

Ngā waka tūmatanui

Metlink public  
transport



Greater  
Wellington  
Te Pane Matua Taiao





## Ko ā matou mahi – What we do

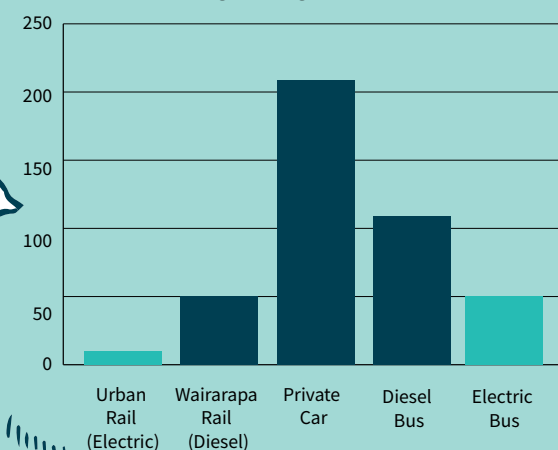
Our Metlink public transport network is fundamental to keeping people moving in our region. Greater Wellington manages the Metlink public transport network and delivers public transport services to the regional population. We deliver services across an integrated network of bus routes, five passenger rail lines, the harbour ferry service and Total Mobility. Passengers, ratepayers and road users all help fund these services through fares, rates and a subsidy from Waka Kotahi (the New Zealand Transport Agency). We are also responsible for developing and maintaining public transport infrastructure including railway stations, train maintenance depot, bus and ferry shelters, signs, and Park & Ride facilities. We are focused on becoming a smarter, cleaner region by encouraging more people to travel by bus, train and ferry, especially at peak times.

### Did you know?

Metlink are expecting the first set of 98 electric buses to arrive in July 2021, which will take Greater Wellington a step closer to its target of a fully electric fleet.

As shown below, transitioning from private vehicles and diesel transport to electric bus and rail will significantly reduce our region's carbon footprint.

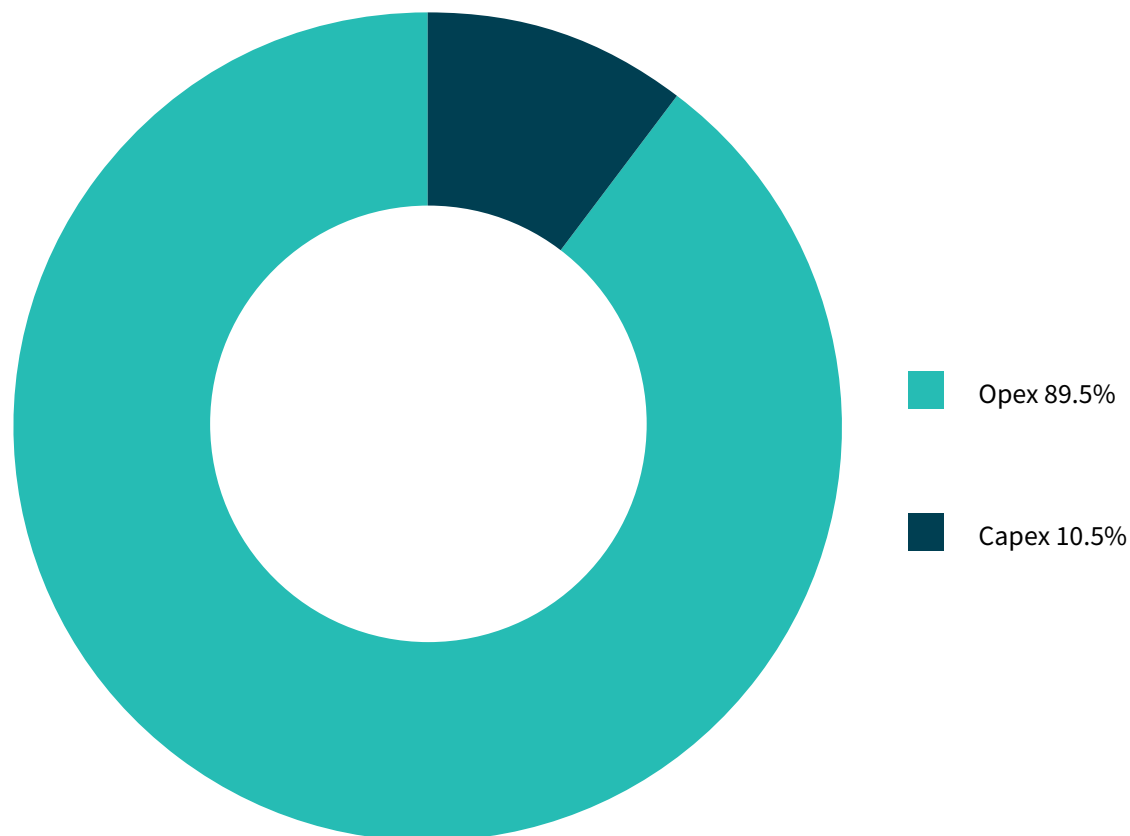
Carbon dioxide emissions (grams)  
per passenger per km  
[For the Wellington Region, for all time periods]



