

## **1. Economic Wellbeing Committee**

### **1.1 Strategic Planning – Data and Analysis**

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

- The Annual Monitoring Report 2010/ 2011 for the Regional Land Transport Strategy was presented to and adopted by the Regional Transport Committee in October 2011.
- A re-survey of the rail passenger origin and destination surveys was completed in October 2011. The original survey was disrupted by the snow event last winter.
- New 2011-based land use inputs for the Wellington Transport Models have been produced for discussion with stakeholders in 2012.
- An updated Model Investigation Report was produced and also a specification for the Public Transport Model (WPTM).

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

- The Wellington Transport Models' consultants will focus on development of the 2011 base models with completion expected at the end of the 3<sup>rd</sup> quarter 2011/12. Final forecasting models will be delivered in the 4<sup>th</sup> quarter 2011/12.

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

The net operating surplus for the Data and Analysis department for the six months ended 31 December was \$520,000 compared to the budgeted operating surplus of \$545,000.

(d) Financial reports

Last Year YTD Actual \$000	YTD Actual \$000	YTD Budget \$000	YTD Variance \$000	Data and Analysis Income Statement 6 months ending 31 December 2011	Last Year FY Actual \$000	Full Year Forecast \$000	Full Year Budget \$000	Full Year Variance \$000
361	394	394	-	Rates & Levies	721	788	788	-
61	476	525	(49)	Government Grants & Subsidies	128	975	975	-
-	-	-	-	External Revenue	-	-	-	-
6	8	6	2	Investment Revenue	12	12	12	-
-	-	-	-	Internal Revenue	-	-	-	-
<b>428</b>	<b>878</b>	<b>925</b>	<b>(47)</b>	<b>TOTAL INCOME</b>	<b>861</b>	<b>1,775</b>	<b>1,775</b>	<b>-</b>
				less:				
189	190	198	8	Personnel Costs	326	396	396	-
9	13	6	(7)	Materials,Supplies & Services	18	26	26	-
-	-	-	-	Travel & Transport Costs	1	-	-	-
33	-	5	5	Contractor & Consultants	10	46	46	-
-	-	-	-	Grants and Subsidies Expenditure	-	-	-	-
25	29	30	1	Internal Charges	51	60	60	-
<b>256</b>	<b>232</b>	<b>239</b>	<b>7</b>	<b>Total Direct Expenditure</b>	<b>406</b>	<b>528</b>	<b>528</b>	<b>-</b>
-	5	7	2	Financial Costs	-	13	13	-
-	-	-	-	Bad Debts	-	-	-	-
117	121	121	-	Corporate & Department Overheads	235	243	243	-
-	-	13	13	Depreciation	-	27	27	-
-	-	-	-	Loss(Gain) on Sale of Assets / Investments	-	-	-	-
<b>373</b>	<b>358</b>	<b>380</b>	<b>22</b>	<b>TOTAL EXPENDITURE</b>	<b>641</b>	<b>811</b>	<b>811</b>	<b>-</b>
<b>55</b>	<b>520</b>	<b>545</b>	<b>(25)</b>	<b>OPERATING SURPLUS/(DEFICIT)</b>	<b>220</b>	<b>964</b>	<b>964</b>	<b>-</b>
-	-	13	(13)	Add Back Depreciation	-	27	27	-
-	-	-	-	Other Non Cash	-	-	-	-
(48)	(635)	(700)	65	Net Asset Acquisitions	(166)	(1,300)	(1,300)	-
-	-	-	-	Net External Investment Movements	-	-	-	-
<b>7</b>	<b>(115)</b>	<b>(142)</b>	<b>27</b>	<b>NET FUNDING BEFORE DEBT &amp; RESERVE MOVEMENTS</b>	<b>54</b>	<b>(309)</b>	<b>(309)</b>	<b>-</b>
-	159	175	(16)	Debt Additions / (decrease)	42	325	325	-
-	(3)	(19)	16	Debt Repaid	(10)	(38)	(38)	-
(5)	(41)	(14)	(27)	Net Reserves (Increase) / decrease	(84)	22	22	-
<b>2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>NET FUNDING SURPLUS (DEFICIT)</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>-</b>

