
MINUTES

WEDNESDAY 14 MAY 2014

9.15AM – 10.34AM

10.54AM – 11.46AM

11.55AM – 12.50PM

**Committee Room One
Ground Floor, Council Offices
101 Wakefield St
Wellington**

PRESENT:

Mayor Wade-Brown	(9.15am – 10.34am, 10.54am – 11.46am.)
Councillor Coughlan	(9.23am - 10.34am, 10.54am – 11.28am, 12.13pm – 12.50pm.)
Councillor Foster (Chair)	(9.15am - 10.34am, 10.54am – 11.46am, 11.55am - 12.50pm.)
Councillor Lee	(9.15am - 10.34am, 10.54am – 11.46am, 11.55am - 12.50pm.)
Councillor Lester	(9.15am - 10.34am, 10.54am – 11.46am, 11.55am - 12.50pm.)
Councillor Pannett	(9.15am - 10.34am, 10.54am – 11.46am, 11.55am - 12.50pm.)
Councillor Woolf	(9.15am - 10.34am, 10.54am – 11.46am.)
Councillor Young	(9.15am - 10.34am, 10.54am – 10.55am, 10.56am - 11.46am, 11.55am - 12.50pm.)

IN ATTENDANCE:

Councillor Ahipene-Mercer
Councillor Free
Councillor Sparrow

DEMOCRATIC SERVICES OFFICERS IN ATTENDANCE:

Antoinette Bliss - Governance Advisor

APOLOGIES

NOTED:

There were no apologies.

MINUTES FOR CONFIRMATION

Moved Councillor Foster, seconded Councillor Lester the motion that the Transport and Urban Development Committee approve the minutes of the meeting held on Tuesday 8 April 2014, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

The motion was put and declared CARRIED.

RESOLVED

THAT the Transport and Urban Development Committee:

- 1. Approve the minutes of the meeting held on Tuesday 8 April 2014, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.*

PUBLIC PARTICIPATION

NOTED

1. Bruce Flett addressed the Committee regarding the Petone to Grenada Road proposal.

(Councillor Coughlan arrived at the meeting at 9.23am.)

2. Graeme Sawyer addressed the Committee regarding Report 3 Monitoring Report on District Plan Medium Density Residential Areas (MDRAs).
3. Tony Randle addressed the Committee regarding Report 2 Public Transport Spine Study: Response to Regional Land Transport Committee Recommendations and Report 3 Monitoring Report on District Plan Medium Density Residential Areas (MDRAs).

CONFLICT OF INTEREST DECLARATIONS

NOTED

There were no declared conflicts of interest.

(The meeting adjourned for morning tea at 10.34am and reconvened at 10.54am.)

(Mayor Wade-Brown, Councillors Coughlan, Foster, Lee, Lester, Pannett, Woolf and Young were present when the meeting reconvened.)

(Councillor Young left the meeting at 10.55am.)

(Councillor Young returned to the meeting at 10.56am.)

(Councillor Coughlan left the meeting at 11.28am.)

(The meeting adjourned at 11.46am and reconvened at 11.55am.)

(Councillors Foster, Lee, Lester, Pannett and Young were present when the meeting reconvened.)

SUBMISSION ON DRAFT WELLINGTON REGIONAL PUBLIC TRANSPORT PLAN

Report of Elise Webster, Principal Advisor, Transport Strategy and Policy. (REPORT 1)

Moved Councillor Foster, seconded Councillor Young, the substantive motion with an addition to recommendation 2 and new recommendation 3 (on officer's advice) as follows:

(Councillor Coughlan returned to the meeting at 12.13pm.)

The substantive motion was put and declared CARRIED.