## Our Metlink Public Transport group of activities contributes towards the following Community Outcomes:

- **Connected communities**  
People can get to the places they want to go to by using an accessible and efficient network
- **Thriving environment**  
With electrification of our network we are creating a more sustainable and low carbon region
- **Resilient future**  
People can move around the region on a public transport network that is future proofed

Ten year average spend on CAPEX and OPEX for Metlink Public Transport



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## Activities of the Metlink public transport group

### Strategy and Customer

The Strategy and Customer activity involves planning for a network that operates efficiently and effectively, and reviews services to ensure they are meeting the needs of the community. We deliver our strategic priorities through three key result areas: reducing public transport emissions by accelerating decarbonisation of the vehicle fleet (bus, rail, and ferry) achieving an increase in regional mode share for public transport including the delivery and implementation of Let's Get Wellington Moving and improving the customer experience across all areas of the public transport network. The customer experience lies at the heart of what we do. Through transforming and elevating the customer experience and ease of use of Metlink's passenger services and infrastructure, we will have a service that responds to customer needs.

### Operations and Commercial partnerships

The Operations and Commercial Partnerships activity works to provide a high quality public transport network to improve journey times, is reliable and attracts users. Through the delivery of rail, bus, ferry and Total Mobility services in close partnership with our operators, Metlink provides the infrastructure and service delivery to support a high capacity, high quality, high frequency core public transport network.

### Assets and Infrastructure

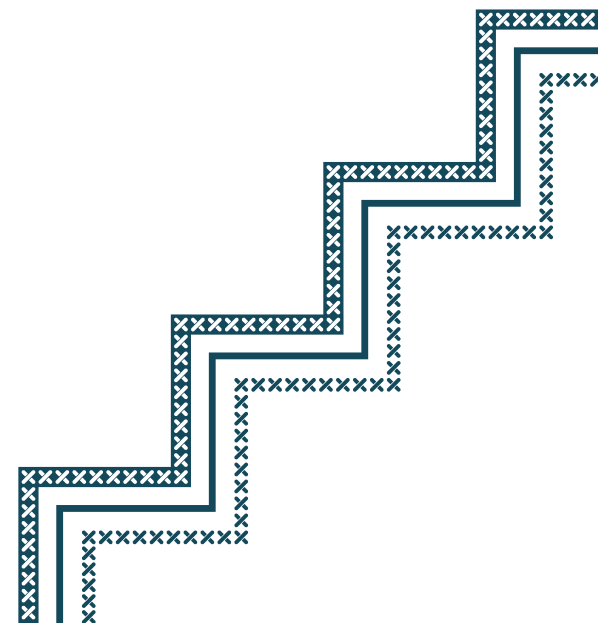
Our Assets and Infrastructure activity supports the overall strategic priority of an efficient, accessible and low carbon public transport network. We do this by providing high quality, reliable, safe, accessible and customer-focused public transport services using modern vehicles and infrastructure. Assets and infrastructure ensures that all vehicles and vessels continue to meet vehicle and vessel quality standards. We also work closely with our customer experience teams to improve the accessibility and standards of vehicles and access to infrastructure and facilities.

