more appealing employer to some bus drivers.</p> <p>However, driver pay rates is one only one aspect of bus drivers' terms and conditions and employees change employers for a variety of reasons.</p> <p>Greater Wellington considers it would be difficult to (1) precisely assess whether driver turnover has been caused by the provision of the additional funding proposal, and (2) to compensate the PTOM bus operator for any resulting loss incurred realistically and accurately.</p> <p>There is no current PI that measures driver turnover, however we acknowledge that driver turnover could indirectly impact other PIs particularly if this leads to driver shortages.</p> <p>As noted above, turnover could occur for a variety of reasons and may be difficult to attribute to the additional funding proposal. It would also be difficult to establish what impact the turnover caused by the funding proposal had on the PIs.</p> <p>Greater Wellington is fiscally restrained and amending the funding proposal to include claims in loss or compensation is likely to impact the ability to proceed with the proposal.</p>
<p><u>Proposal only benefits Operators that employ PTOM bus drivers</u></p> <p>Other drivers (i.e. of charter service, school services and alternative transport services do not benefit)</p>	<p>It is understood that most PTOM bus operators have different classes of bus drivers.</p> <p>As a substantial part of the proposed additional funding will be funded directly from Council it would not be appropriate or fiscally responsible for the Council to directly fund other services that it does not have a stake in, or any relationship with.</p> <p>At this stage, Greater Wellington's objective is to increase pay rates for PTOM bus drivers only, but we will also consider the impact on the bus/ rail replacement services that Greater Wellington funds indirectly.</p>
<p><u>Should be a nationwide solution</u></p> <p>The living wage proposal should be rolled out collectively across all public transport authorities (i.e. regional councils and Auckland Transport)</p>	<p>Greater Wellington is aware of other public transport authorities that have already implemented living wage requirements on their public transport networks (such as Auckland Transport, Waikato and Bay of Plenty Regional Councils).</p>

Issue raised by Operators	Greater Wellington comment / response
	<p>Each public transport authority has separate contractual arrangements with each operator and any additional funding proposal, would still need to be negotiated at a regional level.</p> <p>The Government is wanting to see the living wage as a base rate implemented across all public transport networks over the course of the year (if at all possible), but acknowledges it will need to be done sequentially since the circumstances associated with each network is not necessarily the same.</p>
<u>Current indexation method not appropriate</u>	An appropriate indexation mechanism will need to be developed if the additional funding proposal is implemented.
<p><u>Should include funding for additional direct costs</u></p> <p>Proposal should include funding for additional direct costs that do not form part of the timetable hours, such as driver training (both ongoing and new employee training) and public holidays (time and a half and days in lieu payments)</p>	<p>The additional funding proposal covers the direct costs between current driver pay rates and the living wage.</p> <p>Council will consider whether the proposal should be extended to additional costs such as training requirements and penal rates. However, as noted above an extended proposal would have significant fiscal implications for the Council and which are expected to be administratively difficult to calculate.</p>
<p><u>Cost of knock on impact for other staff</u></p> <p>Additional cost to Operators as a result of the knock on impact for other Operator staff (i.e maintenance/ cleaners/ administration and managers)</p>	<p>Greater Wellington appreciates that there are other workers that contribute to a PTOM bus operator providing services, such as cleaners and maintenance workers and there may be pressure to increase pay rates for those other workers. However, the scope and objectives of the funding proposal currently relates to PTOM bus drivers. Greater Wellington will further consider the issues associated with extending the Living Wage to other workers.</p> <p>As noted above, an extended funding proposal would have fiscal implications that Greater Wellington are not in a position to meet. For some workers, it may also be difficult to attribute how much of their work is directly related to the PTOM network (in particular, managers and administrative staff).</p>

24. Further analysis of the financial, legal/contractual and administrative implications if the operator feedback is incorporated into the funding proposal is set out at [Attachment 1](#).

Nga kōwhiringa

Options

Objective and options identified

25. The following reasonably practicable options have been identified to enable PTOM bus operators to align minimum PTOM bus driver base rates to the living wage (Objective):

- a Option 1: Status Quo. Rely on PTOM bus operators to gradually increase minimum base rates in the course of negotiation as collective agreements expire, with no additional funding assistance.
- b Option 2: Funding proposal. The funding proposal will allow PTOM bus operators to claim additional funding from Greater Wellington to cover the direct cost of the increase. The funding proposal will be based on the principles set out at paragraph 21 of this report.
- c Option 3: Capped funding proposal. The proposal is the same as Option 2, but the amount available to claim is capped at a maximum amount per annum.
- d Option 4: Funding uplift for all PTOM bus operators. A new proposal (either capped / or uncapped) would be developed and consulted on to allow all PTOM bus operators to claim additional funding from Greater Wellington to enable:
 - i In the case of those PTOM bus operators with base rates below the living wage, additional funding to cover the direct cost of the increase, and
 - ii In the case of those PTOM bus operators that pay base rates above the living wage, an agreed percentage uplift to enable all operators to be treated equitably

Assessment of options

26. Assessment of the options is set out in the following table.

	Option 1 (Status Quo)	Option 2 (Funding proposal available to PTOM bus operators that pay below living wage) (Recommended)	Option 3 (Capped funding proposal available to PTOM bus operators that pay below living wage)	Option 4 (Funding proposal available to all PTOM bus operators)
Advantages	No additional funding required	Allows relevant operators to lift base rates sooner than would otherwise be possible	Allows relevant operators to lift base rates	Would benefit all PTOM bus operators (not just those that pay below living wage) Would enable all PTOM bus operators to be treated fairly and reasonably
Disadvantages	Delays operator ability to increase driver base rates Likely that the increase will not be achieved during the remaining term of the Partnering Contracts An uplift in driver rates to living wage would be delayed	The lack of a hard financial cap may (over time) result in claims for amounts that are not budgeted Risk that PTOM bus operators that qualify for the additional funding choose to rely on the funding to lift the rates, rather than lifting the rates in the	Cap may limit or delay operator willingness to implement a change to base rates Risk that PTOM bus operators that qualify for the additional funding choose to rely on the funding to lift the rates, rather than lifting the rates in the course of negotiating	Significant additional funding required The additional funding required is not currently available and would require further consultation prior to Council and Waka Kotahi approval

	Option 1 (Status Quo)	Option 2 (Funding proposal available to PTOM bus operators that pay below living wage) (Recommended)	Option 3 (Capped funding proposal available to PTOM bus operators that pay below living wage)	Option 4 (Funding proposal available to all PTOM bus operators)
	until at the time the PTOM bus contracts are re- tendered Risk from disruption if driver rates are not improved	course of negotiating an updated collective agreement (i.e. where pay rates would potentially be raised at the operators cost). Risk that PTOM bus operators that do not qualify for the funding are unhappy about the additional funding available	an updated collective agreement (ie where the pay rates would be raised a the operators cost) Risk that PTOM bus operators that do not qualify for the funding are unhappy about the additional funding available	Further time required to develop an alternative proposal that is both fair and reasonable <u>and</u> capable of being funded
Promotion of community outcomes	Negative impacts on the following community outcomes: - Strong economy - Connected community - Healthy community	Positive impacts on the following community outcomes: - Strong economy - Connected community - Healthy community	Possibly delays positive impacts	Possibly delays positive impacts
Impact on capacity to meet present and future needs	No financial impact Continued risk to service capacity from disruption and lack of drivers if driver rates are not improved, impacting the reliability of the Metlink services	Increases cost of providing Metlink services Improves capacity to provide reliable Metlink services	Increases cost of providing Metlink services Improves capacity to provide reliable Metlink services	Significant increase to cost of providing Metlink services Improves capacity to provide reliable Metlink services

Preferred Option

27. Option 2 is the recommended option because it:

- a Allows PTOM bus operators to lift the base driver rates for those PTOM bus drivers currently paid below the living wage, sooner than would otherwise be possible
- b Recognises the value we place on our Metlink drivers and the essential part they play in our Metlink network

28. Option 4 is not recommended because:

- a it cannot be introduced quickly, as it will take time to develop an equitable funding option that achieves both a lift of base rates to the living wage and that is also fair and reasonable to all PTOM bus operators.
- b such a proposal would cost significantly more, be administratively complex and could not be funded by Council without further Waka Kotahi funding support and consultation.

