



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

If calling please ask for: Democratic Services

29 November 2017

Sustainable Transport Committee

Order Paper for the meeting of the Sustainable Transport Committee to be held in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington

Tuesday, 5 December 2017 at 10.00am

Membership

Cr Donaldson (Chair)
Cr Ponter (Deputy Chair)

Cr Blakeley
Cr Gaylor
Cr Laban
Cr Lamason
Cr Ogden
Cr Swain

Cr Brash
Cr Kedgley
Cr Laidlaw
Cr McKinnon
Cr Staples

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

Sustainable Transport Committee

Order Paper for the meeting to be held on Tuesday, 5 December 2017 in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington at 10.00am

Public Business

		Page No
1.	Apologies	
2.	Declarations of conflict of interest	
3.	Public participation	
4.	Confirmation of the Public minutes of 31 October 2017 and the Public Excluded minutes of 31 October 2017	Report 17.437 3
		Report PE17.438 8
5.	Action items from previous Sustainable Transport Committee meetings	Report 17.486 10
6.	Let's Get Wellington Moving programme update	Oral
7.	General Managers' report to the Sustainable Transport Committee meeting 5 December 2017	Report 17.461 12
8.	Exclusion of the public	Report 17.490 18

Public Excluded Business

9.	Update on PTOM and bus transition	Report PE17.489 19
----	---	----------------------------------



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

Please note that these minutes remain unconfirmed until the meeting of the Sustainable Transport Committee on 5 December 2017.

Report 17.437

31/10/2017

File: CCAB-20-386

Public minutes of the Sustainable Transport Committee meeting held on Tuesday, 31 October 2017, Level 2 East meeting room, Westpac Stadium, Waterloo Quay, Wellington at 1.34 pm

Present

Councillors Donaldson (Chair), Ponter (Deputy), Blakeley, Gaylor, Kedgley, Laban (from 2.29pm), Laidlaw, Lamason, McKinnon, Ogden, Staples and Swain.

Public Business

1 Apologies

Moved

(Cr Gaylor/ Cr Ponter)

That the Committee accepts the apology for absence from Councillor Brash, and for lateness from Councillor Laban.

The motion was **CARRIED**.

2 Conflict of Interest

There were no declarations of conflict of interest.

3 Public Participation

Herwin Bongers spoke to the Committee addressing items in the General Managers' report, particularly the noise and nuisance of diesel buses.

Roland Sapsford spoke to the Committee addressing items in the General Managers' report, particularly the trolley bus decommissioning.

Mike Mellor spoke to the Committee addressing items in the General Managers' report, particularly the trolley bus decommissioning.

Cr Sarah Free, Wellington City Council, spoke to the Committee addressing items in the General Managers' report, particularly the trolley bus decommissioning. Cr Free also spoke on the effect of double-decker buses on Wellington's roads.

4 Confirmation of the Public minutes of 19 September 2017 and 4 October 2017

Moved (Cr Lamason/ Cr Blakeley)

That the Committee confirms the public minutes of the meeting of 19 September 2017, Report 17.350.

The motion was **CARRIED**.

Moved (Cr Lamason/ Cr Blakeley)

That the Committee confirms the public minutes of the meeting of 4 October 2017, Report 17.386.

The motion was **CARRIED**.

5 Let's Get Wellington Moving Programme update

Oral presentation

Luke Troy, General Manager, Strategy, updated the Committee on the Let's Get Wellington Moving Programme.

6 General Managers' report to the Sustainable Transport Committee meeting 31 October 2017

Wayne Hastie, General Manager, Public Transport, spoke to the report.

Cr Laban arrived at the meeting at 2.29pm during consideration of this item.

Report 17.383 File ref: CCAB-20-364

Moved (Cr Ponter/ Cr Kedgley)

That the Committee:

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Agrees that the Chair write to the Minister of Transport requesting an understanding of the extent to which the Government intends to support the provision of electric powered public transport.*

4. *Agrees that the Chair write to the Chair of NZ Bus requesting a detailed update on that company's progress with the Wrightspeed conversion of the trolley bus fleet.*

Moved as an amendment

(Cr Gaylor/ Cr Swain)

That a new recommendation 5 be inserted:

5. *Requests the Chief Executive to report back to the Committee on the cost and logistics of monitoring the diesel emissions of the diesel buses in the Wellington fleet.*

The amendment was **CARRIED**.

