



greater WELLINGTON

REGIONAL COUNCIL

Te Pane Matua Taiao

Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 18 February 2020.

Report 19.510

## Public minutes of the Regional Transport Committee meeting on 3 December 2019.

Council Chamber, Greater Wellington Regional Council  
Level 2, 15 Walter Street, Wellington at 11.11am

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### Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Mayor Baker (until 11.49am)	Porirua City Council
Mayor Barry	Hutt City Council
Deputy Mayor Emms	South Wairarapa District Council
Councillor Cootes	Kāpiti Coast District Council
Deputy Mayor Free (until 12.10pm)	Wellington City Council
Councillor Ponter	Greater Wellington Regional Council
Deputy Mayor Vergunst	Carterton District Council
Emma Speight	New Zealand Transport Agency

### Public Business

#### 1. Apologies

Moved: Deputy Mayor Emms / Mayor Baker

That the Committee accepts the apologies for Mayor Beijen, Mayor Foster, Mayor Guppy, Mayor Gurunathan, Mayor Lang, and Mayor Patterson.

The motion was **carried**.

#### 2. Declarations of conflicts of interest

There were no declarations of conflict of interest.

#### 3. Public participation

There was no public participation.

**4. 2018/19 Annual Monitoring Report on the Wellington Regional Land Transport Plan – Report 19.484 [For information]**

Christoph Gerds, Senior Data Analyst, Regional Transport, spoke to the report and delivered a Power Point presentation to the Committee.

**Noted:** Mayor Baker left the meeting at 11.49am during the presentation.

**5. Lifeline Business Case – oral item**

Richard Mowll - Project Manager, Wellington Lifelines Group, spoke regarding the physical risk related to Wellington utility and transport services. The Regional Resilience Project outlines the advantages of a programme for new and replacement infrastructure and the associated economic benefits.

The benefits were broken down into groupings for road, electricity, water, communications, port/road, rail with specific projects/areas outlined for each grouping.

The key points for noting are that the Lifelines Group believe the project demonstrates that:

- a. it presents a compelling case to invest
- b. it can only be successful with Central Government oversight
- c. every lifeline entity should have a resilience investment policy in place and make a commitment to following 'the order' articulated in the overall programme
- d. Central and Local Government need to take the lead by committing their funds to deliver the programme (within 20 years) and then hold other infrastructure entities accountable for progress
- e. engaging the community in the problem and progress towards solving it, is essential for success

**6. New Zealand Transport Agency update including the resilience programme business case – oral item**

Emma Speight - Director Regional Relationships, New Zealand Transport Agency (NZTA), spoke regarding Arataki, which is the ten year plan to ensure the land transport system is fit for the future. NZTA will engage with local government, and a regional relationship team will be developed for each region. Guidelines are being developed as to the details to be entered into Transport Investment Online for use by NZTA for prioritisation processes.

The Investment Decision-Making Framework involves three stages: investigation, design, and implementation. The investigation stage report was released in November 2019 and the draft design report is work in progress. The Transport Agency Investment Proposal is being developed in preparation for the 2021-24 National Land Transport Plan and will include a State Highway Activity Management Plan Sector engagement is planned for January – March 2020 to identify priorities for investment.

Reviews are being undertaken related to speed limits, public transport fare policy changes and a joint review involving NZ Police to support school road patrols.

Updates were provided on Transmission Gully progress and readiness of the opening and on the Peka Peka to Ōtaki project.

NZTA is leading the development of a Mode Shift Plan to encompass Strategic Direction, NZTA Action Plan and Regional Mode Shift Plans.

A general outline was given as to how the mode shift is going to be focussed and how mode shift can help achieve key transport outcomes in each location by identifying where efforts should be made and the proposed outcomes in the short, medium and long term. The indicative date for completion is June 2020 with workshops/updates to coincide with Regional Transport Committee meetings.

NZTA's Board has endorsed the Wellington Transport Resilience Programme Business Case, which has been developed in parallel with the Wellington Lifelines Group work around resilience, focussed on land transport. Problems and objectives have been identified with the highest priority network segments/interventions for the first decade also identified.

**Noted:** Deputy Mayor Free left the meeting at 12.10pm during the presentation.

The meeting closed at 12.26pm

Councillor A Staples  
(Chair)



Date: 27 Feb 2020