29. The following challenges/key risks associated with the draft funding proposal (Option 2) and mitigations are set out in the following table. The majority of the risks are practical and commercial, and can be managed by Greater Wellington taking time to complete careful contractual arrangements with the PTOM bus operators to clearly set out the terms and conditions upon which the additional funding may be claimed.

Risk	Comment	Mitigation / management
Overpromising	Greater Wellington overpromises the extent of its funding and it is required to fund unexpected costs.	This risk can be managed by carefully analysing the costings and capturing these and the funding obligations accurately in the contractual arrangement that sets out the terms and conditions of the available funding.
Automatic adjustments	The living wage is set by an external organisation. Automatic adjustments based on changes to the living wage, will mean that Greater Wellington has no control and its funding may increase unexpectedly which in turn may be difficult to budget for.	This risk can be managed by: <ol style="list-style-type: none"> 1. capping the available funding (Option 3) , or 2. ensuring careful monitoring of adjustments and including qualifiers in the contractual arrangement to ensure appropriate evidence is provided to support claims for increased amounts as a result of automatic adjustments, and 3. agreeing an appropriate indexation method that will include the impact of the automatic adjustments.
Involvement in employment relationship	Practically, there is a risk of becoming too involved or appearing to be too involved in the employment relationship between PTOM bus operators, their employees and unions. This could put strain on Greater Wellington's relationships with its operators.	This risk can be mitigated by interfacing with the PTOM bus operators in a cautious, professional, and appropriate way and keeping the operators well informed of any concerns or views Greater Wellington may have.
Operators and unions unable to agree	PTOM bus operators and unions will need to bargain for and agree to new terms in their collective employment agreement before the living wage can be implemented. While theoretically the funding proposal should assist the bargaining, it also potentially adds a layer of complexity which in turn may delay completion of the bargaining. Some collective agreements are current and not due to expire or be due for renegotiation for some time.	The risk can be mitigated by the prompt communication of Council and Waka Kotahi approval of the funding proposal followed by prompt completion of the necessary contractual arrangements. The relevant collective agreements (and IEAs) should include the ability for PTOM bus operators to negotiate an increase to base rates at any time

Risk	Comment	Mitigation / management
Probity/ equity risk	Risk of claims by operators that do not qualify for the additional funding Risk of claims/ expectation by other suppliers and their employees that additional funding will be available to enable wage rates to increase	Mitigated by clearly documented and approved processes and decision making. Commitment to continue working with all PTOM bus operators to identify opportunities to improve driver terms and conditions and to support those PTOM bus operators that do not qualify for the additional funding.

Ngā hua ahumoni

Financial implications

30. The information available to Greater Wellington at the date of this report indicates that the recommended Option 2 funding proposal (if fully implemented) would cost approximately \$1.65 to \$1.85 million per annum under the current living wage. As noted above, the annual cost will increase as changes to the living wage occur.
31. The estimated cost of claims from the target Effective Date (19 April 2021) for FY21 is \$270k.
32. An addition to the Public Transport budget of between \$1.65 and \$1.85 million per annum (increasing annually by CPI) will be included in the final Long Term Plan 2021-31 to cover the increased annual cost, subject to the funding being evaluated as a non-significant change. The addition to the budget will need to be approved when the Long Term Plan 2021-31 is adopted.
33. As part of the final Long Term Plan recommendations to Council, the Chief Financial Officer will present a recommended funding option. The Greater Wellington share of the funding, is planned to be funded from reserves in year one (2021/22) and be rates funded from year two (2022/23).
34. It is anticipated that Waka Kotahi will provide a 51% FAR (Funding Assistance Rate) towards the cost of the proposal. Waka Kotahi have indicated their intended approval, noting that claims are expected to commence prior to 30 June 2021 and continue for the remaining term of the relevant PTOM Partnering Contracts.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

35. The matters requiring decision in this report are not considered by officers to have a direct impact on Climate Change.
36. The availability of bus drivers is critical to Greater Wellington's intention to increase the number of electric buses operating on the Metlink network.

Ngā tikanga whakatau

Decision-making process

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

Te hiranga Significance

38. Officers have considered the significance of the matters, taking into account the Council's significance and engagement policy and decision making guidelines. Officers consider that the matters to be considered have medium significance due to the importance of supporting PTOM bus operators in their endeavour to attract and retain PTOM bus drivers, and the potential impact on the Metlink network if that is not possible. The additional cost and increasing cost over time is also a factor relevant to the significance of the matter.
39. Officers have taken into account the principles set out in section 14 of the Act and the need to manage the Council's resources prudently.
40. In light of the assessment of significance and the other factors relevant to the process for making these decisions, officers have identified and assessed the reasonable practical options as set out at paragraphs 25 to 29 of this report.
41. Officers have also considered the need to take account of the community's views and preferences in relation to the matter.
42. Officers are aware of community views about the current operational shortcomings caused by a lack of PTOM bus drivers. The views are that there needs to be improvement in bus driver terms and conditions in order to attract and retain drivers.

Te whakatūtakitaki Engagement

43. Greater Wellington has engaged with the Minister of Transport, Waka Kotahi and the PTOM bus operators in the course of developing the proposal.
44. Greater Wellington has also kept the other PTOM operators, Auckland Council and other councils responsible for the provision of public transport services informed.
45. Officers do not consider that any further engagement on this matter is necessary as we are aware of public sentiment relating to the living wage for PTOM bus drivers.

Ngā tūāoma e whai ake nei Next steps

46. Greater Wellington has sought feedback on the funding proposal from the PTOM bus operators, together with further information relevant to the proposal. Any additional feedback received after this report will be taken into account in the course of finalising the proposal.
47. Subject to Council approval, officers will:
 - a communicate the outcome of the Council decision to:
 - i PTOM bus operators
 - ii all other PTOM operators

- iii Minister of Transport
 - iv Waka Kotahi
 - v Auckland Transport and other Councils responsible for provision of public transport services
 - vi Unions
- b refine the proposal and negotiate the terms and conditions of the supplementary deed with PTOM bus operators for final approval by the Greater Wellington Chief Executive.

**Ngā kaiwaitohu
Signatories**

Writers	Dawn Wilce, Metlink Manager Commercial Partnerships Linda Going, Senior Legal Advisor
Approver	Scott Gallacher, General Manager Metlink

Attachment

Attachment 1	Analysis of financial, legal / contractual and administrative implications if operator feedback is incorporated
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He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Council is required to make the decisions contained in this report as there is no current budget.
<i>Implications for Māori</i> There are no known implications for Māori
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The provision of public transport is a key activity in the Long Term Plan. Providing a means to improve driver terms and conditions contributes to the reliability of the Metlink network.
<i>Internal consultation</i> Consultation has occurred within the relevant departments within Metlink, including commercial partnerships and Strategy and Investments. In addition we have consulted with Finance and Legal. External legal has also been consulted.
<i>Risks and impacts - legal / health and safety etc.</i> The reports details risks associated with this decision. There are no known or health and safety risks.

Attachment 1 to Report 21.92

Analysis of financial, legal / contractual and administrative implications if operator feedback is incorporated

Operator feedback	Financial implications if feedback is incorporated	Legal/contractual implications if feedback is incorporated	Administrative implications if feedback is incorporated
<p>Additional funding should be available to all PTOM bus operators on an equitable basis</p>	<p>Additional funding for all operators will significantly increase the cost of the draft funding proposal.</p> <p>If Greater Wellington instead took the estimated cost of the draft funding proposal, and split that proportionately between operators, this may be insufficient for some operators to pay living wage to bus drivers. In that event, the objectives of the draft funding proposal will not be met.</p>	<p>If additional funding is provided by way of existing mechanisms (i.e. base rate fees or service hours fees), this will require a variation to the PTOM bus Partnering contracts. The variation will require agreement of each operator.</p>	<p>If additional funding is provided by way of existing mechanisms this is unlikely to have any administrative implications.</p>
<p>PTOM bus operators that are currently paying living wage to their bus drivers should be compensated for costs arising from the proposal.</p>	<p>Additional funding for indirect costs (for example, as a result of driver turnover) will increase the cost of the draft funding proposal.</p> <p>These costs will also be very difficult to estimate and will be dependent in part on what is to be covered.</p>	<p>If additional funding is provided to pay for indirect costs, this will need to be documented carefully. This could be a complex and difficult exercise.</p> <p>There would need to be agreement between Greater Wellington and the operator about which indirect costs are covered and how those costs will be substantiated. This will likely require significant detail, i.e. how the parties will determine bus driver turnover because of the proposal.</p> <p>The parties would also need to agree on the operator's duty to mitigate that loss.</p> <p>Funding indirect costs may lead to disputes between operators and Greater Wellington.</p>	<p>Indirect costs are difficult to quantify and attribute to the proposal.</p> <p>This will have administrative implications for operators and Greater Wellington. Operators will be required to produce appropriate evidence to support their claims and Greater Wellington will need to verify and audit the operators' claims.</p>
<p>The proposal should fund reductions in profit margins because of previous driver pay increases</p>	<p>This will likely increase the cost of the draft funding proposal in a significant and unknown way.</p>	<p>This would need to be appropriately agreed and documented.</p> <p>The rationale for a decision of this nature would be hard to develop such that the decision was lawful and reasonable and robust if reviewed.</p>	<p>The reduction in profit margins would be difficult to verify and the exercise would be complex and time consuming.</p>