RESOLVED:

THAT the Transport and Urban Development Committee

1. *Receive the information.*
2. *Approve the submission on Greater Wellington Regional Council's draft Public Transport Plan as amended to take account of the changes requested by the Transport and Urban Development Committee these being -
Strengthening in no particular order, commentary regarding:*
 - a) *emissions*
 - b) *integrated ticketing particularly noting the existing Snapper system has been delivered at low cost to the ratepayer, and has the functionality to deliver right now while longer term options can be evaluated.*
 - c) *that the current patronage levels fall well short of Greater Wellington Regional Council's own aspirations*
 - d) *concerns about bus services to Khandallah and the universities*
 - e) *our desire to reduce fares both at peak and off peak*
 - f) *the need for a reliable Real Time information system*
 - g) *needing to know the cost of removal of the overhead infrastructure*
 - h) *information comparing car operational costs versus public transport costs*

- i) *the importance of reliability*
- j) *the need for a partnership approach between Wellington City Council and Greater Wellington Regional Council on PT issues and the need for Greater Wellington Regional Council to consider whether the levers outlined in the plan are sufficient to meet the targets in the plan*
- k) *including commentary about the current high financial costs of maintaining and operating the trolley buses, the lack of transparency of these costs, that their operation prevent the implementation of the new route network, and implementation of BRT and the benefits from those changes. Council considers it important to have a greater understanding of the options for any replacement technology and the timing of these replacements. Because the Council see that there are Environmental benefits of the trolley buses.*

3. *Delegate authority to the Chief Executive and Chair of Transport and Urban Development Committee to sign off the final submission.*

NOTED:

The resolution differs from the recommendations in the officer's report as follows:

The Committee added the text in **bold**.

PUBLIC TRANSPORT SPINE STUDY: RESPONSE TO RLTC RECOMMENDATIONS

Report of Geoff Swainson, Manager Transport Strategy and Policy. (REPORT 2)

Moved Councillor Foster, seconded Councillor Young, the substantive motion with an addition to recommendations 4a, 4e, 4f, 4l and new recommendation 3 (on officer's advice) as follows:

THAT the Transport and Urban Development Committee

1. *Receive the report.*
2. *Agreed to appoint two members to the proposed PTSS Governance Board.*
3. *Agree to the intent of the requests from the RLTC to WCC in relation to the implementation of the PTSS.*
4. *Agree to undertake the following in order to address the RLTC requests:*
 - a) *Develop and agree a governance and joint project management structure with NZTA and GWRC to oversee the work programme for the implementation of enhanced bus priority and Bus Rapid Transit (BRT), as referenced in Appendix B and C.*

- b) *As a priority undertake core spine assessments to determine:*
 - (i) *Physical corridor constraints; and*
 - (ii) *Centre versus edge running**and advise GWRC of the outcomes of those assessments.*
- c) *As a priority undertake concept planning for Kent/Cambridge Terraces and Adelaide Road to facilitate the Network Integration Plan for the Basin Reserve.*
- d) *Note that funding is included in the 2014/15 Annual Plan to undertake preliminary design in order to achieve b) and c) above.*
- e) *Undertake detailed assessment, **vehicle trials**, options evaluation, design, costing and business plans of physical carriageway, streetscape, interchange facilities and other works necessary to deliver bus priority and BRT outcomes, particularly for the core corridors identified.*
- f) *Assess and where practicable implement options to achieve the targeted maximum 60 buses each direction per hour within the “Golden Mile” (Noting that the provision of services ~~of to support public transport~~ priority on secondary routes **is not an option.** ~~will be problematic.~~)*
- g) (i) *Agree that it is essential that the BRT vehicles servicing the core spine also serve at least the full length of the routes identified in the Regional Passenger Transport Plan from Johnsonville to Island Bay and from Karori Park to Miramar and Seatoun.*
 - (ii) *Agree that BRT has an upper end capacity that may in future be exceeded, and therefore the potential for LRT in the future should not be foreclosed, and the Constable Street corridor protected.*
- h) *Obtain approval and funding for the various stages of bus priority and BRT implementation as identified in e), f) and g) above.*
- i) *Include funding in the 2014/15 Annual Plan, the 2015 – 2025 Long Term Plan and the 2015 – 2025 Regional Land Transport Plan (local share) to undertake e), f) and g) above with staged implementation resulting from h) above.*
- j) *Review and where necessary reinforce the urban growth corridor through policies and other planning instruments.*
- k) *Review the supply of inner city commuter parking and evaluate the policies to ensure agreed outcomes are delivered.*
- l) *Assess and report upon the BRT implications for the Mt Victoria Tunnel duplication project and how this impacts upon both the local road network and the Town Belt. (Note ~~Noting~~ that in the absence of established*

evidential need to the contrary WCC preference is to minimise will not support any additional intrusion into the Town Belt for BRT purposes.)

