

Confirmed Public minutes of the Regional Transport Committee meeting on Tuesday 9 June 2020.

All members participating by Zoom at 10.01am.

Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Councillor Ponter (Deputy Chair)	Greater Wellington Regional Council
Mayor Baker	Porirua City Council
Mayor Barry	Hutt City Council
Deputy Mayor Emms	South Wairarapa District Council
Mayor Guppy	Upper Hutt City Council
Mayor Gurunathan	Kāpiti Coast District Council
Mayor Lang	Carterton District Council
Mayor Patterson (until 11.00am)	Masterton District Council
Emma Speight	New Zealand Transport Agency

Advisor

David Gordon	KiwiRail
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All members participated at this meeting via Zoom, and counted for the purpose of quorum, in accordance with clause 25B of Schedule 7 to the Local Government Act 2002.

Public Business

1. Apologies

Moved: Mayor Guppy / Mayor Gurunathan

That the Committee accepts the apologies for absence from Mayor Beijen and Mayor Foster.

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. Confirmation of the Public minutes of the Regional Transport Committee meeting on 18 February 2020 – Report 20.41

Moved: Deputy Mayor Emms / Mayor Lang

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 18 February 2020.

The motion was **carried**.

5. Wellington Regional Land Transport Plan 2021: Strategic framework and investment priorities – Report 20.98

Amy Helm, Senior Strategic Advisor, Regional Transport, spoke to the report.

Moved: Mayor Gurunathan / Mayor Guppy

That the Committee:

- 1 Notes the implications of the COVID-19 pandemic for development of the Wellington Regional Land Transport Plan (RLTP) 2021 (paragraphs 8 and 9).
- 2 Agrees, notwithstanding these implications, that the core elements of the draft strategic framework agreed by the Committee on 18 February 2020 remain valid.
- 3 Agrees the draft 10 Year Transport Investment Priorities of:
 - a Public transport capacity: Build capacity and reliability into the Wellington Region's rail network and into the Wellington City public transport network to accommodate future demand [Weighting 40 percent]
 - b Travel choice: Make walking, cycling and public transport a safe, sustainable and attractive option for more trips throughout the region [Weighting 20 percent]
 - c Strategic access: Improve access to key regional destinations such as ports, airports and hospitals for people and freight [Weighting 15 percent]
 - d Safety: Improve safety, particularly at high risk intersections and on high risk rural roads [Weighting 15 percent]
 - e Resilience: Build resilience into the region's transport network by strengthening priority transport lifelines and improving the redundancy in the system [Weighting 10 percent].
- 4 Notes that these transport investment priorities will inform the development of proposed transport activities within Councils' long term plans and the Transport Agency Investment Proposal that will be put forward for inclusion in the six year RTLP programme of transport activities.

- 5 Notes officers will provide advice to the Regional Transport Committee in August 2020 on options for applying an economic recovery lens to the development of the six year RLTP programme of transport activities.
- 6 Notes that Part A of the draft Wellington RLTP 2021 will be formally considered at the Committee's meeting on 8 September 2020.
- 7 Agrees that public engagement on Part A of the draft Wellington RLTP 2021 will now be combined with consultation on Part B of the draft Wellington RLTP 2021, which is planned to start in December 2020.

The motion was **carried**.

6. Proposed variation to the Wellington RLTP programme 2018-21 – business case phases of the Wellington rail network resignalling and train control system renewal – Report 20.164

Grant Fletcher, Manager Regional Transport, spoke to the report.

Moved: Cr Staples / Mayor Patterson

That the Committee recommends to Greater Wellington Regional Council that the Wellington Regional Land Transport Plan Programme 2018-21 is varied to include the business case phases of the Wellington Metropolitan Rail Network Resignalling and Train Control System Renewal.

The motion was **carried**.

7. Regional Growth Frame update – Oral Report

Kim Kelly, Programme Director, Wellington Regional Growth Framework (WRGF), updated the Committee on the WRGF.

Ms Kelly informed the Committee on the impacts that the COVID-19 pandemic has had on the WRGF, including the consideration of future population changes.

Six options have been developed and these have been used to understand the implications of different ways growth could be accommodated across Wellington-Horowhenua. All six options provided for approximately an additional 200,000 people, but in different locations and forms.

The emerging spatial plan is taking a form where 60 to 80 percent of growth is contained within the existing urban areas, and 20 to 40 percent is greenfield development. There are nine major centres, which have been identified for higher density housing, employment and services. The density in each location would be customised to recognise local circumstances and constraints. These nine centres are the central areas of Levin, Paraparaumu, Porirua, Wellington, Lower Hutt, Upper Hutt, Masterton, Newtown and Petone.

Transport is an important feature of the WRGF, which recognises rail as the backbone for future urban development, supported by improved multi-modal connections across the Wellington Region. Rail improvements and increased capacity will be required to meet projected growth and demand.

Ms Kelly explained the next steps. There are five high level activities, which will be undertaken in parallel:

- a Testing of node, major centre and greenfield development options
- b Input from relevant infrastructure and service providers to get more detailed requirements
- c High level costing of projects and the development of an investment programme
- d High level sequencing of projects and the development of an implementation plan
- e Development of a draft WRGF document.

The Committee accorded priority to agenda item 9 – Lower North Island Regional Rail.

8. Lower North Island Regional Rail – Oral Report

Barry Fryer, Rail Assets Team Leader, presented to the Committee on Longer Distance Rolling Stock.

An indicative business case has been completed and proposes a version of electric multiple unit trains. Greater Wellington has received \$5 million in funding to undertake more detailed investigations and initial procurement processes. The \$5 million in funding includes an approach to the market to better understand the options, associated risks and costs, and will also be used to complete a detailed business case to obtain funding certainty. The first trains are expected to be in service from early 2025.