Operator feedback	Financial implications if feedback is incorporated	Legal/contractual implications if feedback is incorporated	Administrative implications if feedback is incorporated
<p>The proposal should be extended to cover additional direct costs such as hours for training and public holidays (where an employee receives time and a half and day in lieu)</p>	<p>This will increase the cost of the draft funding proposal.</p>	<p>If additional funding is provided to pay for other direct costs, this will need to be documented carefully. This could be a complex and difficult exercise.</p> <p>If Greater Wellington overpromises the extent of its funding for indirect costs arising from the proposal, it may be required to fund unexpected costs.</p>	<p>This will have administrative implications for operators and Greater Wellington. Operators will be required to produce appropriate evidence to support their claims and Greater Wellington will need to verify and audit the operators' claims.</p>

Council
8 April 2021
Report 21.114



For Decision

WELLINGTON REGIONAL LEADERSHIP COMMITTEE – REMUNERATION FOR THE INDEPENDENT CHAIR AND IWI MEMBERS

Te take mō te pūrongo

Purpose

1. To consider the proposed remuneration for the independent chair and iwi members of the Wellington Regional Leadership Committee (WRLC).

He tūtohu

Recommendations

That Council:

1. **Notes** the intention for Council (as the Administering Authority under the Wellington Regional Leadership Committee Joint Agreement and Terms of Reference) to appoint an independent Chair and designated iwi members to the Wellington Regional Leadership Committee.
2. **Notes** that the Independent Chair is a pivotal leadership position to assist in the management of the Joint Committee and that iwi membership of the Joint Committee is essential to build the desired partnership and shared outcomes.
3. **Approves** the remuneration for the independent Chair of the Wellington Regional Leadership Committee as an annual taxable honorarium of \$35,000 and Greater Wellington Regional Council's standard mileage allowance.
4. **Approves** the remuneration for iwi members of the Wellington Regional Leadership Committee as an annual taxable honorarium of \$2500, and Greater Wellington Regional Council's standard meeting fee of \$235, and our standard mileage allowance.

Te horopaki

Context

2. On 25 February 2021 Council approved the WRLC Joint Agreement - the Council's entry into that agreement (Establishment of the Wellington Regional Leadership Committee – Report 21.21).
3. Under the Joint Agreement (which included the WRLC's Terms of Reference), the WRLC membership comprises representatives of all of the Wellington Region's local authorities, Horowhenua District Council, the seven designated iwi authorities, and

(pending Cabinet decisions) central government Ministers of the Crown. The WRLC will nominate an Independent Chairperson, to be appointed by the Administering Authority (Council).

4. Greater Wellington Regional Council (Greater Wellington) will provide administrative support for the WRLC. This support includes:
 - a Advising Council on the proposed remuneration for the Independent Chair and iwi members (as these matters are not provided for in the Joint Agreement)
 - b Facilitating a recruitment process for the Independent Chair,
 - c Setting, in conjunction with wider members and partners the remuneration specifications for Joint Secretariat team roles
 - d Providing administrative support and office facilities for the Secretariat Team and where required, the Independent Chair.
5. For clarity, a flowchart (process map) detailing how Greater Wellington will support and enable the successful establishment of the WRLC is included ([Attachment 1](#)).
6. The proposed funding for the Joint Secretariat’s operating expenses is currently part of our consultation document for Greater Wellington’s Long Term Plan 2021-31 (LTP).
7. The Horowhenua District Council will be invoiced an amount (to be determined and agreed) for their share of the WRLC’s administrative costs, including the fees for their relevant representation.
8. This remuneration is in support of establishing a high-functioning, well attended, and inclusive Wellington Regional Leadership Committee.
9. Ensuring that a high profile, significant regional governance forum, comprised of the most senior regional local authorities, designated iwi and central government (Ministers of the Crown) representatives, benefit from highly effective chairing, and consistently supported iwi representation, is vital to its success, and subsequently the success of our region.

Te tātaritanga Analysis

10. As the WRLC’s Terms of Reference do not state the remuneration for the independent chairperson or iwi members, Council (as the Administering Authority) determines the related remuneration.
11. In considering the proposed remuneration for the Independent Chairperson and iwi members, officers:
 - a Reviewed comparative information from the other regional joint committees in New Zealand with comparable regional spatial and economic development mandates
 - b Note that the remuneration proposed for the Independent Chair (see paragraphs 13 to 19) is below the ranges currently applied by the other joint committees.
 - i The ‘SmartGrowth’ regional Joint Committee (Tauranga) has budgeted for a significant amount, triple the remuneration we have proposed, with room

- for further growth by year three. With executive chair functions, SmartGrowth requires a high level of negotiation and communication skills for their independent chair position.
- ii The 'FutureProof' regional Joint Committee (Waikato) provides at least \$10 000 more than our proposed remuneration for their Independent Chair.
- c The remuneration proposed for iwi members (see paragraphs 26 to 30) is within the ranges currently applied by the other Joint Committees and similar committees, including Ara Tahi (currently in abeyance), and our Whaitua Te Whanganui a Tara Committee.
- i Ara Tahi provides for a meeting fee of \$400 per meeting, inclusive of any expenses.
 - ii Whaitua Te Whanganui a Tara Committee provides an annual taxable honorarium of \$10,000 per member, plus Greater Wellington Regional Council's standard mileage allowance.
 - iii SmartGrowth, via Tauranga City Council, provides iwi representatives with their usual and applicable per meeting rate, as per their policies. They provide their relevant iwi chair(s) with an annual honorarium of \$5,000.
12. Officers also reviewed relevant Council's policies and previous decisions on relevant remuneration to inform and provide a strong framework for determining fair and competitive remuneration.

Independent Chair's remuneration

13. The independent Chair must be capable of:
- a Leading and governing meetings effectively (both the full WRLC and the Chief Executive Officer (CEO) meetings),
 - b Designing and shaping the meeting agenda,
 - c Effective member and stakeholder liaison and management,
 - d Providing expert insight and input into relevant reports and framing documents,
 - e Acting as a WRLC spokesperson and communication representative,
 - f Proactively resolving any potential intra-member or stakeholder conflicts through capable management, and by engaging, and working closely, with members and stakeholders.
 - g Providing leadership and guidance for members in decision implementation,
 - h Guiding and supporting the Joint Secretariat team.
14. For additional details and information, see the Role Description: Independent Chair of the Wellington Regional Leadership Committee (WRLC) ([Attachment 2](#))
15. The level of proposed remuneration needs to be commensurate with these desired capabilities and skills and needs to reflect the time commitment required outside of formal Committee meetings.

16. Officers propose the following remuneration framework:
 - a Remuneration is a combination of an annual taxable honorarium, and a vehicle mileage allowance.
 - b The taxable honorarium is set at \$35,000 each year and assumes up to ten hours of work per month, outside of meetings.
 - c An honorarium, as opposed to single or 'per' meeting fee, enables role consistency and development, with higher external and member confidence, and work programme oversight, while supporting expectations of relevant work and engagement outside of full WRLC and CEO meetings.
 - d The mileage allowance is set at Greater Wellington's standard rate. The WRLC Chair would also be eligible to seek reimbursement of relevant public transport costs.
17. Based on an expected four to six WRLC meetings each year, officers propose that the annual remuneration totals \$35,000 (excluding mileage costs and public transport costs, which officers don't anticipate as being significant).
18. The proposed remuneration figure has been recommended following consultation with JacksonStone who considered the remuneration paid to Chairs of other suitable comparator roles in the region.
19. Given the higher honorarium provided to the Independent Chair by the other regional joint committees, there is risk we may not be able to attract and retain the best candidate.
20. Officers are committed to supporting the Independent Chair and ensuring the Secretariat team are equipped to succeed. Should there be significant barriers in securing a suitably qualified and capable candidate, we will re-present to Council a revised remuneration recommendation.