Last Year YTD Actual \$000	YTD Actual \$000	YTD Budget \$000	YTD Variance \$000	Data and Analysis Capital Expenditure Statement 6 months ending 31 December 2011	Last Year FY Actual \$000	Full Year Forecast \$000	Full Year Budget \$000	Full Year Variance \$000
-	-	-	-	Total Asset Acquisitions	-	-	-	-
48	635	700	65	Capital Project Expenditure	166	1,300	1,300	-
-	-	-	-	Asset Disposal Cash Proceeds	-	-	-	-
<b>48</b>	<b>635</b>	<b>700</b>	<b>65</b>	<b>Net Capital Expenditure</b>	<b>166</b>	<b>1,300</b>	<b>1,300</b>	<b>-</b>
-	-	-	-	Investments Additions	-	-	-	-
<b>48</b>	<b>635</b>	<b>700</b>	<b>65</b>	<b>Net Capital and Investment Expenditure</b>	<b>166</b>	<b>1,300</b>	<b>1,300</b>	<b>-</b>

(e) Departmental financial summary and variance analysis

- Capital expenditure on the transport model was \$635,000 compared to the budget of \$700,000. This variance is due to timing of payments to consultants. There are no changes to the forecast.
- Grant revenue is \$49,000 below budget due to reduced capital expenditure on the transport model which receives funding from NZTA.

(f) Departmental business plan performance indicators

Performance indicator	Performance to date
To update the strategic transport model to the 2011 base year and develop a Public Transport model	The transport model update is continuing to progress and is expected to be completed this financial year.
A monitoring report on the Regional Land Transport Strategy will be approved by the Regional Transport	The monitoring report on the Regional Land Transport Strategy for 2010/ 11 was adopted by the Regional Transport Committee in October 2011. There was no meeting of the committee in

Performance indicator	Performance to date
Committee for publication by 30 September 2011	September.

(g) Departmental risk analysis

Any delays in delivery of the Wellington Transport Models will have implications for the timeline of the Public Transport Spine Study (Corporate Planning).

## 1.2 Sustainable Transport

(a) Key results for the quarter

- Evaluation of the Spring to the Street challenge was undertaken and showed an increased use of sustainable transport following the initiative.
- Partnerships were formed with health promoters Cancer Society, Regional Public Health and Compass Health for collaborative delivery of Active a2b. Programme development and workplace recruitment for Active a2b took place.
- With support of NZ Bus and Greater Wellington, Capital and Coast DHB ran a bus promotion offering discounted Snapper cards to staff who drove to work. 234 registered for the promotion and 170 cards were distributed.
- Evaluation of the New Movers campaign was undertaken and a revised campaign will continue till June 2012.
- 'A Two-way Street' pedestrian safety video launched and viewed on YouTube over 4,000 times, so far. Related TV3 News story viewed online over 9,000 times.

(b) Looking ahead

- Collaborative delivery of Active a2b with health partners Cancer Society, Regional Public Health and Compass Health.
- A follow-up workplace travel survey will be undertaken at Transpower in February.
- The Streets Alive walking challenge will run again in 2012 from February 1 until March 14.
- Movin' March, the Wellington region's third annual active travel week will take place from 26 - 30 March 2012.

- Delivery of several presentations at the Walking & Cycling Conference in February.
- Supporting Walk2Work and Bike to Work days with the delivery of reflective bag tags, slap bands and reflective tape.
- Printing and distribution of the re-designed Regional Cycling Maps.

(c) Departmental Summary

The net operating surplus for the Sustainable Transport department for the six months ended 31 December was \$21,000 compared to the budgeted operating surplus of \$5,000.