Moved as an amendment

(Cr Blakeley/ Cr Laban)

That a new recommendation 6 be inserted:

6. *Requests that the Chief Executive write to the Chief Executives of all bus operators to request a profile of classification of all buses currently operating in the Wellington Region according to the number of buses in each category of Euro 1, 2, 3, 4, 5, and 6.*

The amendment was **CARRIED**.

The substantive motion was put:

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees that the Chair write to the Minister of Transport requesting an understanding of the extent to which the Government intends to support the provision of electric powered public transport.*
4. *Agrees that the Chair write to the Chair of NZ Bus requesting a detailed update on that company's progress with the Wrightspeed conversion of the trolley bus fleet.*
5. *Requests the Chief Executive to report back to the Committee on the cost and logistics of monitoring the diesel emissions of the diesel buses in the Wellington fleet.*
6. *Requests that the Chief Executive write to the Chief Executives of all bus operators to request a profile of classification of all buses currently operating in the Wellington Region according to the number of buses in each category of Euro 1, 2, 3, 4, 5, and 6.*

The substantive motion was **CARRIED**.

7 **Notice of motion – proposed presentation and report from Crs Blakeley, Kedgley and Ponter on self-funded trip to Canberra to investigate light rail developments: Cr Roger Blakeley**

Report 17.427

File ref: CCAB-20-379

Moved

(Cr Blakeley/ Cr Ponter)

That the Sustainable Transport Committee on 31 October 2017 receives a presentation and written report from Crs Blakeley, Kedgley and Ponter on their self-funded trip to Canberra to investigate light rail developments.

The motion was **CARRIED**.

Crs Blakeley, Kedgley and Ponter, and Cr Calvi-Freeman (Wellington City Council) gave a presentation and written report to the Committee on their self-funded trip to Canberra to investigate light rail developments.

8 **Exclusion of the public**

Report 17.429

File ref: CCAB-20-381

Moved

(Cr Gaylor/ Cr Staples)

That the Committee:

Excludes the public from the following part of the proceedings of this meeting namely:

- 1. Confirmation of the Public Excluded minutes of 19 September 2017*
- 2. Update on PTOM and bus transition*

The general subject of each matter to be considered while the public is excluded, the reasons for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 (the Act) for the passing of this resolution are as follows:

<i>General subject of each matter to be considered:</i>	<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground under section 48(1) for the passing of this resolution</i>
--	---	---

- | | | |
|--|--|---|
| <i>1. Confirmation of the Public Excluded minutes of 19 September 2017</i> | <i>The information in these minutes relates to bus service contracting in the Wellington Region. Release of the information contained in these Minutes would likely prejudice Greater Wellington Regional Council's (GWRC) negotiations with bus operators as they refer to matters that are the subject of negotiation. GWRC has not been</i> | <i>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(i) of the Act (i.e to carry out negotiations without prejudice).</i> |
|--|--|---|

able to identify a public interest favouring disclosure of this particular information in the public proceedings of the meeting that would override this prejudice.

2. *Update on PTOM and bus transition* *on The information in this report relates to bus service contracting in the Wellington Region. Release of the information contained in this report would likely prejudice GWRC's negotiations with bus operators as the report outlines matters that are the subject of negotiation. GWRC has not been able to identify a public interest favouring disclosure of this particular information in the public proceedings of the meeting that would override this prejudice.* *That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(i) of the Act (i.e to carry out negotiations without prejudice).*

This resolution is made in reliance on section 48(1) 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 which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified above.

The motion was **CARRIED**.

The public part of the meeting closed at 3.40pm.

B Donaldson
(Chair)

Date:



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

The matters referred to in these minutes were considered by the Committee on 31 October 2017 under public exclusion. These minutes do not require confidentiality and may be considered in the public part of the meeting.