Statutory requirements for remuneration over \$25,000

21. Section 3(1) of the Local Authorities (Members' Interests) Act 1968 (the LAMIA) provides, in effect, that a person cannot be appointed to a local authority committee if the local authority's total contract payments to that person exceed \$25,000 (GST inclusive) in any financial year. There is an exception if the local authority makes a special case and obtains the prior approval of the Controller and Auditor-General (the Auditor-General).
22. As the proposed remuneration exceeds \$25,000 (GST inclusive) per annum, officers asked the Office of the Auditor General (the OAG) to advise on the application of the LAMIA to a regional Joint Committee and the process for seeking a prior approval.
23. The OAG advised that we should provide them with the required information and details, including:
 - a The WRLC Joint Agreement and Terms of Reference,
 - b Confirmation that the Independent Chair was nominated in accordance with the Joint Agreement,
 - c Information about the Independent Chair's remuneration and term,

- d Details about how Council, as the Administering Authority, set the remuneration for the role (i.e. this report),
 - e Evidence to support the Council’s decision on remuneration (i.e. meeting minutes).
24. Officers are also aware of the need to apply the relevant Contracting Rules to this role, and ensure clear communication and information sharing with the WRLC’s members on the Independent Chair’s prospective additional contacts with members, and ensure those additional applicable contracts and their payments amounts are lodged for approval with the OAG.
25. Officers have developed an appointed WRLC member – initial personal interests’ disclosure form, to reflect and summarise the OAG’s advice on the application of the LAMIA to the WRLC. We will ensure relevant members, including the Independent Chair are apprised of how the LAMIA applies to the WRLC, and that they complete any relevant disclosures for OAG submission and approval.
26. Officers will provide this information and evidence in a timely manner to ensure the smooth appointment of the recommended Independent Chair candidate to the WRLC.

Iwi members’ remuneration

27. The WRLC iwi membership supports and connects with the commitments Council has made in support of our regional mana whenua relationships and partnership.
28. Given the level of decision making and impacts anticipated in the WRLC, remuneration must be requisite with and reflective of these responsibilities. Hence, an honorarium, plus a meeting fee, as opposed to a meeting fee alone, is in recognition of the significant level of contribution, preparation, internal consultation, negotiation and decision-making outcomes required of each iwi’s representative. In addition to reinforcing the partnership nature of iwi membership in the WRLC.
29. We also anticipate additional workshops, feedback requirements and time commitments outside of the usual WRLC meetings. This is further reasoning for supporting iwi participation and input with an honorarium, to acknowledge this additional mahi, as opposed to a meeting fee only.
30. Providing support for iwi to attend, fully participate in and contribute to the deliberations and decisions made by the WRLC on regional spatial planning, regional economic development and regional recovery, are key tenets first in our commitment to Te Tiriti o Waitangi, and secondly in our commitment to ensuring full and inclusive mana whenua participation in key, relevant, and mutually impactful regional forums.
31. We propose that meeting remuneration for iwi representatives to attend is an annual taxable honorarium of \$2,500, plus the standard Greater Wellington meeting fee of \$235 per meeting, plus Greater Wellington’s usual mileage allowance.

Ngā hua ahumoni
Financial implications

32. The proposed funding for the Joint Secretariat’s operating expenses is currently part of our consultation document for Greater Wellington’s Long Term Plan 2021-31 (LTP).

33. In the consultation document, Option 1: Serious Support, is our preferred option. This is where Council funds the Joint Committee secretariat (includes additional remuneration requirements) on behalf of the region.
34. This option ensures the Joint Committee has the resources, talent and capacity to be effective, and implement decisions and programmes to benefit the region's spatial planning, economic development and recovery.
35. The total cost of this option is \$600,000 per annum, however, \$400,000 per annum will be sourced from the existing Wellington Regional Strategy targeted rate, currently used to support the Wellington Regional Strategy Office. The Horowhenua District Council will be invoiced an amount (to be determined and agreed) for its share of the WRLC's secretariat costs

Ngā tikanga whakatau
Decision-making process

36. The matters for decision within this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga
Significance

37. 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 these matters are of low significance, due to their administrative nature.

Te whakatūtakitaki
Engagement

38. Note that Greater Wellington is engaging with the community on the proposed funding for the Joint Secretariat as part of its consultation package on its Long Term Plan 2021-31.

Ngā tūāoma e whai ake nei
Next steps

39. If Council agrees to the proposed remuneration, officers will:
 - a Include this information in the recruitment processes for the Independent Chair
 - b Provide this information to the seven iwi authorities to inform their nomination process.

**Ngā āpitihanga
Attachment**

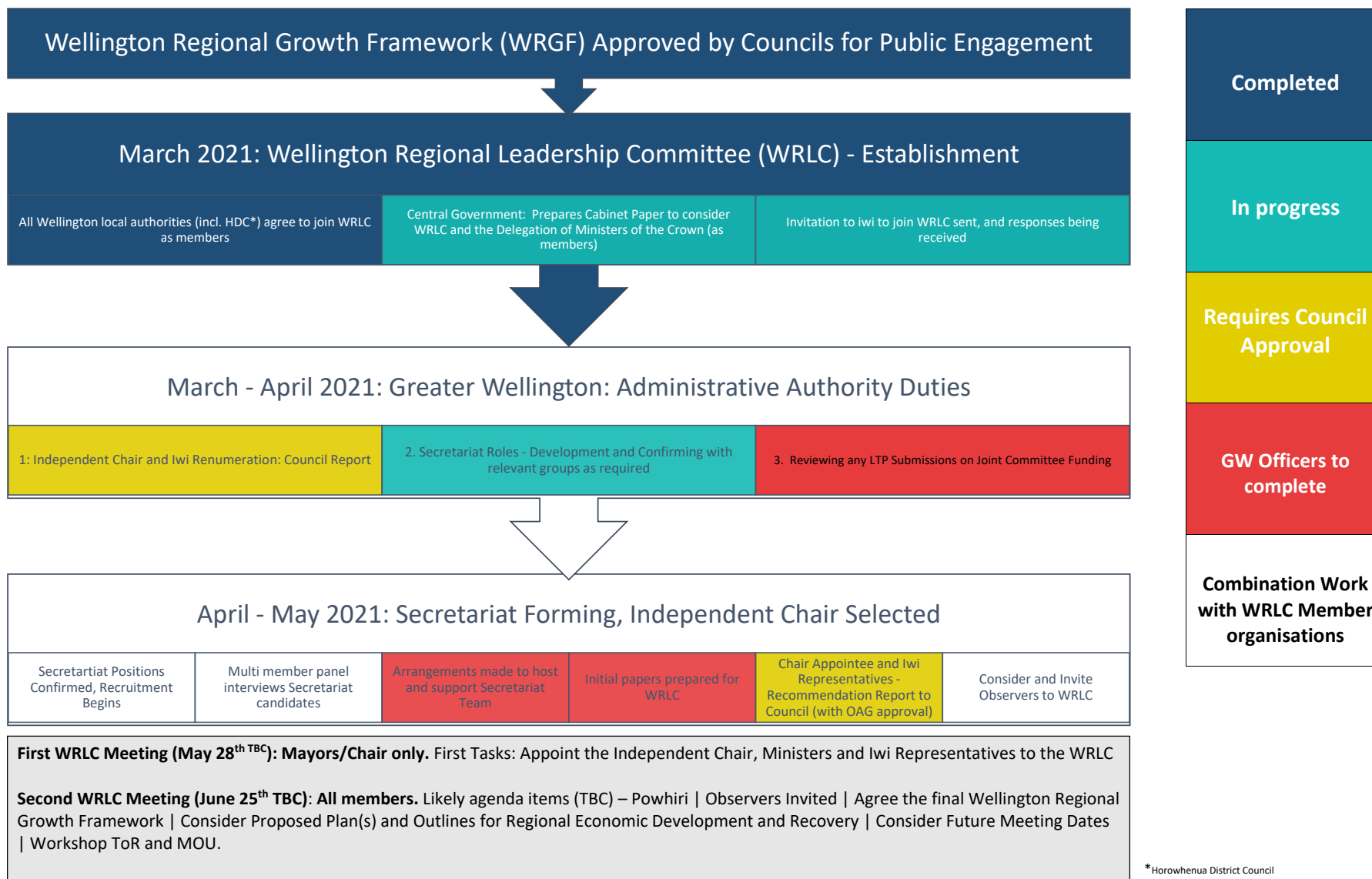
Number	Title
1	Wellington Regional Leadership Committee – Establishment Process Map
2	Role Description: Independent Chair of the Wellington Regional Leadership Committee (WRLC)