Moved Councillor Pannett, seconded Councillor Lee the following amendment.

THAT the Transport and Urban Development Committee:

- k) *Review the supply of inner city commuter parking **and the potential for congestion pricing** and evaluate the policies to ensure agreed outcomes are delivered.*

The amendment was put and declared CARRIED.

The substantive motion 2 g (i) was put and declared CARRIED.

The substantive motion 2 g (ii) was put and declared CARRIED.

The substantive motion 1, 2 (a – f, h – l) and 3 were put and declared CARRIED.

(Councillor Pannett requested that her dissenting vote be recorded.)

RESOLVED:

THAT the Transport and Urban Development Committee

1. *Receive the report.*
2. *Agreed to appoint two members to the proposed PTSS Governance Board.*
3. *Agree to the intent of the requests from the RLTC to WCC in relation to the implementation of the PTSS.*
4. *Agree to undertake the following in order to address the RLTC requests:*
 - a) *Develop and agree a governance and joint project management structure with NZTA and GWRC to oversee the work programme for the implementation of enhanced bus priority and Bus Rapid Transit (BRT), as referenced in Appendix B and C.*
 - b) *As a priority undertake core spine assessments to determine:*
 - (i) *Physical corridor constraints; and*
 - (ii) *Centre versus edge running**and advise GWRC of the outcomes of those assessments.*
 - c) *As a priority undertake concept planning for Kent/Cambridge Terraces and Adelaide Road to facilitate the Network Integration Plan for the Basin Reserve.*

- d) *Note that funding is included in the 2014/15 Annual Plan to undertake preliminary design in order to achieve b) and c) above.*
- e) *Undertake detailed assessment, **vehicle trials**, options evaluation, design, costing and business plans of physical carriageway, streetscape, interchange facilities and other works necessary to deliver bus priority and BRT outcomes, particularly for the core corridors identified.*
- f) *Assess and where practicable implement options to achieve the targeted maximum 60 buses each direction per hour within the “Golden Mile” (Noting that the provision of services ~~of to support public transport~~ priority on secondary routes **is not an option.** ~~will be problematic.~~)*
- g) (i) *Agree that it is essential that the BRT vehicles servicing the core spine also serve at least the full length of the routes identified in the Regional Passenger Transport Plan from Johnsonville to Island Bay and from Karori Park to Miramar and Seatoun.*
- (ii) *Agree that BRT has an upper end capacity that may in future be exceeded, and therefore the potential for LRT in the future should not be foreclosed, and the Constable Street corridor protected.*
- h) *Obtain approval and funding for the various stages of bus priority and BRT implementation as identified in e), f) and g) above.*
- i) *Include funding in the 2014/15 Annual Plan, the 2015 – 2025 Long Term Plan and the 2015 – 2025 Regional Land Transport Plan (local share) to undertake e), f) and g) above with staged implementation resulting from h) above.*
- j) *Review and where necessary reinforce the urban growth corridor through policies and other planning instruments.*
- k) *Review the supply of inner city commuter parking **and the potential for congestion pricing** and evaluate the policies to ensure agreed outcomes are delivered.*
- l) *Assess and report upon the BRT implications for the Mt Victoria Tunnel duplication project and how this impacts upon both the local road network and the Town Belt. (Note ~~Noting~~ that in the absence of established evidential need to the contrary WCC ~~preference is to minimise~~ **will not support any additional intrusion into the Town Belt for BRT purposes.**)*

NOTED:

The resolution differs from the recommendations in the officer’s report as follows:

The Committee added the text in **bold** and ~~striketrough~~.

**MONITORING REPORT ON DISTRICT PLAN MEDIUM DENSITY
RESIDENTIAL AREAS (MDRAS)**

Report of Elizabeth Moncrieff, Senior Policy Advisor – District Plan
and Karen Williams, Senior Planner.

(REPORT 3)

Moved Councillor Foster, seconded Councillor Lee, the substantive motion with an addition to recommendations 2 and new recommendation 3 (on officer’s advice) as follows:

The motion was put and declared CARRIED.