(d) Financial reports

Last Year YTD Actual \$000	YTD Actual \$000	YTD Budget \$000	YTD Variance \$000	Sustainable Transport Income Statement 6 months ending 31 December 2011	Last Year FY Actual \$000	Full Year Forecast \$000	Full Year Budget \$000	Full Year Variance \$000
147	148	148	-	Rates & Levies	295	297	297	-
431	400	466	(66)	Government Grants & Subsidies	896	875	890	(15)
-	13	-	13	External Revenue	1	-	-	-
12	14	12	2	Investment Revenue	24	25	25	-
3	-	-	-	Internal Revenue	6	-	-	-
<b>593</b>	<b>575</b>	<b>626</b>	<b>(51)</b>	<b>TOTAL INCOME</b>	<b>1,222</b>	<b>1,197</b>	<b>1,212</b>	<b>(15)</b>
				less:				
243	253	248	(5)	Personnel Costs	472	497	497	-
61	76	66	(10)	Materials, Supplies & Services	150	115	128	13
-	2	-	(2)	Travel & Transport Costs	1	2	-	(2)
18	8	4	(4)	Contractor & Consultants	46	12	7	(5)
9	-	90	90	Grants and Subsidies Expenditure	60	116	130	14
109	113	111	(2)	Internal Charges	219	222	222	-
<b>440</b>	<b>452</b>	<b>519</b>	<b>67</b>	<b>Total Direct Expenditure</b>	<b>948</b>	<b>964</b>	<b>984</b>	<b>20</b>
-	-	-	-	Financial Costs	-	-	-	-
-	-	-	-	Bad Debts	-	-	-	-
97	102	102	-	Corporate & Department Overheads	194	204	204	-
-	-	-	-	Depreciation	-	-	-	-
-	-	-	-	Loss (Gain) on Sale of Assets / Investments	-	-	-	-
<b>537</b>	<b>554</b>	<b>621</b>	<b>67</b>	<b>TOTAL EXPENDITURE</b>	<b>1,142</b>	<b>1,168</b>	<b>1,188</b>	<b>20</b>
<b>56</b>	<b>21</b>	<b>5</b>	<b>16</b>	<b>OPERATING SURPLUS/(DEFICIT)</b>	<b>80</b>	<b>29</b>	<b>24</b>	<b>5</b>
-	-	-	-	Add Back Depreciation	-	-	-	-
-	-	-	-	Other Non Cash	-	-	-	-
-	-	-	-	Net Asset Acquisitions	-	-	-	-
-	-	-	-	Net External Investment Movements	-	-	-	-
<b>56</b>	<b>21</b>	<b>5</b>	<b>16</b>	<b>NET FUNDING BEFORE DEBT &amp; RESERVE MOVEMENTS</b>	<b>80</b>	<b>29</b>	<b>24</b>	<b>5</b>
-	-	-	-	Debt Additions / (decrease)	-	-	-	-
-	-	-	-	Debt Repaid	-	-	-	-
(59)	(21)	(5)	(16)	Net Reserves (Increase) / decrease	(80)	(29)	(24)	(5)
<b>(3)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>NET FUNDING SURPLUS (DEFICIT)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

(e) Departmental financial summary and variance analysis

Total direct expenditure was \$67,000 below budget due to:

- Timing of grant payments which are now planned for the second half of the year for the School Travel Plan Programme. The grants in the past were paid to TA's but now schools apply directly for this grant. The phasing of the budget was based on payments being made to TA's. There will be a slight reduction in total grants for this programme and the forecast has been amended accordingly.
- Forecast total expenditure is \$20,000 less than budget. This is due to a combination of reduced software licence fees that were paid at the end of last

year and not treated as a prepayment and reduced grant expenditure on the School Travel Programme.

Total revenue is \$51,000 below budget and this is due to:

- Reduced NZTA grant revenue to date due to lower expenditure incurred for projects that are eligible for funding.

**(f) Departmental business plan performance indicators**

Performance indicator	Performance to date
New travel plans will be developed by 16 schools, 4 workplaces, and all existing travel plans in schools and workplaces will be monitored/reviewed	Programmes are on track with progress reported to the Regional Transport Committee.
At least one community travel behaviour change project will be supported	On track with support provided to facilitate cyclist skills training.
Walking and cycling initiatives will be facilitated. The Cyclist and Walking Journey Planner will be maintained and the region's Active Transport Forum will be facilitated	On track to meet performance indicators with progress reported to the Regional Transport Committee.
The regional road safety campaign will be supported and reported to the Regional Transport Committee	Road safety campaigns initiatives on track and reported to the Regional Transport Committee.
Public awareness campaigns will be carried out to promote walking, cycling and public transport, and to discourage unnecessary car trips	On track with progress reported to the Regional Transport Committee.

**(g) Departmental risk analysis**

Risks have been reviewed and no risks have been identified.