## Relationship with mana whenua and mātāwaka

Metlink is committed to partnering with mana whenua. The Regional Public Transport Plan contains key actions Metlink will undertake to ensure there is a strong and enduring relationship with mana whenua.

These actions involve working with Greater Wellington's six mana whenua partners: Ātiawa ki Whakarongotai Charitable Trust; Ngā Hapū ō Ōtaki; Ngāti Kahungunu ki Wairarapa Charitable Trust; Port Nicholson Block Settlement Trust, Taranaki Whānui; Rangitāne ō Wairarapa Inc. and Te Rūnanga Toa Rangatira Inc. to:

- develop a responsiveness to Māori framework for public transport that includes:
  - kaupapa Māori principles to enhance the design of public transport activity and guide current and future public transport policy
  - strategies to reach Māori communities and build relationships to encourage public transport use
  - Māori values reflected in the built environment through our design principles and sustainability interfaces
  - extending the use of Te Reo Māori in customer information channels and fare payment methods
- ensure that the public transport network aligns to new and existing papakāinga developments and marae within the region



## Opportunities and challenges

### Opportunities

More customers, improved services, improved customer journeys and better infrastructure:

- New technology will help facilitate the implementation of a nation-wide public transport electronic ticketing system. This system will provide customers with a more convenient payment solutions, integrated fares across all modes of travel (bus, ferry, and rail) as well as integration with other external transport providers
- New approaches such as transit oriented design and 'On-Demand' public transport services to complement or replace traditional public transport infrastructure and services, or to provide services to communities in areas not currently served by public transport
- The Government declaration of a climate change emergency presents an opportunity to explore a more ambitious and rapid decarbonisation pathway for all modes of public transport travel, enabling us to consider innovative ways to further decarbonise the Metlink bus, rail and ferry fleet

- Maintain and improve high levels of customer satisfaction through the delivery of effective public transport services. Adapt to changes to patronage and travel trends as a result of the COVID-19 pandemic through the flexible delivery of services that respond to changes in network demand
- The rise of electronic advertising and new technology on buses presents an opportunity for Metlink / Greater Wellington to explore ways of enriching customer experience on board through the provision of information, while also generating complementary revenue streams

### Challenges

More customers, service delivery, customer journeys and infrastructure:

- Ensuring public transport capacity meets demand, then balancing this demand and our levels of service, with investment demands and affordability for users and ratepayers
- Responding to the short, medium and long-term impacts of COVID-19 on people's transport behaviour, patronage on the network, travel patterns and revenue impacts
- Changing demographics, populations and travel patterns may result in existing and new communities requiring additional service stops or routes. There will also be a need to address a greater volume of private vehicles. Metlink needs to keep encouraging mode shift to public transport from private car use post the implementation of significant regional roading improvements
- A changing climate is resulting in more frequent and severe weather events. Metlink must invest in infrastructure improvements, particularly rail infrastructure, to build resilience and mitigate the effect of these events on our network
- Advancements in digital technology will increase the expectations of customer service for accessibility, responsiveness and ease – with a specific focus on customer experience
- The emergence of 'mobility as a service' apps and the advent of, and increase in, autonomous vehicle and car sharing schemes could result in significant changes to the role of public transport. We need to respond to this changing role by integrating more active modes into public transport journey options

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## Significant negative effects and how we will address them

There is the potential for public transport projects and ongoing operations to have adverse effects on environmental wellbeing, although public transport has an overall positive effect on carbon emissions in the region. To mitigate possible adverse effects we will seek to minimise the impact of public transport projects and operations, for example, by taking steps to further decarbonise the bus network, and appropriately managing the storm water run-off from sealed car-parks.