**Ngā kaiwaitohu
Signatories**

Writer	Sarah Gauthier, Senior Strategic Adviser, Economic Recovery
Approvers	Sean Mahoney- Company Portfolio and Economic Development Manager Luke Troy – GM Strategy

<p>He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council’s roles or with Committee’s terms of reference</i></p> <p>WRLC’s Terms of Reference do not state the remuneration for the Independent Chair and iwi members. As the Administering Authority under those Terms of Reference, the Council has the authority to set the remuneration for non-elected appointees to its committees.</p>
<p><i>Implications for Māori</i></p> <p>There are significant implications for Māori related to the matters for decision as officers consider it is vital to recognise, fairly remunerate and support iwi members of the WRLC.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The funding for the administrative functions of the WRLC is being consulted on with ratepayers as part of our engagement for Greater Wellington’s Long Term Plan 2021-31.</p>
<p><i>Internal consultation</i></p> <p>Officers consulted with Te Hunga Whiriwhiri and Democratic Services.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>LAMIA and remuneration, as noted in paragraphs 20-25: There are some risks in appointing an Independent Chair with remuneration over \$25,000, as per the LAMIA, 1968.</p> <p>Officers are working closely with the Office of the Auditor-General to ensure approval of the Independent Chair’s proposed honorarium, and appropriate communication with members and the Independent Chair (when selected) to disclose on a pre-prepared form any relevant information or additional contracts with other members.</p> <p>Independent Chair honorarium: as noted in paragraphs 13-19: there are some risks that the recommended honorarium for Independent Chair will be inadequate in attracting or securing a suitable qualified candidate. Should the event occur, where we are unable to secure a strong candidate, officers will return to council with a revised remuneration recommendation for consideration.</p>

Wellington Regional Leadership Committee – a new Joint Committee – Creation to Formal Meeting Flowchart



Attachment 2 to Report 21.114

Role Description: Independent Chair of the Wellington Regional Leadership Committee (WRLC)

The purpose of this pivotal role is one of leadership. This includes coordination of all partners views to progress and activate the Wellington Regional Growth Framework, regional economic recovery and sustainable regional economic development. The Chair needs to demonstrate a sense of urgency and be solutions and outcomes focused.

The Independent Chair should perform the role in a manner that ensures full, inclusive participation by all Joint Committee members and others (Secretariat staff and partner organisation staff).

The role of the Chair is one of facilitation, leadership and advocacy with an emphasis on consensus decision-making and anchoring strategy implementation effectively through the partner organisations. It will include setting agendas, determining priorities, gaining alignment and liaising across different parts of government.

Key responsibilities

- Chairing meetings of the Wellington Regional Leadership Committee (WRLC) and the CEO/Senior Official Group that supports the WRLC.
- Liaise with WRLC members, the Secretariat and partner staff, particularly CEOs and senior staff, both formally and informally to provide support and ensure decisions are well progressed, communicated and implemented
- Provide advice on courses of action to progress the Committee in its deliberations, decisions and subsequent outcomes
- Manage public communications processes in relation to joint matters of the Wellington Regional Leadership Committee governance matters
- Co-ordinate with the committee's secretariat, cooperative approaches to central and local government to support growth management, spatial planning and regional economic development matters
- Support mana whenua representation and kaupapa, ensuring all voices are heard and advocate for approaches that uplift and reflect Te Ao Māori and the Treaty principles
- Ensure Treaty partner obligations are upheld and reflected in deliberations and decisions
- In conjunction with the Programme Director, liaise with other people or groups as appropriate and in support of the WRLC including WellingtonNZ and other key stakeholders and delivery agencies.
- Approve meeting matters such as attendance as required in public excluded sessions, speaking rights as required at meetings and approval of content of meeting agendas
- Other responsibilities as may be decided by the Wellington Regional Leadership Committee

Key tasks

- Chair meetings of WRLC and the CEO/Senior Official Group that supports the WRLC.
- Develop and manage meeting agendas in conjunction with WRLC Programme Director
- Provide a facilitative chairing style to enable quality, inclusive participation and outcomes
- Ensure that timeframes/targets set by the Committee are achievable and achieved
- Develop timelines for specific tasks and projects
- Manage issues as they arise
- Liaise with other people or groups as is appropriate
- In conjunction with WRLC Programme Director, liaise with partner council staff

Attachment 2 to Report 21.114

- Facilitate with the Secretariat, the provision of additional specific information and expert advice to the Committee if required
- Maintain effective working relationships with the appropriate Maori groups
- Maintain effective relationships with the Board and others at WellingtonNZ
- Provide key advice on matters to enable progress of the Committee in its deliberations and outcomes
- Communicate, as agreed with interested persons including public and stakeholder groups
- Manage public communication processes in relation to strategies being developed
- Have a framework that recognises political sensitivities and the communication of issues to the public
- Liaise with the WRLC Programme Director in relation to development of documents for public information

Key skills

- Extensive senior leadership/governance experience and ability to work with mayors, iwi leaders and government ministers as well as councillors and senior executives
- Ability to run meetings with sufficient meeting experience to achieve decision making
- Knowledge of the Wellington-Wairarapa-Horowhenua region and issues including the Wellington Regional Growth Framework and relevant regional economic development and economic recovery documents
- Knowledge of council processes and those of other partners- iwi and central government
- Knowledge of Te Ao Māori and Te Tiriti o Waitangi principles and obligations
- Cognisant of Maori economic ambitions and how these intersect with the Committee
- Exceptional interpersonal skills
- Highly experienced at operating a consensus decision making model both in meetings and between partners on an ongoing basis
- Skilled at coordinating and summarising viewpoints of meeting attendees
- Media and communications skills
- Be aware that publications and communication may need a bi-cultural approach.

Key attributes

- Passionate about the Wellington-Wairarapa-Horowhenua region and its growth
- Objective leadership capabilities, skilled in guiding political discussion towards shared and mutually beneficial outcomes
- Possess a “presence”
- Highly personable, with ability to influence a range of partners and stakeholders
- Inclusive leader to ensure range of voices are objectively heard, and key decisions are upheld and implemented
- Solutions and outcomes focused

Council
8 April 2021
Report 21.112



For Decision

LOCAL GOVERNMENT NEW ZEALAND ANNUAL GENERAL MEETING, 17 JULY 2021: ATTENDANCE

Te take mō te pūrongo

Purpose

1. To seek approval for Councillors to attend the 2021 Local Government New Zealand (LGNZ) Annual General Meeting (AGM), and authority for Council representatives to act as delegates at the AGM.

He tūtohu

Recommendation

That the Council:

1. **Approves** the attendance of Councillors Ponter, Staples and Brash, and Greg Campbell, Chief Executive, at the 2021 LGNZ AGM.
2. **Appoints** Councillor Ponter as the Presiding Delegate for voting on behalf of the Council at the 2021 LGNZ AGM.
3. **Appoints** Councillors Staples and Brash, and Greg Campbell, Chief Executive, as Alternate Delegates for voting on behalf of the Council at the 2021 LGNZ AGM if Councillor Ponter is absent from the AGM.

Te horopaki

Context

Attendance

2. The 2021 LGNZ AGM will be held in Blenheim on 17 July 2021. Greater Wellington Regional Council is entitled to have four delegates (including officers) at the AGM and must appoint:
 - a. the Presiding Delegate (the person responsible for voting on behalf of the Council at the AGM)
 - b. one or more Alternate Delegates (person/s responsible for voting on behalf of the Council if the Presiding Delegate is absent from the AGM).
3. The Council Chair has advised officers that the proposed Councillor attendees are Councillors Ponter, Staples and Brash. The Chief Executive will also be attending.

**Te tātaritanga
Analysis**

4. It is normal procedure for Greater Wellington to send the Chair, the Chief Executive, and either one or two other councillors as delegates.

**Ngā hua ahumoni
Financial implications**

5. There will be a financial cost associated with the travel and accommodation for the attendees, together with registration costs for the associated LGNZ Conference 2021. All costs will be funded from existing budgets.