Please note that these minutes remain unconfirmed until the meeting of the Sustainable Transport Committee on 5 December 2017

Report PE17.438

31/10/2017

File: CCAB-20-387

Public excluded minutes of the Sustainable Transport Committee meeting held on Tuesday, 31 October 2017, Level 2 East meeting room, Westpac Stadium, Waterloo Quay at 3.51pm

Present

Councillors Donaldson (Chair) (from 3.57pm), Ponter (Deputy), Blakeley, Gaylor, Kedgley (from 3.55pm), Laban, Laidlaw, Lamason, McKinnon (until 4.09pm), Ogden, Staples and Swain.

Public Excluded Business

Councillor Ponter took the Chair at the beginning of the meeting due to the temporary absence of Cr Donaldson on Council business.

1 Confirmation of the Public Excluded minutes of 19 September 2017

Moved

(Cr McKinnon/ Cr Ponter)

That the Committee confirms the public excluded minutes of the meeting of 19 September 2017, Report PE17.351.

The motion was **CARRIED**.

2 Update on PTOM and bus transition

Cr Kedgley arrived at the meeting at 3.55pm during consideration of this item.

Cr Donaldson arrived at the meeting at 3.57pm during consideration of this item and assumed the Chair.

Cr McKinnon left the meeting at 4.09pm during consideration of this item.

Report PE17.423

File: CCAB-20-382

Deborah Hume, Public Transport Transformation Programme Director, and Andrew Cooper, Programme Director, Bus Services Transformation, spoke to the report.

Moved

(Cr Gaylor/ Cr Blakeley)

That the Committee:

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Endorses the management actions proposed or underway to implement Council's PTOM Bus resolutions.*

The motion was **CARRIED**.

The public excluded part of the meeting closed at 4.18pm.

B Donaldson
(Chair)

Date:



Report 17.486
Date 27 November 2017
File CCAB-20-428

Committee Sustainable Transport Committee
Author Wayne Hastie, General Manager, Public Transport

Action items from previous Sustainable Transport Committee meetings

Attachment 1 lists items raised at Sustainable Transport Committee meetings that require actions or follow-ups from officers. All action items include an outline of current status and a brief comment. Once the items have been completed and reported to the Committee they will be removed from the list.

No decision is being sought in this report. This report is for the Committee's information only.

Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*

Report prepared by:

Wayne Hastie
General Manager, Public
Transport

Attachment 1: Action items from previous Sustainable Transport Committee meetings

Attachment 1 to Report 17.486

Action items from previous Sustainable Transport Committee meetings

Meeting date	Action point	Status and comment
31 October 2017	<p>Resolutions on Report 17.383 – General Managers' report to the Sustainable Transport Committee meeting 31 October 2017</p> <p><i>3. Agrees that the Chair write to the Minister of Transport requesting an understanding of the extent to which the Government intends to support the provision of electric powered public transport.</i></p> <p><i>4. Agrees that the Chair write to the Chair of NZ Bus requesting a detailed update on that company's progress with the Wrightspeed conversion of the trolley bus fleet.</i></p> <p><i>5. Requests the Chief Executive to report back to the Committee on the cost and logistics of monitoring the diesel emissions of the diesel buses in the Wellington fleet.</i></p> <p><i>6. Requests that the Chief Executive write to the Chief Executives of all bus operators to request a profile of classification of all buses currently operating in the Wellington Region according to the number of buses in each category of Euro 1, 2, 3, 4, 5, and 6.</i></p>	<p>Status: Completed.</p> <p>Comments:</p> <p>Letter has been sent, waiting on response.</p> <p>Letter sent and reply received by the Chair.</p> <p>Underway.</p> <p>Letter sent, some replies received. Will be compiled into a report.</p>



Report	17.461
Date	1 December 2017
File	CCAB-20-427
Committee	Sustainable Transport Committee
Authors	Wayne Hastie, General Manager, Public Transport Luke Troy, General Manager, Strategy

General Managers' report to the Sustainable Transport Committee meeting 5 December 2017

1. Purpose

To inform the Committee of Greater Wellington Regional Council's (GWRC) activities relating to the Committee's areas of responsibility.