# Ko ngā kaupapa me ngā hōtaka matua o te rōpū waka tūmatanui a Metlink – Projects and key programmes of the Metlink public transport group

	Year									
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	1	2	3	4	5	6	7	8	9	10
<b>National ticketing solution</b> We will continue our work from the previous Long Term Plan on the roll-out of a contactless ticketing system through the development and phased implementation of the National Ticketing Solution and integrated fares across the public transport network										
<b>Manawatū and Wairarapa rolling stock</b> We are continuing to develop the business case for the Regional Rail Strategic Direction investment pathway, which will deliver rolling stock and infrastructure improvements to the Manawatū and Wairarapa lines										
<b>Waterloo station redevelopment</b> <b>Melling station redesign and redevelopment</b> <b>Additional metro rolling Stock</b>										



	Year									
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	1	2	3	4	5	6	7	8	9	10
<b>Rail timetable frequency increase</b> (Hutt Valley Line, Kāpiti Line)										
<b>Accessibility at bus stops on the network</b> (Investigate and resolve)										
<b>Wellington CBD EV bus layover depot</b> We need a new Wellington City depot layover for the increasing fleet requirements										
<b>RTI 2.0 (Real time information)</b> We will continue to make improvements to Real Time information accuracy and reliability, by upgrading Metlink 's Real Time information system to meet customer needs and business requirements										
<b>Bus on-board stop announcements</b>										
<b>Decarbonisation – All core bus services are electric by 2030</b> (including increasing the number of electric buses by (approximately) 111 by the end of 22/23)										
<b>Airport bus service<sup>6</sup></b>										
<b>Let's Get Wellington Moving (LGWM)</b> Implementing ongoing programme of works (services, routes) resulting from LGWM decisions										

6 Subject to inclusion in the final Wellington Regional Public Transport Plan

# Ko ngā inenga mahi – Performance measures

Community Outcome	Strategic Priorities	Key Result Areas	Levels of Service	Performance Measures	Baseline (2019/20)	2021/22 Target	2022/23 Target	2023/24 Target	2024-31 Target
Connected Communities, Resilient Future, Thriving Environment	An efficient, accessible and low carbon public transport network	Improving the customer experience across all areas of the public transport network	Provide a consistent and high quality customer experience across the public transport network	Passengers' overall satisfaction with the Metlink public transport <sup>7</sup>	New Measure	Bus 92% Rail 93% Ferry 98%	Bus 94% Rail 94% Ferry 98%	Bus 95% Rail 95% Ferry 98%	Bus >96% Rail >96% Ferry >98%
				Passenger satisfaction with convenience of paying for Metlink public transport <sup>8</sup>	New Measure	76%	78%	80%	>90%
				Passenger satisfaction with Metlink information currently available <sup>9</sup>	New Measure	87%	89%	92%	>93%
				Passenger satisfaction with Metlink public transport being on time <sup>10</sup>	New Measure	80%	82%	85%	>90%

- <sup>7</sup> The Metlink Public Transport Passenger Satisfaction Survey, which is run twice yearly, is used to determine Customer Satisfaction. Satisfied = score of 6-10 on a scale of 0-10. The question used to determine this measure is: *Thinking about the vehicle you are on now, how satisfied or dissatisfied are you with this trip overall?*
- <sup>8</sup> The Metlink Public Transport Passenger Satisfaction Survey is used for this measure. Satisfied = score of 6-10 on a scale of 0-10. The question used to determine this measure is: *Thinking about your experience of public transport (including trains, buses and harbour ferries) in the Wellington region over the last three months, how satisfied or dissatisfied are you with how convenient it is to pay for public transport?*
- <sup>9</sup> The Metlink Public Transport Passenger Satisfaction Survey is used for this measure. Satisfied = score of 6-10 on a scale of 0-10. The question used to determine this measure is: *Overall, how satisfied or dissatisfied are you with the information about public transport services that is currently available?*
- <sup>10</sup> The Metlink Public Transport Passenger Satisfaction Survey is used for this measure. Satisfied = score of 6-10 on a scale of 0-10. The question used to determine this measure is: *Thinking about the vehicle you are on now, how satisfied or dissatisfied are you with the service being on time (keeping to the timetable)?*