**Ngā tikanga whakatau
Decision-making process**

6. 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**

7. 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 *Decision-making Guidelines*. Officers consider that these matters are of low significance due to their administrative nature.

**Te whakatūtakitaki
Engagement**

8. Due to the low significance of the matters for decision, no engagement was considered necessary.

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

9. LGNZ will be notified of Greater Wellington's attendees for the AGM.

**Ngā kaiwaitohu
Signatories**

Writer	Marilyn Walker, Advisor, Democratic Services
Approvers	Alex Smith, Senior Advisor, Democratic Services Francis Ryan, Manager, Democratic Services Luke Troy, General Manager, Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or Committee's terms of reference</i> It is normal procedure for Greater Wellington to send the Chair, the Chief Executive, and either one or two other councillors as delegates. Attendance supports the Council's role of providing regional leadership in promoting and facilitating discussions on key issues.
<i>Implications for Māori</i> There are no known implications for Māori.
<i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i> Attendance contributes to relationship building between councils.
<i>Internal consultation</i> The Chair was consulted regarding the Councillor attendees.
<i>Risks and impacts: legal / health and safety etc.</i> There are no known risks or impacts.

Council
8 April 2021
Report 21.135



For Decision

APPOINTMENT TO THE REGIONAL LAND TRANSPORT PLAN 2021 HEARING SUBCOMMITTEE

Te take mō te pūrongo

Purpose

1. To advise Council of a change in the appointments to the Regional Land Transport Plan 2021 Hearing Subcommittee (the Subcommittee).

He tūtohu

Recommendations

That Council:

1. **Notes** that on 24 November 2020, the Regional Transport Committee made appointments to the Regional Land Transport Plan 2021 Hearing Subcommittee, to hear submissions on the draft Regional Land Transport Plan 2021.
2. **Notes** that Council has the right to appoint or discharge any member of a subcommittee appointed by one of its committees.
3. **Revokes** the appointment of Mayor Wayne Guppy to the Regional Land Transport Plan 2021 Hearing Subcommittee.
4. **Appoints** Deputy Mayor Hellen Swales to the Regional Land Transport Plan Hearing Subcommittee.

Te horopaki

Context

2. The Regional Transport Committee considered and appointed members to the Subcommittee on 24 November 2020 (Establishment of the Regional Land Transport Plan 2021 Hearing Subcommittee – Report 20.301).
3. A member was appointed to represent the interests of each of the West Coast (Porirua and Kāpiti Coast), East Coast (Wairarapa), Hutt Valley, Wellington City, Greater Wellington Regional Council (Greater Wellington), and Waka Kotahi NZ Transport Agency. Mayor Guppy was appointed to represent the interests of Hutt Valley.
4. Due to commitments to Upper Hutt City Council Long Term Plan engagement, Mayor Guppy has advised that he is unable to attend the Subcommittee meeting. Upper Hutt City Council has proposed that Deputy Mayor Swales replace Mayor Guppy on the Committee.

Te tātaritanga

Analysis

5. The Terms of Reference for the Subcommittee does not provide for alternates, so a change in appointment is required. As members are expected to attend for the duration of hearings, provision is not made for hearing bodies to have alternates.
6. With Mayor Guppy unable to attend there would be no perspective on the Subcommittee to represent the interests of the Hutt Valley. Officers recommend that Mayor Guppy's appointment be revoked, and Deputy Mayor Swales appointed, so that the Hutt Valley is represented on the Subcommittee.
7. It is not practicable for the Regional Transport Committee to be convened, so Council is requested to make this appointment. Schedule 31 of the Local Government Act 2002 provides for a local authority to appoint or discharge any member of a committee or subcommittee.

Ngā hua ahumoni

Financial implications

8. There are no financial implications.

Ngā tikanga whakatau

Decision-making process

9. Officers considered the matters requiring decision in accordance with the requirements of Clause 30 and 31 of Schedule 7 of the Local Government Act 2002 and the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga

Significance

10. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of this matter, 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 due to their administrative nature.

Te whakatūtakitaki

Engagement

11. Officers consulted with the Office of the Mayor at Upper Hutt City Council.

Ngā tūāoma e whai ake nei

Next steps

12. Mayor Guppy and Deputy Mayor Swales will be advised of the change in appointment, and Deputy Mayor Swales will be notified of the hearing dates.

**Ngā kaiwaitohu
Signatories**

Writer	Lucas Stevenson – Kaitohutohu, Democratic Services
Approvers	Alex Smith – Kaitohutohu Matua, Democratic Services Francis Ryan – Kaiwhakahaere Matua, Democratic Services Luke Troy – Kaiwhakahaere Matua Rautaki

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> Council retains its right to make and revoke appointments to its committees and subcommittees.
<i>Implications for Māori</i> There are no known implications for Māori.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The Regional Land Transport Plan 2021 Hearing Subcommittee is established to consider submissions to the Draft Wellington Regional Land Transport Plan 2021.
<i>Internal consultation</i> Councillor Staples (Chair of the Regional Transport Committee and the Subcommittee), and the Regional Transport department were consulted.
<i>Risks and impacts - legal / health and safety etc.</i> There are no known risks or impacts.

Council
8 April 2021
Report 21.126



For Information

CIVIL DEFENCE EMERGENCY MANAGEMENT GROUP MEETING, 26 MARCH 2021

Te take mō te pūrongo

Purpose

1. To inform Council of the deliberations of the Civil Defence Emergency Management Group Joint Committee (the Joint Committee) meeting of 26 March 2021.

Te horopaki

Context

2. The business considered by the Joint Committee is set out in the following paragraphs.

Reports

Civil Defence Emergency Management Group Appointments – November 2020

3. The Joint Committee agreed to a number of statutory appointments for the roles of Group and Local Controllers and the appointment of Group and Local Recovery Managers as required under the Civil Defence Emergency Management Act 2002 (The Act).

Wellington Region Emergency Management Office Q2 Quarterly Report.

4. The Joint Committee discussed the second quarterly report of 2021 which outlines the work programme to date against the strategic outcomes identified in the Civil Defence Emergency Management (CDEM) Group Plan 2019-2024.
5. Under Section 17 of the Civil Defence Emergency Management Act 2002 (CDEM Act), the Joint Committee is responsible for development, approval, implementation, monitoring and review of the CDEM Group Plan 2019-2024 and its progress.

Oral items

Covid-19 response update

6. Jeremy Holmes, Regional Manager, Wellington CDEM, informed the Joint Committee that Wellington Regional Emergency Management Office (WREMO) is working with the Ministry of Health, Primary Health Organisations and the District Health Boards (DHBs) on resurgence contingency planning including providing support for the Community Based Assessment Centres (CBAC).
7. A COVID-19 vaccination roll out programme was presented to the Committee and four vaccination groups based on employment, location, age and medical condition were

identified and discussed. The Capital and Coast DHB and the Hutt Valley DHB have appointed a general manager to oversee their COVID-19 response.

8. As part of resurgence planning, movement restriction contingency planning was also presented with the preferred location for setting up controls near the northern boundaries of the Wellington Region. These control points are to reduce movement between regions if there is an increase in alert levels. The preferred locations involved planning with MidCentral DHB, the central region Police and Horizons Regional Council.

Community Resilience and Recovery update

9. Dan Neely, Manager, Community Resilience at WREMO, tabled a handout that showed tables and graphs of the impacts of COVID-19 on the regional community. The four main focus points of the handout are housing, employment, mental health and food security. Some of the graphs are levelling off since the start of COVID-19.
10. A new tsunami awareness campaign has started and a new mobile phone application has been developed by Alphero. This app shows where the quickest evacuation route is from a specific location following a large earthquake that may have caused a local tsunami. This work was carried pro bono by the company with WREMO providing technical advice. In future versions of the app, further advances will show augmented reality with waves coming into shore near the user's location.

Proposed changes to Quarterly Reporting

11. Jess Hare, Manager, Business and Development at WREMO presented the Joint Committee with proposed changes to WREMO's quarterly reporting. The proposal was that the required quarterly reporting be carried out by having a summary report in the first and third quarter, the second quarterly report would have more detail and the fourth quarterly report being the Annual Report. The Joint Committee agreed that would be an appropriate approach.

