

Governance Group Meeting  
MINUTES

Meeting Information

<b>Time:</b>	2:00 – 3:30 pm
<b>Date:</b>	Tuesday 20 March 2018
<b>Location:</b>	Room 5.16, Majestic Centre, 100 Willis Street, Wellington
<b>Present:</b>	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)
<b>In Attendance</b>	Barry Mein (Alliance Director) Kevin Lavery (WCC) Greg Campbell (GWRC) Peter Clark (NZTA) David Chick (WCC) Emma Speight (NZTA) Luke Troy (GWRC) Harriet Shelton (GWRC) Natasha Hayes (GWRC) Willy Trolove (LGWM)

Minutes

Item	Description
1	<b><u>Apologies</u></b>
2	<b><u>Minutes of 13 February 2018 Governance Group meeting</u></b> Minutes from the previous meeting held on 13 February 2018 were accepted as a true and correct record, with the following amendment: <ul style="list-style-type: none"> <li>Item 6, second bullet should read “Basin Reserve/Mt Victoria”</li> </ul> There were no matters arising

**3 Alliance Directors' report**

The Alliance Directors report was discussed, and the following points raised:

**Market research:**

The Governance Group agreed that the research should proceed. There was a suggestion that questions could be put on a scale (e.g. from strongly disagree to strongly agree) rather than yes/no; and possibly get respondents to rank the most important interventions. The Alliance Director will discuss these options with the research company prior to the questions being finalised.

**Alignment with city development vision:**

The Governance Group noted the need to reflect regional as well as city growth aspirations. It was noted that work on the Urban Development capacity being undertaken jointly by the region's councils will inform this.

It was agreed that there is a need for growth aspirations to be more explicit as part of the LGWM narrative, and that LGWM needs to come up with a transport programme that supports those aspirations. Wellington City Council will provide information on the potential for urban growth in the vicinity of transport corridors, and LGWM should highlight how transport interventions (as well as other actions, e.g. special housing areas) can support and enable this development. The narrative needs to reflect the potential for the LGWM initiatives to be part of the process of re-imagining the city and its transport network, and to show how transport investment can positively influence urban form.

The issue of timing was discussed, and it was noted that the Our City Tomorrow consultation outcomes will be reported to Wellington City Council in early April, and this is expected to be followed by further work. It was agreed that LGWM needs to keep to its timetable of approving a recommended programme of investment in May, to enable consideration by the partner organisations in June. Further work beyond this time may be needed to more fully integrate the LGWM and city development processes.

It was noted that the evaluation criteria are likely to need further attention, to determine the amount and value of more intensive development that transport investments can stimulate.

**Joint councillor workshop:**

It was agreed that the workshop scheduled for 3 April should be postponed until after the next Governance Group meeting on 18 April.

**4 Response to public engagement feedback**

The Governance Group discussed the proposed responses, including the proposed direction of the recommended programme of investment (RPI). To help inform this discussion, the Group was given a presentation on the work being undertaken on mass transit options.

Governance Group comments on the feedback themes included:

Theme 1 Support for public transport: be bus rapid transit; highlight the city-building potential of mass transit; highlight the early interventions for PT and ensure that they are compatible with the wider preferred package

Theme 2 Support for less congestion: add reference to parking policy and supply

Theme 3: Note early potential for a Cobham Drive crossing

Theme 4: The focus is on a nil net increase in vehicles (i.e. need to consider other routes where vehicle numbers may decrease)

AGREED:

- a) That the proposed response to public engagement feedback be used to inform the development of the recommended programme of investment

5	<p><b><u>Recommended programme of investment: approach</u></b></p> <p>The Governance Group discussed and endorsed the proposed approach, and requested an update on progress at its next meeting.</p>
6	<p><b><u>Other business</u></b></p> <p>Need to add in consideration of the cost of public transport to users, as this has come up in feedback. It was agreed that this should be reflected in the development of short-listed programmes.</p> <p>The consultants used to advise on mass transit were briefly discussed, and the need to ensure objectivity was highlighted, to enable an “apples with apples” comparison.</p>