



greater WELLINGTON

REGIONAL COUNCIL
Te Pane Matua Taiao

Report 19.146

9/04/2019

File: CCAB-16-347

Confirmed Minutes of the Regional Transport Committee meeting held in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington on Tuesday 9 April 2019 at 10:06 am.

Present

Cr Barbara Donaldson (Chair)	Greater Wellington Regional Council
Cr Chris Laidlaw (Deputy)	Greater Wellington Regional Council
Mayor Booth	Carterton District Council
Cr Calvi-Freeman	Wellington City Council
Mayor Guppy	Upper Hutt City Council
Mayor Napier	South Wairarapa District Council
Mayor Patterson	Masterton District Council
Mayor Wallace	Hutt City Council
Cr Ross Leggett	Porirua City Council
Emma Speight	New Zealand Transport Agency

Public Business

The Committee agreed to deal with an additional item on the agenda, as item 5, an oral update from the Ministry of Transport on the Road Safety Strategy.

1 Apologies

Moved

(Mayor Napier/ Mayor Booth)

The Committee accepts the apologies for absence from Mayor Gurunathan and Mayor Tana.

The motion was **CARRIED**.

2 **Conflict of Interest declarations**

There were no declarations of conflict of interest.

3 **Public Participation**

There was no public participation

4 **Confirmation of the minutes of 27 November 2018**

Moved

(Mayor Patterson/ Mayor Guppy)

That the Committee confirms the minutes of 27 November 2018, Report 18.564.

The motion was **CARRIED**.

5 **Oral update from the Ministry of Transport on the Road Safety Strategy**

James Campbell, Principal Policy Advisor, Ministry of Transport, provided the Committee with an update on the new strategy to replace Safer Journeys. Safer Journeys covers the 2010-2020 period. The new strategy will encompass all parts of the Safe System approach; Safer Journeys took a more traditional approach focusing on reducing driver error. The new strategy is an on-going project and no final decisions have been made around the new framework. There were dramatic reductions in the road toll from the 1980s through to the early 2000s. In the last six years there has been a reversal of this trend. One of the key drivers of the increase is the rise in motorcycle use. Other countries have seen a plateauing of their road toll but not increases like New Zealand. There are international examples we can learn from. Road safety is a complex problem with various stakeholders and wide and broad public interest. Local Government can share in building an understanding of road safety and focusing on key underlying issues; ensuring that the strategy places enough focus on systematic issues, including how we design our towns and cities.

Vision Zero, which is central to the proposed strategy, is aspirational and designed to eliminate safety risks, aligned to safety in the rail or aviation sectors. There is no acceptance of people being killed while using those modes of transport. Vision Zero countries such as Norway have made large strides in reducing road deaths.

6 **6 monthly progress report on the RLTP programme 2018-21**

Helen Chapman, Senior Strategic Advisor; spoke to the report.

Report 19.61

File: TRPL-10-595

Moved

(Mayor Wallace/ Councillor Laidlaw)

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Seeks an urgent decision from the NZTA Board on its funding commitment to the improvements to the SH2 Melling interchange.*

Emma Speight, NZTA, requested that her abstention from voting on this item be recorded.

The motion was **CARRIED**.

7 **Approach to developing RLTP 2021 (oral)**

Helen Chapman, Senior Strategic Advisor provided the Committee with a presentation on improving the value of Regional Land Transport Plans (RLTPs). She advised that a lessons learnt exercise following the completion of the RLTP mid-term review had identified a number of challenges and opportunities to improve the RLTP processes.

The RLTP is important because it identifies the long term vision and outcomes for transport in the region and the key regional priorities. It provides for the local voice in transport investment decisions and can provide opportunities to improve transport and land use integration. However, a number of challenges have been identified which can result in sub-optimal outcomes for regions. The significant effort to develop RLTPs isn't reflected in the preparation of the National Land Transport Plan (NLTP) and subsequent funding decisions, the current processes make engagement with the public and stakeholders challenging, there is a disconnect between strategy and programme development, and the isolated development of the state highway programme limits opportunities for RTC and the public to influence key projects.

Other regions are all facing similar issues with RLTPs. The regional sector has identified opportunities as well as challenges: by working together to agree more consistent RLTP development, processes, and format, regions can improve efficiency, reduce churn and duplicated effort, and more effectively engage with NZTA and central government on regional transport priorities.

Work on the 2021 RLTP is about to begin. The suggested approach is to release the strategy component early (mid 2020) so that it can inform programme planning and feed into the development of councils' Long Term Plans. More detail on this will be provided to the Committee in June.


8 **NZTA Transport Agency update (oral)**

Emma Speight, Regional Relationships Lower North Island Director, NZTA, spoke to the Committee about the long term view of NZTA and the NLTP 2021-2024 and when the

context and funding changes how this is meaningfully interpreted and communicated to stakeholders such as councils at an early stage. She updated the Committee on speed management and how this is being implemented nationally and is an important part of the safe network programme; it is starting in Auckland, Waikato and Canterbury as these areas have the highest number of fatalities. NZTA and their partners recently had a pause for safety event, they are constantly reviewing and assessing to keep their people safe and working with people on other services in the roading corridor to make sure they are doing the same.

In terms of regional update there has been a milestone in the construction of Transmission Gully with Bridge 20 in Cannons Creek starting the first push to the pier. Emma advised the Committee about the success of the recent Remutaka Hill closures, a full year's paving programme was completed and forty-six signs repaired or replaced during the nights the road was closed. Due to detailed planning, a partnership approach with road users and good communications there was minimal disruption caused to road users.

The meeting closed at 12:02pm.

A handwritten signature in black ink, appearing to read 'Barbara Donaldson', with a stylized flourish at the end.

B Donaldson
(Chair)

Date: 18/6/2019