Accommodation and budget update

12. Mr Holmes briefed the meeting on the subject of accommodation for the WREMO office and the emergency coordination centre (ECC). The past proposal of building a new construction and move to Massey University has proved to be too expensive.
13. Wellington City Council has agreed for WREMO to use the Turnbull Street offices for the next three years with minor costs and then review. The Royal Society has also agreed to work with WREMO to allow it to be used as the ECC when required for major emergencies. The COVID-19 response has validated the current situation regarding accommodation.

Radio regional network update

14. Ms Hare advised that at a previous meeting the Joint Committee considered a Request for Information (RFI) for funding to replacement and update the regional radio network. At present the radio system is using VHF with some equipment able to go digital if required. The regional repeater system is in good order and works effectively.
15. The potential for updating the regional radio system is part of the Whole of Government critical communication programme being run by the Police. The Joint Committee was informed that there will not be sufficient information available in order to inform the

direction that Wellington Region should take with updating radios for at least three years.

16. The National Emergency Management Agency has been approached regarding the situation and they suggest that it could be five to ten years before it is known in which direction to go with radio communications. They suggest that if buying new equipment that Groups should be flexible and avoid using radio as a service to provide communications.

Ngā kaiwaitohu

Signatories

Writer	Keith Evans – Kaiwhakahaere Matua, Business Continuity & Emergency Manager
Approvers	Luke Troy – Kaiwhakahaere Matua Rautaki/General Manager, Strategy Cr Daran Ponter – Council’s representative, Civil Defence Emergency Management Group Joint Committee

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> It is appropriate for Council, as a member of the Joint Committee, to be kept informed of the business of that committee.
<i>Implications for Māori</i> There are no known implications for Māori.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The report contains updates relevant to business continuity planning and emergency management and Regional Leadership
<i>Internal consultation</i> There was no internal consultation required.
<i>Risks and impacts - legal / health and safety etc.</i> There are no risks or impacts.

Council
8 April 2021
Report 21.94



For Information

WELLINGTON REGIONAL STADIUM TRUST HALF YEARLY REPORT

Te take mō te pūrongo

Purpose

1. To provide Council with an update from the Wellington Regional Stadium Trust (WRST).

Te horopaki

Context

2. The WRST provide regular updates to the two settlor Councils on progress towards any performance measures set in the Statement of Trustees Intent, any issues relating to the operation of WRST as contained in the trust deed and to raise any matters of concern to the settlors on a no surprises basis.
3. The half yearly report to 31 December 2020 is included as [Attachment 1](#).

Te tātaritanga

Analysis

4. The report from WRST reflects the operations of the Stadium during a period of time when the WRST ability to operate was constrained by the impact of COVID-19, including restrictions on international travel and on public gatherings. WRST still managed to host a number of events, some of which were rescheduled to manage the impact of COVID-19 or in some cases were held behind closed doors.
5. The short to medium term prospects for WRST are still heavily dependent on the global effects of COVID-19 including the easing of border restrictions and a sustained period of no restrictions on gatherings. WRST has remained event ready throughout this period and taken advantage of those opportunities which have arisen.
6. WRST drew down on a financial facility (loan) that both Council and Wellington City Council, as joint settlors, provided with the initial loan from Council being \$900,000. This facility was agreed in the current annual plan to a maximum from Council of \$2,100,000 matched by Wellington City Council.
7. WRST remains challenged by the continuing increases to its insurance premiums. This has been managed in the current period by an increase in the deductible together with a slightly reduced cover. Continued dialogue needs to occur on the ongoing affordability and desirability for insurance cover for WRST and how this may be funded or supported.

Ngā āpitihanga
Attachment

Number	Title
1	Wellington Regional Stadium Trust Half Yearly Report 31 December 2020

Ngā kaiwaitohu
Signatory

Writer	Seán Mahoney – Company Portfolio and Economic Development Manager
Approver	Luke Troy – GM, Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> Council as Settlor receives reports under the terms of the Trust and Funding Deeds.
<i>Implications for Māori</i> No known implications from this report.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> None
<i>Internal consultation</i> None
<i>Risks and impacts - legal / health and safety etc.</i> No risks from this report, the ongoing risk to WRST of insurance affordability is highlighted.



**Wellington Regional Stadium Trust
Half yearly report to Settlers
For six months ending 31 December 2020**

The Trustees are pleased to present this report of operations for the six months ending 31 December 2020.

As outlined in the Statement of Intent, to meet its obligations under its Trust Deed the Trust pursues the key objectives of:

- Presenting a full and balanced event calendar;
- Maintaining and enhancing the facility;
- Achieving a level of profitability that finances continuing capital expenditure and meets debt repayment obligations.

In 2018 the Trust refreshed its strategic priorities centred on the following areas:

1. Deliver great customer experiences
2. Grow commercial revenues
3. Invest in and improve our facilities
4. Value our people, our community and our stakeholders
5. Operate a safe building
6. Operational excellence
7. Attract and deliver world class events
8. Sustainability

These objectives remain current.

Additional matters set out in the Letter of Expectations issued by each Council in December 2019 and January 2020, have also been incorporated into the Trust's 2020-2021 Statement of Intent.

For the Wellington City Council (WCC), this included a request to, where relevant, incorporate new WCC strategies and policies into the Trust's operations. Other items noted in the WCC letter are incorporated into the priorities identified above.

The matters raised by Greater Wellington Regional Council (GWRC) are also incorporated in the strategic priorities noted above.

Activity in these areas for the six-month period is reported on below.

A summary of performance measures (both financial and non-financial) is included at the end of this report.



DELIVER A HIGH QUALITY AND DIVERSIFIED EVENTS PROGRAMME

Sky Stadium is first and foremost a venue that exists to provide a facility for events to take place.

Despite the impact of Covid-19, the Stadium was able to host 20 event days during the six-month period with attendance of 131,209. This compares to 24 event days and attendance of 113,629 in the six months to December 2019.

It was a particularly busy period for exhibitions, with three of these rescheduling from earlier in the year.

Event	Month	Attendance
<i>Rugby</i> Super Rugby Aotearoa 3 games	July to August	50,562
North v South (closed door)	September	n/a
All Blacks v Australia	October	28,774
Mitre 10 Cup Rugby: 4 round robin games	Sept to November	7,146 Avg 1,786
<i>Exhibitions</i> Armageddon Home & Garden Show Food Show Beervana	August October October November	44,727

Event bookings for the first half of 2021 are reasonably strong with four games in the Super Rugby Aotearoa competition, two games in the Trans-Tasman Super Rugby competition, a T20 cricket international doubleheader and our regular calendar of exhibitions.

Two concerts are scheduled (SIX60 in February and Guns n' Roses in November) and we would expect to host an All Blacks rugby test match.

All of this is dependent on Wellington remaining in Alert Level 1 with no restrictions on public gatherings.

Event enquiries, particularly for concerts have been strong for the summer of 2021-22, but again this will depend on the ongoing management of the pandemic, the worldwide rollout of the vaccination programme, and easing of New Zealand's border restrictions.



INVEST IN AND IMPROVE OUR FACILITIES

<i>Objective</i>	<i>Progress</i>
Complete next phase of concourse improvement project including renovation of food and beverage outlets, new lighting, improved look and feel.	Good progress has been made on this phase of the project, with completion expected by March 2021.
Develop a plan to further strengthen the building and walkway to improve resilience in the event of a major seismic event.	<p>Installation of corbels into the ground floor of the carpark, and the rest of the Fran Wilde Walkway is continuing. This follows prior installation of corbels into the mezzanine level.</p> <p>The Trust's engineers are continuing work on detailed designs for various parts of the Stadium building and walkway to further improve the resilience.</p>
Maintain asset in accordance with asset management plan	<p>The Trust obtains five yearly asset condition assessments and follows up on matters identified in these reports.</p> <p>Progress on the follow up items is regularly reported to the Board.</p>
Be a role model for inclusive and accessible practices in venues	<p>During 2020 we engaged accessibility partner Be. Lab (formerly Be. Accessible) to undertake a Be. Confident workshop (held in March, attended by Trust and service provider staff,) and a Be. Welcome site assessment in September. Following the assessment WRST was awarded the Gold accessibility rating (80-89%) which indicates an excellent level of accessibility.</p> <p>The Trust has since advised on Be. Lab's accreditation program, and future work with Be. Lab will include Community Stakeholder Consultation Workshops, which will include mystery shops by members of the access community.</p>



MAINTAIN A SAFE AND HEALTHY WORKING ENVIRONMENT AND A HARRASMENT FREE VENUE

<i>Objective</i>	<i>Progress</i>
Continually develop and improve health and safety processes.	The Board's Health and Safety Committee is actively involved in oversight of health and safety matters. Regular detailed Health and Safety reports are provided to the Board by Management. Good progress is being made on continuous improvement to our health and safety practices, including work with the many contractors, hirers and other users of the Stadium.
Build on prior training on identifying unsafe situations and roll out to team leaders and duty managers.	Included in all training and pre-event briefings.
Actively promote a safe and harassment-free environment for all staff, contractors and attendees at the stadium.	Continued with active promotion of stadium communication channels for patrons who require assistance or feel uncomfortable.