Community Outcome	Strategic Priorities	Key Result Areas	Levels of Service	Performance Measures	Baseline (2019/20)	2021/22 Target	2022/23 Target	2023/24 Target	2024-31 Target
Connected Communities, Resilient Future, Thriving Environment	An efficient, accessible and low carbon public transport network	Improving the customer experience across all areas of the public transport network	Provide a consistent and high quality customer experience across the public transport network	Percentage of scheduled bus trips that depart their timetabled starting location on time (punctuality) – to 5 minutes <sup>11</sup>	94.2%	95%	95%	95%	95%
				Percentage of scheduled rail services on-time (punctuality) – to 5 minutes <sup>12</sup>	89.4%	95%	95%	95%	95%
		40 percent increase in regional mode share for public transport and active modes by 2030	Promote and encourage people to move from private vehicles to public transport	Annual Public Transport boardings per capita	63 per capita	64 per capita	65 per capita	67 per capita	Increasing to 88 per capita by 2030/31
			Provide fit-for-purpose vehicles, infrastructure and services to continually deliver a high quality core network that meets ongoing demand	Percentage of passengers who are satisfied with the condition of the station/ stop/wharf <sup>13</sup>	New measure (88% Nov 2020)	90%	92%	94%	>96%
				Percentage of passengers who are satisfied with the condition of the vehicle fleet <sup>14</sup>	New measure (94% Nov 2020)	92%	93%	94%	>96%

<sup>11</sup> This measure is based on services that depart from origin, departing between one minute early and five minutes late.

<sup>12</sup> The rail punctuality measure is based on rail services arriving at key interchange stations and final destination, within five minutes of the scheduled time.

<sup>13</sup> The Metlink Public Transport Passenger Satisfaction Survey is used for this measure. Satisfied = score of 6-10 on a scale of 0-10. The question used to determine this measure is: *How satisfied or dissatisfied are you with the condition of the stop/station/wharf?*

<sup>14</sup> The Metlink Public Transport Passenger Satisfaction Survey is used for this measure. Satisfied = score of 6-10 on a scale of 0-10. The question used to determine this measure is: *How satisfied or dissatisfied are you with the condition of this vehicle?*



Community Outcome	Strategic Priorities	Key Result Areas	Levels of Service	Performance Measures	Baseline (2019/20)	2021/22 Target	2022/23 Target	2023/24 Target	2024-31 Target
Connected Communities, Resilient Future, Thriving Environment	An efficient, accessible and low carbon public transport network (Continued)	Reducing public transport emissions by accelerating decarbonisation of the vehicle fleet (bus, rail, ferry)	Gross emissions for Metlink's public transport fleet will be minimised, reducing the offsets required to reach net carbon neutrality	Tonnes of CO <sub>2</sub> emitted per year on Metlink Public Transport Services	New Measure (22,030)	20,626 tonnes	19,223 tonnes	17,818 tonnes	5,500 tonnes in 2030/31 <sup>15</sup>
			Reduction of accidental death and serious injury on the public transport network and prioritisation of safety and maintenance on the Public Transport network to encourage safe behaviours	Accidental deaths and serious injuries sustained on the Public Transport network as a result of Metlink or operator activity <sup>16</sup>	New Measure	Establish a baseline	5% Reduction compared to previous year	5% Reduction compared to previous year	5% Reduction compared to previous year

<sup>15</sup> This figure represents the expected emissions in 2030/31. For each of the years 2027/28 to 2029/30 emissions are expected to be 7,993. During the years 2024/25 to 2026/27 emissions are anticipated to be between 16,000-18,000 tonnes per year.