9. Let's Get Wellington Moving update – Oral Report

Andrew Body, Programme Director, updated the Committee on the Let's Get Wellington Moving (LGWM) project.

Mr Body advised the Committee that the LGWM team is only now starting to see and understand the impacts of the COVID-19 pandemic. The Government's Alert Level 3 and 4 requirements affected travel behaviour. The LGWM team is monitoring the ongoing behaviour to identify the impacts this has on transport options, including active modes. The LGWM Governance Reference Group (GRG) has decided which temporary works should be implemented by the partners. The GRG has also asked LGWM to develop a package of accelerated works that focus on active modes and public transport that can be brought forward to support recovery.

Engagement with stakeholders was deferred during the lockdown, and an emphasis on online engagement will be used going forward. The indicative engagement schedule was shared with the Committee, including public engagement.

Mr Body informed the Committee on the next steps of Mass Rapid Transit and Strategic Highway Improvements. Consultant teams have been appointed and work is underway. The initial investigative work will assess the elements of the Programme Business Case. The assessment criteria for the Indicative Business Case have been developed. Work is being developed on the long list options, with a focus on the integration between Mass Rapid Transit and the Strategic Highway Improvements, particularly at the Basin Reserve.

Work on the Golden Mile (Lambton Quay to Courtenay Place) continues. The level of transformation is a key theme that has emerged out of engagement with stakeholders, and how far the project should go with the removal of general traffic and the re-allocation of space for different transport modes. Thorndon Quay and Hutt Road changes are more complex with a more varied retail environment than the Golden Mile, and conflicts with different transport users. Stakeholder engagement continues to inform the shortlist options.

Noted: Mayor Patterson left the meeting at 11.00am, during the presentation of the above item, and did not return to the meeting.

10. KiwiRail update – Oral Report

David Gordon, Chief Operating Officer: Capital Projects & Asset Development, presented on the Wellington Metro Rail Network: relationships and upgrades.

The traction overhead line replacement was allocated \$98.4 million from the Crown. This replaces remaining legacy traction overhead line systems and life expired lineside 3300v signals power supply. Four essential mast replacements were delivered during lockdown, due to urgency.

The National Land Transport Fund has allocated \$95.8 million to track and civil infrastructure catch up renewals. The allocated funding is to bring activity up to three times normal levels by investing in people, material and resources. Detailed planning is underway for renewal of the Tawa Tunnel track, with this work to be completed during the Christmas 2020 period. Mr Gordon advised the Committee that working in tunnels is extremely dangerous, so KiwiRail is looking to invest in mechanisation and automation, and \$1 million worth of equipment has been identified.

Mr Gordon advised that Committee on network capacity and resilience improvement works. This included construction on the Trentham to Upper Hutt double tracking beginning and design of the Plimmerton terminus/turnback.

The Government identified three rail projects in the Wellington Region, as part of the New Zealand Upgrade Programme. These projects are \$15 million for Capital connection interim replacement rolling stock (while replacement rolling stock is procured); \$70 million for safety improvements to Wellington Station, including safety and capacity issues between Kaiwharawhara and Wellington Station; and \$126 million for Wairarapa rail upgrades.

11. Waka Kotahi NZ Transport Agency update – Oral report

Emma Speight, Director General Relationships (Lower North Island), updated the Committee on Waka Kotahi New Zealand Transport Agency (Waka Kotahi) programmes.

Ms Speight informed the Committee that the work on capital projects resumed following the end of the Alert Level 4 lockdown. Each project has a COVID-19 safety plan, which is aligned with Construction Health and Safety NZ standards. Engagement and consultation will continue on a range of projects in the coming weeks.

Arataki (the Waka Kotahi 10 year view on what is needed to deliver the Government's current priorities and long-term objectives for the transport system) was updated in

May 2020 and this is now available online. Version 2 of Arataki is being prepared and it will assess the likely impacts of the COVID-19 pandemic on the land transport system and will identify post COVID-19 opportunities. As part of the assessment, Waka Kotahi has commissioned work to understand the likely socio-economic impacts on regions and communities

Waka Kotahi acknowledges the challenges and uncertainties COVID-19 has had on the development of Regional Land Transport Plans (RLTP) and will be releasing additional RLTP development guidance.

Ms Speight updated the Committee on the Melling, State Highway 58 Safety Improvements packages and Ōtaki to north of Levin (Ō2NL), as part of the NZ Upgrade Package. The Melling upgrade is expected to be consented in early 2021, and completed in late 2026. The State Highway 58 safety improvements work is expected to start construction in August 2020 and be completed in mid-2023. The design contract tendering for Ōtaki to north of Levin is expected to be done in mid-2021, with completion of this corridor expected in 2029.

There is community engagement this winter on safety improvements and the Ō2NL highway. The highway is a shared path and is part of the NZ Upgrade Programme. Investigations and the design work will be shared with the community for its feedback. Feedback will be sought on the safety improvements of State Highways 1 and 57, including roundabouts.

Ms Speight advised the Committee on the status of projects in the Wellington Region. Ms Speight advised that the Alert Level 3 and 4 restrictions have caused some constraints and delays on projects. Construction on Transmission Gully has been substantially affected by the Alert Level 4 Lockdown. A significant number of project workers returned to their home countries and are currently unable to re-enter New Zealand. Waka Kotahi is involved in active commercial negotiations with Wellington Gateway Partnership and CPB HEB Joint Venture to agree to a fair time and cost compensation package. Waka Kotahi will provide further information once negotiations are completed.

The meeting closed at 11.56am.

Councillor A Staples

Chair



Date:

3 August 2020