SUSTAINABILITY

TE ATAKURA FIRST TO ZERO POLICY/CARBON NEUTRALITY

<i>Objective</i>	<i>Progress</i>
Investigate sustainable options for plastic cups in use at Stadium	Continued investigations into suitable cup solutions. It is a complex and ever-changing area. We are seeking solutions that achieve the aim of reducing usage while being operationally viable and cost efficient.
Determine what is required for the Stadium to be a carbon neutral venue	This remains a work in progress and will be explored further in H2

SUPPORT WCC'S TE TAUHU TE REO MAORI POLICY AND TE MAPIHI MAUREA NAMING POLICY RELATIONSHIP WITH MANU WHENUA

<i>Objective</i>	<i>Progress</i>
Develop an appropriate Te Reo name for Wellington Regional Stadium Trust	Ongoing The Trust is working with WellingtonNZ and Te Taura Whiri i te Reo Māori (the Maori Language Commission) to introduce bilingual messaging



	on entry to the Stadium for events, commencing from the SIX60 concert.
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FINANCIAL RESULTS

The financial result for the six months to 31 December 2020 is a net surplus of \$1.68 million compared to a budgeted surplus of \$1.03 million.

This result includes \$2.32 million of grant monies payable by the WCC toward the concourse upgrade. An amount of \$2.8million was budgeted for the period. The remainder of the grant will be received in the second half of this financial year.

Excluding the grant income, the result is a net loss of \$0.65 million compared to a budgeted loss of \$1.78m. The variance is largely attributable to overhead expenditure, which is being carefully managed in the current Covid-19 environment.

The events that occurred during the period were as budgeted, with the addition of the North v South rugby match. It was a closed-door match with no audience in attendance. This game had to be relocated at short notice from Auckland due to regional Covid restrictions in that area, and the venue was provided at a minimal fee.

During the period the Trust made the first drawdown against the credit facility being provided by both Councils, for a combined total of \$1.8 million. This was needed to pay the insurance premium (the insurance renewal is discussed further on in this report). The Trust notes its appreciation for this facility being made available by the settlors.

The cash flow position and net debt position at 31 December 2020 are better than had been budgeted. This is due mostly to differences in the actual timing of capital expenditure versus the budget.

The Trust is forecasting a year end profit of \$361,000 compared to the original full year budgeted loss of \$861,000. The movement is largely due to savings in overhead expenditure, some of which is being deferred given the ongoing impact of Covid. Achievement of the revised forecast is dependent on the events scheduled for the second half of the year going ahead, with crowds in attendance.

OTHER MATTERS

Trustees & Staffing

Mark McGuinness completed his nine-year term as a Stadium Trustee on 30 June 2020. Steve Tew has been appointed as a Trustee from 1 January 2021.



Insurance

Insurance premiums have become increasingly unaffordable for the Trust in recent years. This year we explored a number of options for the insurance programme, in conjunction with our broker, to work towards mitigating the sharply increasing premium. We kept officers from both of the Settlor Councils informed at each step of the process.

Insurance for the 12 months to 30 November 2021 has been placed, with the following key changes (to the Material Damage and Business Interruption policy) from prior years:

- \$200m of insurance cover (reduced from \$230m in the prior year)
- \$25m deductible for natural disaster (previously \$7m)
- Aggregate limit for fire cover of \$100M (previously full cover from fire up to insured limit of \$200M).

The total insurance cost for the Trust for this cover was \$1.6m which is a modest saving from the prior renewal. To obtain the same cover as the previous year would have had a cost of around \$2m.

The Trustees and are satisfied that this is the best outcome for the Trust in the current challenging circumstances, when its operations are constrained and there are multiple demands on the Trust's limited resources.

CONCLUSION

During the last six months we have:

- Contributed to the post lockdown recovery through providing a variety of events for residents and visitors to the region to attend. These included an All Blacks Test match, Super Rugby Aotearoa, Mitre 10 Cup rugby and a wide range of exhibitions.
- Continued work on major infrastructure projects to enhance the Stadium facility and experience, and to improve the resilience of the facility.
- Secured two concerts for 2021.

With the ongoing Covid-19 related disruptions to borders and events, the outlook for the future remains challenging and uncertain but the Trust remains committed to keeping the Stadium in event ready mode, and able to provide a fantastic venue for hosting a variety of events.

John Shewan
Chairman
12 February 2021



Non-Financial Performance Measures

Measure	How Measured	Progress for six months to 31 Dec 2020
<ul style="list-style-type: none"> Deliver a strong Rugby international test programme for 2020 and 2021 	<ul style="list-style-type: none"> Key stakeholders are satisfied with management of the test operation Sell-out crowds for test matches 40% out of region visitors 	<ul style="list-style-type: none"> Successful All Blacks v Australia test match delivered in October 2020. Game did not sell out, likely due to short time frame for sales, and timing on last Sunday of school holidays. 20% out of region visitors. This is lower than normal, likely to be for same reasons as noted above.
<ul style="list-style-type: none"> Deliver more large-scale non-sporting events 	<ul style="list-style-type: none"> Secure at least one concert per year Secure at least two other events outside the traditional rugby and football regular season calendar per year 	<ul style="list-style-type: none"> Progress hampered by Covid-19. Restrictions. SIX60 concert scheduled for Feb 2021 and Guns n' Roses for November 2021.
<ul style="list-style-type: none"> Continued investment in stadium infrastructure 	<ul style="list-style-type: none"> Concourse upgrade is completed Resilience plans finalised and shared with council partners 	<ul style="list-style-type: none"> Construction work on food and beverage outlet and lighting upgrades expected to be completed by March 2021. Corbel installation into carpark and Fran Wilde walkway progressing well. Engineering design work for additional resilience measures continuing.
<ul style="list-style-type: none"> Deliver a full event calendar 	<ul style="list-style-type: none"> Securing 45-50 event days per year. (Excludes community events) 	<ul style="list-style-type: none"> Full year projection is 36. Reduction due to Phoenix being likely to play all their 2020-21 season games in Australia.



<ul style="list-style-type: none"> • Host unique events that deliver economic benefit to the region 	<ul style="list-style-type: none"> • Maintaining economic benefit to the Region at an average of \$40 million per year • Working with promoters to deliver special events to Wellington 	<ul style="list-style-type: none"> • Impacted by Covid-19 but events hosted at Stadium contribute to economic activity in the region. • Strong level of enquiry for 2021-22 summer.
<ul style="list-style-type: none"> • Continue to enhance food and beverage offering 	<ul style="list-style-type: none"> • Greater range and quality of offerings • Higher customer satisfaction 	<ul style="list-style-type: none"> • No changes in six month period due to Covid-19 uncertainties.
<ul style="list-style-type: none"> • Sustainability 	<ul style="list-style-type: none"> • Reduce single use plastic 	<ul style="list-style-type: none"> • Continued investigation into best sustainable option for cups.

Council
8 April 2021
Report 21.127



For Decision

RESOLUTION TO EXCLUDE THE PUBLIC

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

Confirmation of the Restricted Public Excluded minutes of the Council meeting on 25 February 2021 – Report RPE21.75

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 for the passing of this resolution are as follows:

Confirmation of the Restricted Public Excluded minutes of the Council meeting on 25 February 2021 – Report RPE21.75	
<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>The information contained in these minutes relates to the Chief Executive's performance for 2020/21; and the remuneration parameters and draft employment agreement, which will be applied in negotiations with the preferred candidate for the Chief Executive position.</p> <p>Release of this information would prejudice Greg Campbell's privacy by disclosing details of his performance agreement with Council. It would also be likely to prejudice or disadvantage the ability of Greater Wellington to carry on negotiations with the preferred candidate.</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 then eed to withhold the information.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(a) of the Act (to protect the privacy of natural persons), and section 7(2)(i) of the Act (to enable any local authority holding the information 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 Local Government Official Information and Meetings Act 1987 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.