<sup>16</sup> This measures events on the Metlink Public Transport network that have resulted in an accidental death or serious injury to a member of the public or Metlink staff member.

# He kupu mō te tahua – Funding impact statements

## METLINK PUBLIC TRANSPORT PROSPECTIVE FUNDING IMPACT STATEMENT FOR THE YEAR ENDING 30 JUNE

	2020/21 Budget \$000s	2021/22 Plan \$000s	2022/23 Plan \$000s	2023/24 Plan \$000s	2024/25 Plan \$000s	2025/26 Plan \$000s	2026/27 Plan \$000s	2027/28 Plan \$000s	2028/29 Plan \$000s	2029/30 Plan \$000s	2030/31 Plan \$000s
<b>Sources of operating funding</b>											
General rate	-	-	-	-	-	-	-	-	-	-	-
Targeted rate	76,798	81,810	92,354	112,300	123,336	142,728	165,352	187,098	200,252	201,708	208,058
Subsidies and grants for operating purposes	175,412	97,488	107,475	117,537	119,823	127,978	135,070	151,428	154,952	162,637	170,846
Fees and charges	104,419	97,348	100,934	106,123	112,242	118,756	125,697	132,831	140,450	148,644	157,306
Fines, infringement fees, and other receipts <sup>1</sup>	7,102	5,016	4,143	4,128	4,286	4,482	4,550	4,709	4,835	5,003	5,071
<b>Total operating funding</b>	<b>363,731</b>	<b>281,662</b>	<b>304,906</b>	<b>340,088</b>	<b>359,687</b>	<b>393,944</b>	<b>430,669</b>	<b>476,066</b>	<b>500,489</b>	<b>517,992</b>	<b>541,281</b>
<b>Applications of operating funding</b>											
Payments to staff and suppliers	328,654	251,991	270,725	294,953	307,031	328,838	349,065	386,810	401,036	423,351	447,701
Finance costs	12,004	10,259	9,623	9,406	9,542	10,115	10,883	11,955	13,350	14,148	13,520
Internal charges and overheads applied	12,223	14,764	15,195	15,531	15,756	15,936	16,199	16,574	16,924	17,250	17,163
<b>Total applications of operating funding</b>	<b>352,881</b>	<b>277,014</b>	<b>295,543</b>	<b>319,890</b>	<b>332,329</b>	<b>354,889</b>	<b>376,147</b>	<b>415,339</b>	<b>431,310</b>	<b>454,749</b>	<b>478,384</b>
<b>Net surplus/(deficit) of operating funding</b>	<b>10,850</b>	<b>4,648</b>	<b>9,363</b>	<b>20,198</b>	<b>27,358</b>	<b>39,055</b>	<b>54,522</b>	<b>60,727</b>	<b>69,179</b>	<b>63,243</b>	<b>62,897</b>
<b>Sources of capital funding</b>											
Subsidies and grants for capital expenditure	14,300	18,285	28,075	35,119	110,765	194,987	270,449	281,937	103,453	15,955	16,130
Increase / (decrease) in debt <sup>2</sup>	173	9,262	13,281	7,658	41,848	63,938	83,061	79,961	52,877	(2,974)	(21,557)
Gross proceeds from asset sales	-	10	10	-	-	11	11	-	-	12	12
<b>Total sources of capital funding</b>	<b>14,473</b>	<b>27,557</b>	<b>41,366</b>	<b>42,777</b>	<b>152,613</b>	<b>258,936</b>	<b>353,521</b>	<b>361,898</b>	<b>156,330</b>	<b>12,993</b>	<b>(5,415)</b>
<b>Applications of Capital Funding</b>											
<b>Capital expenditure</b>											
- to meet additional demand	-	-	-	222	24,720	41,284	51,406	59,084	55,506	41,629	22,478
- to improve the level of service	7,093	3,328	5,738	11,296	9,229	12,993	9,046	3,481	3,578	3,678	2,523
- to replace existing assets	901	13,468	31,160	24,372	3,420	3,242	3,866	5,051	4,566	4,098	3,061
Increase / (decrease) in investments <sup>2</sup>	17,689	17,655	18,024	27,045	135,742	242,401	341,723	356,928	159,087	24,007	26,556
Increase / (decrease) in reserves	(360)	(2,246)	(4,194)	40	6,860	(1,929)	2,002	(1,918)	2,772	2,824	2,864
<b>Total applications of capital funding</b>	<b>25,323</b>	<b>32,205</b>	<b>50,728</b>	<b>62,975</b>	<b>179,971</b>	<b>297,991</b>	<b>408,043</b>	<b>422,626</b>	<b>225,509</b>	<b>76,236</b>	<b>57,482</b>
<b>Surplus/(deficit) of funding</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Depreciation on Public Transport assets</b>	<b>6,390</b>	<b>6,296</b>	<b>7,299</b>	<b>10,881</b>	<b>11,911</b>	<b>13,871</b>	<b>16,545</b>	<b>19,638</b>	<b>22,996</b>	<b>26,218</b>	<b>28,743</b>