This report provides information on key work programmes and linkages between transport projects, programmes and the strategic framework. It is complemented from time to time by other reports, such as quarterly and annual reports.

2. Strategic Framework

2.1 Regional Land Transport Plan

On 21 November, the Regional Transport Committee (RTC) approved the draft Regional Land Transport Plan (RLTP) programme 2018-21. This updates the programme of transport activities contained within the RLTP 2015, for the next 3-year period. Some elements of the updated programme trigger the RLTP significance policy and targeted consultation in January/February 2018 will give people an opportunity to provide feedback on those elements. The RTC will consider any feedback before finalising the RLTP update and sending it to the NZ Transport Agency for consideration as it develops the National Land Transport Programme 2018-21.

The RLTP Annual Monitoring Report (AMR) was approved by the Regional Transport Committee on 21 November. This AMR represents the third year of monitoring since the RLTP was adopted in April 2015. The report presents progress on a range of transport-related outcomes both within the region and across its boundaries to provide a picture of regional performance from a transport perspective. Additional commentary from other transport indicators and demographic data are also included in the report. The AMR will be available on the GWRC website from early December.

2.2 Park and Ride Strategy

Consultants MRCagney have been engaged to provide advice and assistance in the preparation of a revised park and ride strategy.

The initial phase of work focusses on data analysis and exploration of key policy ideas that may form the basis of draft framework. Officers and the consultant will continue working collaboratively on this during the next few months, prior to a February 2018 workshop with councillors on initial thinking and ideas. The aim of this analytical and workshop phase is to have a draft strategy/framework prepared in early 2018 for wider engagement with NZTA, local councils and other interested stakeholders.

2.3 Revenue Protection Strategy

Officers have begun work on a Metlink Revenue Protection Strategy, in preparation for the new PTOM bus contracts and changing ticketing environment. A Revenue Protection Strategy is also required for rail, as part of the move to integrated ticketing.

The Strategy will set the strategic framework for revenue protection in the form of network wide objectives, and identify priorities for working with our partners (operators, NZTA, ticketing service providers, and the NZ Police) over the next three years to protect revenue across the Metlink public transport network.

Its scope will cover activities undertaken by operators and GWRC, and aim to ensure customers travelling on public transport pay the correct fare and to ensure fare revenue is collected and fully accounted for.

The draft basis of the Strategy will be will be workshopped with Council early in the New Year. Operators, as partners in revenue collection, will also be engaged in the Strategy's development.

3. Key initiatives and projects

3.1 Let's Get Wellington Moving

The *Let's Get Wellington Moving* (LGWM) programme launched its next phase of engagement on 15 November. LGWM is seeking feedback from the public and stakeholders by 15 December 2017 on four scenarios designed to support Wellington as it grows and make the most of its opportunities.

The engagement programme will include a series of events, information sessions and stakeholder meetings. A public awareness campaign titled *Your Voice Counts* will promote the engagement programme using a range of advertising including radio, bus backs, posters and leaflet distribution. Information about the scenarios, together with an online feedback form is available at www.getwellymoving.co.nz

3.2 Rail network Crown business cases

Officers have been working closely with KiwiRail on the submission of two business cases that complement and follow on from the successful Crown funding bid to replace the overhead traction poles on the Hutt Valley line, approved in May 2017 and currently out to tender.

The first case is titled: *Wellington Metro Railway – Network Track Infrastructure Catch-up Renewals*.

The primary focus is replacement of track infrastructure on the Wairarapa Line and other critical track infrastructure on the busiest parts of the wider network. The package of works will also improve safety by treating high-risk slopes across the network. This case aims to catch up on the historic underinvestment in the Crown track asset and improve reliability and resilience of the rail network. Many Wairarapa councils' representatives were involved in the early stages of the business case development and continue to support the case to government.

The second case is titled: *Wellington Metro Railway – Unlocking Network Capacity and Improving Resilience*.

The proposed investments provide greater passenger-carrying capacity on the rail network during peak periods without purchasing additional metro trains. The case seeks Crown funding for rail infrastructure improvements to:

- Improve peak service frequency, capacity and reliability
- Cater for forecast peak passenger growth through to 2030
- Ensure on-going balanced mode share between road and rail during peak periods and increase the resilience of the wider transport network.