### **1.3 Transport Planning**

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

- A draft Scoping Report for the Wellington PT Spine Study was received and comments from the three partner organisations collated and provided to the consultant. A Reference Group and a PT Operators Advisory Group were established and the first meetings held. A number of public surveys were completed to establish the factors that people believe would contribute to a high quality public transport spine.
- The Hutt Corridor Plan was adopted by the Regional Transport Committee.
- The Regional Transport Committee approved the commencement of a refresh of the Western Corridor Plan.
- Greater Wellington and all approved organisations in the region submitted their proposed activities for the Regional Land Transport Programme 2012-2015 and initial prioritisation was completed by the Technical Working Group.

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

- The scoping report and the International Review for the Wellington PT Spine Study will be completed.
- The draft Regional Transport Programme will be approved for consultation by the Regional Transport Committee.
- Public feedback on the refresh of the Western Corridor Plan will be sought.

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

The net operating deficit for the Transport Planning department for the six months ended 31 December was \$11,000 compared to the budgeted operating deficit of \$96,000.

(d) Financial reports

Last Year YTD Actual \$000	YTD Actual \$000	YTD Budget \$000	YTD Variance \$000	Transport Planning Income Statement 6 months ending 31 December 2011	Last Year FY Actual \$000	Full Year Forecast \$000	Full Year Budget \$000	Full Year Variance \$000
191	146	146	-	Rates & Levies	382	293	293	-
135	356	380	(24)	Government Grants & Subsidies	298	888	888	-
-	19	47	(28)	External Revenue	-	94	94	-
22	24	21	3	Investment Revenue	44	43	43	-
-	-	-	-	Internal Revenue	-	-	-	-
<b>348</b>	<b>545</b>	<b>594</b>	<b>(49)</b>	<b>TOTAL INCOME</b>	<b>724</b>	<b>1,318</b>	<b>1,318</b>	<b>-</b>
				less:				
78	78	84	6	Personnel Costs	147	168	168	-
22	6	4	(2)	Materials, Supplies & Services	38	28	30	2
-	-	-	-	Travel & Transport Costs	-	-	-	-
1	287	416	129	Contractor & Consultants	108	931	1,069	138
-	-	-	-	Grants and Subsidies Expenditure	-	-	-	-
100	101	102	1	Internal Charges	199	203	203	-
<b>201</b>	<b>472</b>	<b>606</b>	<b>134</b>	<b>Total Direct Expenditure</b>	<b>492</b>	<b>1,330</b>	<b>1,470</b>	<b>140</b>
-	-	-	-	Financial Costs	-	-	-	-
-	-	-	-	Bad Debts	-	-	-	-
80	84	84	-	Corporate & Department Overheads	160	167	167	-
-	-	-	-	Depreciation	-	-	-	-
-	-	-	-	Loss(Gain) on Sale of Assets / Investments	-	-	-	-
<b>281</b>	<b>556</b>	<b>690</b>	<b>134</b>	<b>TOTAL EXPENDITURE</b>	<b>652</b>	<b>1,497</b>	<b>1,637</b>	<b>140</b>
<b>67</b>	<b>(111)</b>	<b>(96)</b>	<b>85</b>	<b>OPERATING SURPLUS/(DEFICIT)</b>	<b>72</b>	<b>(179)</b>	<b>(319)</b>	<b>140</b>
-	-	-	-	Add Back Depreciation	-	-	-	-
-	-	-	-	Other Non Cash	-	-	-	-
-	-	-	-	Net Asset Acquisitions	-	-	-	-
-	-	-	-	Net External Investment Movements	-	-	-	-
<b>67</b>	<b>(111)</b>	<b>(96)</b>	<b>85</b>	<b>NET FUNDING BEFORE DEBT &amp; RESERVE MOVEMENTS</b>	<b>72</b>	<b>(179)</b>	<b>(319)</b>	<b>140</b>
-	-	-	-	Debt Additions / (decrease)	-	-	-	-
-	-	-	-	Debt Repaid	-	-	-	-
<b>(67)</b>	<b>11</b>	<b>96</b>	<b>(85)</b>	<b>Net Reserves (Increase) / decrease</b>	<b>(72)</b>	<b>179</b>	<b>319</b>	<b>(140)</b>
<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>NET FUNDING SURPLUS (DEFICIT)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

(e) Departmental financial summary and variance analysis

Total direct expenditure was below budget by \$134,000 due to:

- Hutt Corridor Study – The study is now complete with savings of \$82,000 on consultants due to the use of internal resources. The forecast has been reduced by this amount.
- PT Spine Study – Reduced expenditure on consultants (\$33,000) due to timing of payments.