<sup>1</sup> This includes revenue from Greater Wellington Rail Limited for services provided to manage the rail assets.

<sup>2</sup> Greater Wellington fully funds some public transport improvement expenditure at the time the expense is incurred, and recovers a share of the debt servicing costs from the Waka Kotahi NZ Transport Agency.

Where this expenditure is for rail rolling stock and infrastructure that will be owned by the 100% council subsidiary Greater Wellington Rail Limited it is treated as an investment in this subsidiary.

The 'payments to staff and suppliers' and 'Subsidies and grants for operating purposes' in the 2020/21 Annual Plan are higher than those in the Long Term Plan years 2021/22 to 2030/31 due to the change in accounting treatment of our Transition Rail payments to KiwiRail. The subsidy and payments are included in these lines in the 2020/21 Annual Plan. In the Long Term Plan the amounts are not in these lines as they are now netted off. The amount impacting the 2020/21 Annual Plan is \$78m.

This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations.

For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to Greater Wellington's Revenue and Financing Policy.

All figures on this page exclude GST.

## METLINK PUBLIC TRANSPORT PROSPECTIVE FUNDING INFORMATION FOR THE YEAR ENDING 30 JUNE

	2020/21 Budget \$000s	2021/22 Plan \$000s	2022/23 Plan \$000s	2023/24 Plan \$000s	2024/25 Plan \$000s	2025/26 Plan \$000s	2026/27 Plan \$000s	2027/28 Plan \$000s	2028/29 Plan \$000s	2029/30 Plan \$000s	2030/31 Plan \$000s
<b>Operating funding</b>											
Metlink network planning and operations	23,485	-	-	-	-	-	-	-	-	-	-
Rail operations and asset management	227,302	-	-	-	-	-	-	-	-	-	-
Bus and ferry operations and asset management	112,944	-	-	-	-	-	-	-	-	-	-
Strategy and customer	-	2,406	4,470	8,600	13,291	17,458	22,516	27,694	31,710	33,145	31,546
Operations and commercial relationships	-	225,231	244,343	272,444	293,068	301,482	326,386	349,633	366,875	387,532	409,361
Assets and infrastructure	-	54,025	56,092	59,044	53,329	75,004	81,767	98,740	101,904	97,315	100,374
<b>Total operating funding</b>	<b>363,731</b>	<b>281,662</b>	<b>304,905</b>	<b>340,088</b>	<b>359,688</b>	<b>393,944</b>	<b>430,669</b>	<b>476,067</b>	<b>500,489</b>	<b>517,992</b>	<b>541,281</b>
<b>Applications of operating funding</b>											
Metlink network planning and operations	23,376	-	-	-	-	-	-	-	-	-	-
Rail operations and asset management	219,387	-	-	-	-	-	-	-	-	-	-
Bus and ferry operations and asset management	110,118	-	-	-	-	-	-	-	-	-	-
Strategy and customer	-	2,099	3,487	6,556	8,594	9,281	10,211	10,877	11,830	12,852	12,975
Operations and commercial relationships	-	233,682	250,792	270,909	280,709	296,951	316,556	342,881	355,418	375,530	396,622
Assets and infrastructure	-	41,233	41,264	42,425	43,026	48,657	49,380	61,580	64,062	66,367	68,787