RESOLVED:

THAT the Transport and Urban Development Committee

1. *Receive the information.*
2. *Agree to a Councillor workshop in **August or September 2014** to discuss the six identified areas that are being investigated as potential residential intensification areas.*
3. *Note that this project is at a very early stage and that there will be extensive consultation with affected communities before any final decisions are made on potential residential intensification areas.*

NOTED:

The resolution differs from the recommendations in the officer’s report as follows:

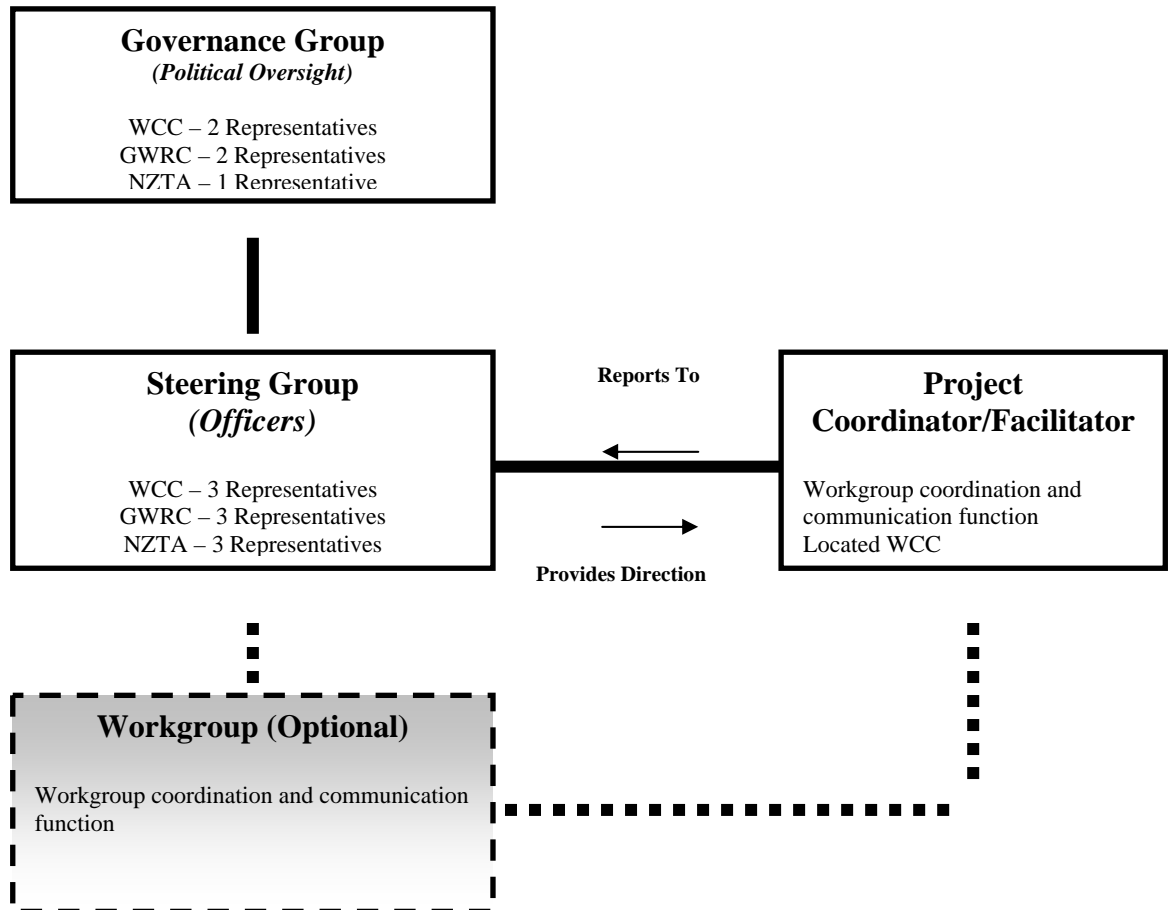
The Committee added the text in **bold**.

The meeting concluded at 12.50pm.