The required infrastructure improvements include:

- Double-tracking Trentham to Upper Hutt
- Improved “turn back” facilities at Plimmerton
- Longer freight passing loop at either Plimmerton or Porirua
- Increased power supply on northern Kapiti Line sections, to allow additional longer trains
- Improved access into West and East yards at Wellington Station
- Enabling the Johnsonville Line to be a fourth main line into Wellington

The second case relies on the first case being funded to ensure a solid footing for a rail network which will be called upon to accommodate increasing patronage and meet increasing customer performance expectations. The combined business cases have a funding requirement totalling close to \$200m and both have positive benefit cost ratios.

If successful, these two funding bids, along with last year's traction pole renewal project, will see KiwiRail deliver nearly \$300m of infrastructure improvement on the Wellington rail network over several years. This will be a large, complex and challenging programme of works to deliver, all the while maintaining and improving reliability and punctuality targets.

A decision on the outcome of these business case applications is expected with the release of the government's Budget in May 2018.

3.3 PTOM bus contracts and transition

Negotiations of the five directly appointed units with NZ Bus are ongoing.

Transition activities have now commenced with Mana following the execution of contracts for the Newlands and Tawa units in October. Transition activities with Tranzit and Uzabus are progressing to schedule.

Tranzit's resource consent application for electric bus charging poles and associated equipment at the Island Bay bus terminus in Reef Street is being considered by WCC in conjunction with traffic resolutions submitted by GWRC for bus stop improvements in Reef Street. These traffic resolutions will be heard at WCC's Council meeting of 7 December.

While Tranzit's first single deck electric bus is currently undergoing certification, the first of the electric double decker bus chassis has arrived in Tauranga from China for construction of the body and fit-out.

4. Metlink Public Transport – operational matters

4.1 Rail operations

4.1.1 RMTU Strike Action

On Thursday 16 November, the Rail and Maritime Transport Union (RMTU) called a 24-hour strike on all the region's trains.

Metlink was informed of the RMTU's intention to strike late on Tuesday 14 November and enacted a multi-agency communications plans, informing stakeholders and customers as quickly as possible. Officers investigated the option of providing replacement buses; however, a full eight-carriage train can carry 800-1000 customers at peak hour, requiring 16-20 buses to replace it. In addition, the logistics of finding sufficient numbers of buses, drivers to replace over 370 rail services throughout the day.

Metlink rostered additional people on in the Contact Centre and officers worked closely with NZTA's Traffic Operations Centre who used their extensive motorway overhead messaging system to provide warnings and updates to motorists. Most of the calls into the Contact Centre were concerned about the logistics of getting to work or school, particularly with NCEA exams underway.

Despite an additional 250 and 130 more calls on the Wednesday and Thursday respectively (compared to the previous 10 week average for those days), our customer service levels were extremely strong. Abandoned calls were less than 3% for both days. Social media also reflected this, with people sharing information and tips, rather than commenting directly. Overall, many people appeared to not travel or to travel at different times, and congestion on the roads was less severe than anticipated. By Friday the rail network had returned to normal.

4.1.2 Meet the Managers Monday

On Monday 13 November GWRC senior staff took part in another Transdev "Meet the Managers" day at Wellington Railway Station.

GWRC officers were there to represent the Metlink brand and support Transdev managers while getting "up close and personal" views of Wellington commuters about their everyday journeys on the rail network.

Comments from customers were overwhelmingly positive and where customers had concerns, officers were able to give them reassurance that improvements were either imminent or would go on the “to do” list.

4.1.3 Porirua Park and Ride Extension

After discussion with various stakeholders, Metlink is going to provide a more visible and integrated approach to stormwater management in the northern Porirua car park extension with the installation of rain gardens. The Porirua carpark extension offers both sufficient space and a sensitive water quality environment to highlight a range of stormwater treatment methodologies. PT officers will work with GWRC's environmental teams to seek potential community education opportunities.

The redesign has now commenced, and construction will start in the New Year.