<b>Total applications of operating funding (excluding improvements)</b>	<b>352,881</b>	<b>277,014</b>	<b>295,543</b>	<b>319,890</b>	<b>332,329</b>	<b>354,889</b>	<b>376,147</b>	<b>415,338</b>	<b>431,310</b>	<b>454,749</b>	<b>478,384</b>
<b>Net surplus/(deficit) of operating funding</b>	<b>10,850</b>	<b>4,648</b>	<b>9,362</b>	<b>20,198</b>	<b>27,359</b>	<b>39,055</b>	<b>54,522</b>	<b>60,729</b>	<b>69,179</b>	<b>63,243</b>	<b>62,897</b>
<b>Investments in Greater Wellington Rail Limited<sup>1</sup></b>											
Rail operations and asset management	17,689	17,655	18,024	27,045	135,742	242,401	341,723	356,928	159,087	24,007	26,556
<b>Total investment expenditure</b>	<b>17,689</b>	<b>17,655</b>	<b>18,024</b>	<b>27,045</b>	<b>135,742</b>	<b>242,401</b>	<b>341,723</b>	<b>356,928</b>	<b>159,087</b>	<b>24,007</b>	<b>26,556</b>
<b>Capital expenditure</b>											
Public transport network and infrastructure	7,994	16,756	36,858	35,890	37,369	57,475	64,273	67,616	63,650	49,357	28,013
<b>Total capital project expenditure</b>	<b>7,994</b>	<b>16,756</b>	<b>36,858</b>	<b>35,890</b>	<b>37,369</b>	<b>57,475</b>	<b>64,273</b>	<b>67,616</b>	<b>63,650</b>	<b>49,357</b>	<b>28,013</b>
Vehicles	-	40	40	-	-	44	45	-	-	48	49
<b>Total capital expenditure</b>	<b>7,994</b>	<b>16,796</b>	<b>36,898</b>	<b>35,890</b>	<b>37,369</b>	<b>57,519</b>	<b>64,318</b>	<b>67,616</b>	<b>63,650</b>	<b>49,405</b>	<b>28,062</b>
<b>Total Investment in Public Transport Infrastructure</b>	<b>25,683</b>	<b>34,451</b>	<b>54,922</b>	<b>62,935</b>	<b>173,111</b>	<b>299,920</b>	<b>406,041</b>	<b>424,544</b>	<b>222,737</b>	<b>73,412</b>	<b>54,618</b>

<sup>1</sup> Greater Wellington fully funds some public transport improvement expenditure at the time the expense is incurred, and recovers a share of the debt servicing costs from the Waka Kotahi NZ Transport Agency.

Where this expenditure is for rail rolling stock and infrastructure that will be owned by the 100% council subsidiary Greater Wellington Rail Limited it is treated as an investment in this subsidiary.

The 'payments to staff and suppliers' and 'Subsidies and grants for operating purposes' in the 2020/21 Annual Plan are higher than those in the Long Term Plan years 2021/22 to 2030/31 due to the change in accounting treatment of our Transition Rail payments to KiwiRail. The subsidy and payments are included in these lines in the 2020/21 Annual Plan. In the Long Term Plan the amounts are not in these lines as they are now netted off. The amount impacting the 2020/21 Annual Plan is \$78m.

This statement is not an income statement. It excludes all non-cash transactions such as depreciation and valuations.

For more information on the revenue and financing mechanisms applicable to this group of activities, please refer to Greater Wellington Revenue and Financing Policy.

All figures on this page exclude GST.