Confirmed: _____
Chair
/ /

Appendix B

Potential Governance and Project Management Arrangements



1. Each workgroup is responsible to own organisation for delivery of agreed project outcomes.
2. Each workgroup has own reporting structure to relevant representatives on the Steering Committee.
3. Each workgroup primarily communicates with other workgroups through the Project Coordinator who maintains and monitors work programmes as submitted by the individual workgroups.

WCC Workgroup

Outputs as per detailed work programme Appendix B.

Transport, Traffic, Urban Design, Urban Planning Expertise

GWRC Workgroup

Vehicle Specification
Service level evaluation
Other

NZTA

Business Case Evaluation
Other

Appendix C

Detailed Work Programme – Wellington City Components

<i>Item</i>	<i>Description</i>	<i>WCC Decision Required</i>	<i>Indicative Priority</i>
Governance structure and project development	Project Governance, Steering Group, Coordination and Workgroups	Confirm Governance Structure	Urgent (To enable project to commence)
Core route assessments (Preliminary)	Apply tracking curves and height restrictions to identified “choke” points to determine physical corridor constraints. Develop a position on centre v edge running. Outcomes provided to GWRC for vehicle specification purposes		Urgent (Needed at indicative level to allow for vehicle specification inclusion in PT contracts.)
Adelaide Road, Kent/Cambridge and Basin Reserve	Revise Adelaide Rd Framework Plan and prepare detailed project design for inclusion in the LTP and Regional Land Transport Plan (RLTP)	Consideration of options and funding for inclusion in forward work programmes as part of the LTP	High (Major projects (>\$5m) to be prioritised in RLTP before end of 2014)
	Kent/Cambridge concepts and detailed design integral with Basin Reserve Mitigation	Consideration of options and funding for inclusion in forward work programmes as part of the LTP	High (Major projects (>\$5m) to be prioritised in RLTP before end of 2014)
	Basin Reserve Network Integration Plan to determine how modal priority is allocated around the reconfigured Basin.		High (To be implemented as part of Flyover project.)
Core route assessments (Detailed)	Assessment of options, detailed design and cost evaluation of streets, streetscape and traffic management leading to the implementation of bus priority and BRT measures.	Consideration of options (including integration of parking and active modes) and funding for inclusion in forward work programmes as part of the LTP	High (Major projects (>\$5m) to be prioritised in RLTP before end of 2014)
Ruahine Street/Town Belt	Assess the need and options for additional public transport lanes in Ruahine Street together with the impacts on Hataitai and Kilbirnie Crescent.	Consider the need and extent of land take required for Ruahine Street improvements	High/Medium (Needed as part of the consent development for Mt Victoria Tunnel Duplication project.)

Appendix C

<i>Item</i>	<i>Description</i>	<i>WCC Decision Required</i>	<i>Indicative Priority</i>
Golden Mile Capacity	Assessment of options to cap number of public transport movements through the Golden Mile at peak times including route variations and the identification and evaluation of secondary routes.	Consider implications of secondary routes for public transport through the Golden Mile precinct.	Medium
Extended route assessments	Assessment of options for route extensions and designations for future public transport corridors to the south (Island Bay), to the east (Airport/Mirimar) and alternative routes such as Constable Street and Evans Bay Parade. Such assessments should also consider future extensions to the west (Karori) and the north (Johnsonville).	Consideration of options and funding for inclusion in forward work programmes as part of the LTP	Medium <i>(Out years of 2015-2025 LTP)</i>
Urban Growth Corridor	Review and where necessary reinforce the urban growth corridor through policies and other planning instruments	Consider the extent to which policies are delivering desired outcomes and what changes if any are required to reinforce those outcomes.	Medium
Inner City Parking	Review the supply of inner city commuter parking and evaluate relevant policies to ensure agreed outcomes are delivered	Consider the extent to which additional controls on parking are desirable and practicable to implement.	Medium
Improved Transport Terminus Points	Identify and assess potential improvements and new public transport terminus facilities along the core spine with the Railway Station, the Regional Hospital and Kilbirnie being priority locations	Consideration of options and funding for inclusion in forward work programmes as part of the LTP	Medium/Long <i>(Out years of 2015-2025 LTP)</i>