4.2 Bus and Ferry operations

4.2.1 Trolley overhead wire decommissioning

The last trolley bus operated between Karori and Kilbirnie on 31 October. Following this service, the overhead network was “powered down” and the decommissioning began. This work is being undertaken by Broadspectrum under contract to Wellington Cable Car Limited (WCCL). The work is scheduled to be completed by November 2018.

4.2.2 Parades, events and road closures

The Wellington Sky Show took place on 4 November. To support community attendance at the event, Metlink supplied additional bus services. Additional services were also supplied on 11 November for the FIFA World Cup Qualifier (NZ v Peru) at Westpac Stadium. Both events ran well and there were no material issues on the public transport network.

The Christmas and New Year period is always busy for parades and events. Officers collaborate with stakeholders to ensure that public transport supports the smooth running of these events.

4.2.3 Emergency management

Members of the Bus and Ferry Operations team have undertaken training in the New Zealand Coordinated Incident Management System (CIMS) incident management model for the command, control and coordination of emergency and disruption responses.

CIMS provides a scalable framework for consistent responses and is seen as an essential tool in Metlink's ability to respond effectively to PT service disruptions and emergencies.

4.2.4 Kapiti and Wairarapa timetable changes

Changes to Kapiti and Wairarapa timetables took effect on Monday 20 November. They are designed to improve coverage, provide more travel options and offer better connections with train services. Kapiti households received a flyer outlining the changes.

4.2.5 Students' art goes public

A group of Newtown students has found the ideal place to display its art – at a nearby bus stop. The students, from South Wellington Intermediate School, painted two panels, which have now been mounted at bus stop #7121 in Rintoul Street, opposite Wakefield Hospital. Some of the group, along with their teacher, gathered for an informal celebration of their efforts. They plan to enter their work in a community painting competition. A similar project is under way with students at Brooklyn School.

4.3 Total Mobility

Officers continue to work closely with other regions and the NZTA on improvements to national guidelines and developing next generation system administration and fare paying options for customers through the GRETS Ticketing Programme (GWRC, Regional Consortium, ECan Ticketing Solution).

5. Responses to public participation – 31 October 2017

Herwin Bongers spoke to the Committee about items in the General Managers' report, particularly the noise and nuisance of diesel buses.

Officers have engaged a professional noise and environmental consultancy to assess and report on the issues Mr Bongers raised. The findings of the report will be shared with Mr Bongers.

Roland Sapsford, Mike Mellor and Cr Sarah Free, Wellington City Council, spoke to the Committee about items in the General Managers' report, particularly the trolley bus decommissioning. The Chair noted the concerns, but advised that the matter had been determined.

Cr Free also spoke of her concerns about the effect of double-decker buses on Wellington's roads. Officers will continue to work with WCC officers to manage this issue.

6. The decision-making process and significance

No decision is being sought in this report.

6.1 Engagement

Engagement on this matter is unnecessary.

7. Recommendations

That the Committee:

1. **Receives the report.**
2. **Notes the content of the report.**

Report approved by:

Wayne Hastie
General Manager
Public Transport

Report approved by:

Luke Troy
General Manager
Strategy

Exclusion of the public

Report 17.490

That the Committee:

Excludes the public from the following part of the proceedings of this meeting namely:

1. *Update on PTOM and bus transition*

The general subject of each matter to be considered while the public is excluded, the reasons for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 (the Act) for the passing of this resolution are as follows:

<i>General subject of each matter to be considered:</i>	<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground under section 48(1) for the passing of this resolution</i>
<ol style="list-style-type: none"> 1. <i>Update on PTOM and bus transition</i> 	<p><i>The information in this report relates to bus service contracting in the Wellington Region. Release of the information contained in this report would likely prejudice GWRC's negotiations with bus operators as the report outlines matters that are the subject of negotiation. GWRC has not been able to identify a public interest favouring disclosure of this particular information in the public proceedings of the meeting that would override this prejudice.</i></p>	<p><i>That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7(2)(i) of the Act (i.e to carry out negotiations without prejudice).</i></p>

This resolution is made in reliance on section 48(1) 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 which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified above.