Total income was \$545,000 compared to the budget of \$594,000. This variance is due to:

- Lower Government grants (\$24,000) received from NZTA due to reduced expenditure on projects entitled to this funding.
- External revenue is \$28,000 less than budget due to the timing of Wellington City Council's contribution to the PT Spine Study. The full amount will be invoiced at the end of the year.

Further savings in expenditure on consultants is forecast for the Western Corridor Study as well. The forecast has been reduced by an additional \$60,000 (on top of the savings made on the Hutt Corridor Study). This is due to a change in scope as only a refresh will be done rather than a full review. This is on instruction from the Regional Transport Committee.

(f) Departmental business plan performance indicators

Performance indicator	Performance to date
The Regional Land Transport Programme will be approved by the Council for submission to the New Zealand Transport Committee	A Technical Working Group has been established, and a programme and prioritisation methodology has been endorsed by the Regional Transport Committee. Approved organisations have entered their proposed activities in Transport Online and initial prioritisation of these has been completed by the Technical Working Group.
The Wellington Public Transport Spine Study will have made significant progress, with the first three phases complete and public consultation on the options ready to commence	The PT Spine Study has commenced, an Elected Members Group, Steering Group, Technical Working Group and Media Communications Group, Reference Group and PT Operators Advisory Group have been established. A draft Scoping Report has been completed and comments provided to the consultants. A draft International Review has been completed.
A review of the Hutt Corridor Plan will be approved by the Regional Transport Committee by 30 September 2011	The Hutt Corridor Plan has been approved by the Regional Transport Committee on 27 October 2011. There was no committee meeting in September.

(g) Departmental risk analysis

There are potential risks to the timing of the Public Transport Spine Study because of potential delays with the development of the public transport model.

**1.4 Strategic Planning – Wellington Regional Strategy**

(a) Key results for the quarter

- In December the WRS Committee agreed on six economic development focus areas for the refresh of the Strategy and a process for restarting the WRS activity.
- The WRS Office has been working with the Senior Officers Resources Team on the scope of the WRS Refresh, including the Statement of Proposal for the Long Term Plan 2012-2022.
- In December the WRS Committee provided advice to Chorus / Crown Fibre on the priority areas across the region for the rollout of Ultra Fast Broadband from June 2012-13.
- The Broadband Operating Group (BOG) has been working with Ministry of Economic Development on the draft fibre deployment standards for shallow trenching.



- The Wellington Region Open Space Strategy and Action Plan is being reviewed, with work started on some new projects. A group has been established to put together a project brief to engage a consultant to undertake a study on the supply and demand of sports grounds and artificial turfs across the region.
- For the GPI project, an agreement has been reached with Auckland Council and Waikato Regional Council to develop a full cost account on physical inactivity for each region using the same methodology.
- As part of the Urban Design workstream, a successful training day was held in November for elected members and council offices. Around 40 people attended this one-day course.
- The Wellington Region Genuine Progress Index (GPI) website won two SOLGM awards. The GPI won the award for joined-up local government and also the supreme award.

#### Looking ahead

- The WRS Office will be involved in the ongoing refresh of the WRS and will be working with SORT on the Statement of Proposal.
- The WRS Office will be supporting the WRS Committee with their new roles/functions in light of the refresh of the strategy.
- The WRS Office will be supporting the WRS Committee in developing a monitoring framework for the WRS / Grow Wellington.
- BOG will be working with other organisations to develop a feasibility study for developing a website that will enable consumers to compare broadband services.
- The WRS Office will engage a consultant to undertake a full cost account on physical inactivity in conjunction with Auckland Council and Waikato Regional Council.
- The WRS Office will be completing the biodiversity portal “Where the wild things are”, which highlights the top 50 biodiversity sites in the region which are easily accessible and have high biodiversity values.

#### (b) Departmental Summary

The net operating deficit for the Wellington Regional Strategy for the six months ended 31 December was \$213,000 compared to the budgeted operating deficit of \$226,000.

