

Governance Group Meeting  
MINUTES

Meeting Information

<b>Time:</b>	5:00 – 6:30 pm
<b>Date:</b>	Wednesday 27 February 2019
<b>Location:</b>	Room 5.16, Majestic Centre, 100 Willis Street, Wellington
<b>Present:</b>	Raewyn Bleakley (NZTA) Mark Ratcliffe (NZTA) Mayor Justin Lester (WCC) Cr Chris Calvi-Freeman (WCC) Cr Chris Laidlaw (GWRC) Cr Barbara Donaldson (GWRC)
<b>In Attendance</b>	Barry Mein (Programme Director) Kevin Lavery (WCC) Greg Campbell (GWRC) Peter Clark (NZTA) Emma Speight (NZTA) Anna Harley (WCC) David Chick (WCC) Luke Troy (GWRC) Willy Trolove (LGWM) Jamie Carter (Mandara) – for Item 7

Minutes

Item	Description
1	<b><u>Apologies</u></b> Mayor Wayne Guppy (UHCC)
2	<b><u>Minutes of 17 December 2018 meeting</u></b>  The minutes of the 17 December meeting were approved. There were no matters arising.
3	<b><u>Director's Update</u></b>  The Director's update was received without discussion as the issues were covered in other items
	It was agreed that Item 7 would be dealt with at this stage

### Integrated Delivery Vehicle

The Programme Director and Jamie Carter (Mandara Consulting Group) discussed the work undertaken to date to define the scope and structure of the proposed integrated delivery vehicle (IDV), and invited feedback from the Governance Group to help guide further development. It was acknowledged that a decision is not being sought at this stage, and that a formal process will follow at a later stage. This will require Governance Group agreement and the approval of the 3 partners.

Feedback from the Governance Group included the following:

- The commercial context for the IDV is important, including where risks lie and who takes on contractual responsibility. This needs to be made clear in the next iteration of the proposal
- The extent of delegations to the IDV needs to be clear, as does the arrangements for political oversight and involvement of elected representatives in the governance structure
- An outline of the IDV agreement should be brought back to the Group for review, and this should highlight where risks lie and how they will be managed
- For the partner organisations, there needs to be a compelling case for why an IDV is needed. In this regard, the previous evaluation of alternative approaches (included in the agenda paper on p15) needs to be revisited once the final RPI is agreed
- Care needed to describe appropriate position titles, and to avoid establishing an overhead-heavy organisation.

The Governance Group agreed that work on the IDV should proceed, taking these issues on board; and that progress is reported back to the Group as soon as possible. The Group also noted the need for the proposals to be socialised with the councils and NZTA Board ahead of any formal decisions.

<p>4</p>	<p><b><u>Funding proposal</u></b></p> <p>Management presented an outline of the most recent proposal aimed at achieving a more affordable Phase 1 package (within a capex envelope of \$2.7 billion).</p> <p>Governance Group members were generally supportive of the approach and the material, but agreed that the references to P95 in the cost estimates were misleading and should be removed.</p> <p>The Group noted the need for flexibility within the \$1.3 billion mass transit envelope, and agreed that there are two main options that could be possible:</p> <ul style="list-style-type: none"> <li>• LRT as far as Newtown (with bus-based mass transit via Mt Victoria tunnel for access to the east and airport</li> <li>• “Like rail”/trackless tram to Newtown and the airport</li> </ul> <p>It was agreed that both of these options should remain open at this stage, noting the importance of not confusing the route with the budget allocation.</p> <p>The Group also highlighted the need for the \$2.7 b Phase 1 package to be described within the wider context of the full RPI, noting that Phase 2 is currently unfunded</p> <p>The Group noted the apparent lack of support for a cordon charge, but highlighted the need for some form of demand management (e.g. parking levies)</p> <p>The Governance Group agreed that the presentation slides should be amended to reflect the issues discussed, and used as the basis of further discussions with the Minister, which will be led by Mayor Lester.</p>
<p>5</p>	<p><b><u>Options for State highway investment</u></b></p> <p>This item was taken as read. There was no discussion.</p>
<p>6</p>	<p><b><u>Early improvements update</u></b></p> <p>This item was taken as read. There was no discussion.</p>
<p>8</p>	<p><b><u>Other business</u></b></p> <p>The Governance Group discussed the need for changes to NZTA membership and the Governance group facilitation role with the impending departure of Raewyn Bleakley from NZTA.</p> <p>It was agreed that Mark Ratcliffe would advise on future NZTA membership; and that Greg Campbell would take over the role of facilitator.</p> <p>Raewyn Bleakley’s significant contribution to LGWM and the Governance Group was acknowledged, and the Governance Group wished her well in her new role.</p>