

Governance Group Meeting
MINUTES

Meeting Information

Time:	4:30 – 6:00 pm
Date:	Wednesday 10 May 2018
Location:	NZTA Boardroom, Level 2, 50 Victoria Street, Wellington
Present:	Raewyn Bleakley (NZTA) Fergus Gammie (NZTA) Mayor Justin Lester (WCC) Cr Chris Calvi-Freeman (WCC) Cr Chris Laidlaw (GWRC) Cr Barbara Donaldson (GWRC) Mayor Wayne Guppy (UHCC)
In Attendance	Dame Fran Wilde (NZTA) Cr Sarah Free (WCC) Barry Mein (Alliance Director) Kevin Lavery (WCC) Greg Campbell (GWRC) Peter Clark (NZTA) David Chick (WCC) Emma Speight (NZTA) Willy Trolove (LGWM) Luke Troy (GWRC)

Minutes

Item	Description
1	<u>Apologies</u> No apologies
2	<u>Minutes of 27 April 2018 Governance Group meeting</u> Minutes from the previous meeting held on 27 April 2018 were accepted as a true and correct record. There were no matters arising
3	<u>Directors' update</u> The Alliance Director's report was briefly discussed. In response to a question, the Director noted that the intention is to combine detailed business case preparation into a single business case as much as possible The survey research exercise has been completed, and a report is due next week. The final results are consistent with the preliminary results that were reported to the last Governance Group meeting.

Recommended programme of investment (RPI)

The Alliance Director gave a presentation on the draft RPI. Governance Group discussion included the following comments:

- There was a general preference for a “whole of network” approach, and support for presenting the full package, and doing as much as possible as soon as possible. This reflected concern at possibly leaving out some projects that could encourage placemaking (e.g. Karo Drive)
- The importance of focusing on PT improvements was acknowledged, including bus priorities through the CBD in the short term, as growing demand will mean that we have to deal with it at an early stage
- There was general support for the realignment of SH1 in Te Aro with a cut and cover, but acknowledgement that this will be expensive, and difficult to fund from the NLTF under current policy settings (as would the Terrace Tunnel). Further detail is required on the benefits that will result from this investment, especially in relation to urban development and intensification. The prevailing view is that this should remain part of the programme, even if it means a longer implementation period, and that the funding challenges should be acknowledged. There is also a need to look more at the uplift potential for this intervention.
- The need for complementary planning changes to enable more intensive development was agreed.
- There was some discussion about the funding assumptions, and whether they were too conservative, especially in comparison to the recent Auckland allocation via ATAP. LGWM is the most significant investment for Wellington, and a higher share can be justified. It was noted that the Minister has indicated a willingness to look at a funding package for Wellington, and the new GPS signals availability of funds for rapid transit, especially LRT.
- On the other hand, the reductions in State highway allocations in the Draft GPS mean that some other parts of the draft programme will be more difficult to fund from traditional sources. This reinforces the need for the major interventions to demonstrate value uplift benefits.
- Some members raised concerns about establishing a mode preference for mass transit in the RPI. The cost estimates used for the funding discussion were based on light rail, which was of concern to some members due to its higher costs and potential disruption compared to non-tracked alternatives.
- There was acknowledgement that overseas evidence shows higher levels of uplift from LRT investments compared with busways, but there was not agreement on whether this difference is sufficient to justify a commitment to LRT at this stage. Members requested further information on the differences in cost and performance between LRT and BRT; and whether it is possible to reduce the cost but still get high levels of value uplift.
- The Group did not see sufficient value in extending mass transit from the railway station to Kaiwharawhara at this stage, and suggested that this be removed from the RPI descriptions and cost estimates.
- The outline of project sequencing was broadly supported, but splitting the programme into the first ten years and beyond the first ten years was generally not supported; the preferred approach was to simply lay out the full programme and aim to complete it as soon as possible.
- There was general support for bringing demand management pricing interventions forward, acknowledging the need to address growth in demand from the north.
- The Group agreed that further discussion on the RPI would be required before an agreed position can be established; and agreed to set up a separate workshop session as soon as possible to facilitate this.

ACTION:

- a) Set up a Governance Group workshop to work through the RPI (BM)

5	<u>Release of Update Report</u> This item was not discussed in detail. The proposal to issue an update report, including the results of the recent public opinion survey, was noted.
6	<u>Approvals timetable</u> The Governance Group noted the proposed timeline and agreed to review it once the RPI workshop is completed.
7	<u>Other business</u> <ul style="list-style-type: none">• There was no further business