(c) Financial reports

Last Year YTD Actual \$000	YTD Actual \$000	YTD Budget \$000	YTD Variance \$000	Wellington Regional Strategy Income Statement 6 months ending 31 December 2011	Last Year FY Actual \$000	Full Year Forecast \$000	Full Year Budget \$000	Full Year Variance \$000
2,340	2,330	2,330	-	Rates & Levies	4,679	4,659	4,659	-
-	-	-	-	Government Grants & Subsidies	-	-	-	-
8	17	8	9	External Revenue	16	16	16	-
1	-	-	-	Investment Revenue	-	-	-	-
-	1	-	1	Internal Revenue	-	-	-	-
<b>2,349</b>	<b>2,348</b>	<b>2,338</b>	<b>10</b>	<b>TOTAL INCOME</b>	<b>4,695</b>	<b>4,675</b>	<b>4,675</b>	<b>-</b>
				less:				
96	99	96	(3)	Personnel Costs	184	193	193	-
63	46	51	5	Materials,Supplies & Services	93	107	107	-
-	-	2	2	Travel & Transport Costs	2	3	3	-
103	33	51	18	Contractor & Consultants	202	138	138	-
2,299	2,375	2,354	(21)	Grants and Subsidies Expenditure	4,314	4,300	4,250	(50)
8	8	10	2	Internal Charges	15	19	19	-
<b>2,569</b>	<b>2,561</b>	<b>2,564</b>	<b>3</b>	<b>Total Direct Expenditure</b>	<b>4,810</b>	<b>4,760</b>	<b>4,710</b>	<b>(50)</b>
-	-	-	-	Financial Costs	-	-	-	-
-	-	-	-	Bad Debts	-	-	-	-
-	-	-	-	Corporate & Department Overheads	-	-	-	-
-	-	-	-	Depreciation	-	-	-	-
-	-	-	-	Loss(Gain) on Sale of Assets / Investments	-	-	-	-
<b>2,569</b>	<b>2,561</b>	<b>2,564</b>	<b>3</b>	<b>TOTAL EXPENDITURE</b>	<b>4,810</b>	<b>4,760</b>	<b>4,710</b>	<b>(50)</b>
<b>(220)</b>	<b>(213)</b>	<b>(226)</b>	<b>13</b>	<b>OPERATING SURPLUS/(DEFICIT)</b>	<b>(115)</b>	<b>(85)</b>	<b>(35)</b>	<b>(50)</b>
-	-	-	-	Add Back Depreciation	-	-	-	-
-	-	-	-	Other Non Cash	-	-	-	-
-	-	-	-	Net Asset Acquisitions	-	-	-	-
-	-	-	-	Net External Investment Movements	-	-	-	-
<b>(220)</b>	<b>(213)</b>	<b>(226)</b>	<b>13</b>	<b>NET FUNDING BEFORE DEBT &amp; RESERVE MOVEMENTS</b>	<b>(115)</b>	<b>(85)</b>	<b>(35)</b>	<b>(50)</b>
-	-	-	-	Debt Additions / (decrease)	-	-	-	-
-	-	-	-	Debt Repaid	-	-	-	-
79	35	35	-	Net Reserves (Increase) / decrease	109	85	35	50
<b>(141)</b>	<b>(178)</b>	<b>(191)</b>	<b>13</b>	<b>NET FUNDING SURPLUS (DEFICIT)</b>	<b>(6)</b>	<b>-</b>	<b>-</b>	<b>-</b>

(d) Departmental financial summary and variance analysis

Total direct expenditure was in line with budget.

The forecast grant paid to Grow is \$50,000 more than budget. These are funds that were transferred to reserves last year and will be drawn down this year.

(e) Departmental business plan performance indicators

Performance indicator	Performance to date
The WRS Committee will approve the annual report of the WRS office on progress with implementation of the WRS	The annual report of the WRS Office was approved in September 2011.
A summit for major stakeholders will held by 30 November 2011	The Summit was to be held as part of the WRS refresh but this has been postponed until the refresh commences.
The WRS Committee will receive Grow Wellington's annual report and agree that it reflects Grow Wellington's SOI and contributes to the WRS by 30 April 2012	The annual report of Grow Wellington was approved in September 2011.

(f) Departmental risk analysis

No new risks identified, however, there is uncertainty about the nature of the Wellington Regional Strategy activity in the longer term.