

## **Confirmed Public minutes of the Council meeting on Wednesday 6 July 2022**

Taumata Kōrero – Council Chamber, Greater Wellington Regional Council  
100 Cuba Street, Te Aro, Wellington, at 9.36am.

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### **Members Present**

Councillor Ponter (until 10.37am)  
Councillor Staples (Presiding Member)  
Councillor Blakeley  
Councillor Brash  
Councillor Gaylor  
Councillor Hughes  
Councillor Kirk-Burnnand  
Councillor Laban (until 10.37am)  
Councillor Lamason  
Councillor Lee  
Councillor Nash

Councillors Laban and Ponter participated at the meeting remotely, via Microsoft Teams, and counted for the purpose of quorum in accordance with clause 25B of the Schedule 7 to the Local Government Act 2002.

Councillor Staples (Deputy Chair) presided at the meeting.

### **Karakia timatanga**

Councillor Staples opened the meeting with a karakia timatanga.

### **Public Business**

#### **1 Apologies**

Moved: Cr Nash/ Cr Brash

That Council accepts the apologies for absence from Councillor Connelly and Councillor van Lier.

The motion was **carried**.

## **2 Declarations of conflicts of interest**

There were no declarations of conflicts of interest.

## **3 Public participation**

There was no public participation.

## **4 Let's Get Wellington Moving: Mass Rapid Transit / State Highway Improvements Preferred Programme Option – Report 22.227**

Nigel Corry, Chief Executive, introduced the report and welcomed the Let's Get Wellington Moving staff to the meeting. Dave Humm, Partner Lead, Let's Get Wellington Moving, spoke to the report and tabled updated recommendations. Dave Brash, Chair, Let's Get Wellington Moving Partnership Board, and Dave Dunlop, Acting Programme Director, Let's Get Wellington Moving, spoke to the report.

Moved: Cr Ponter / Cr Blakeley

That Council:

- 1 Notes the conclusions in the Preferred Programme Option Report that Option 1 (Light rail from Wellington Station to Island Bay, bus priority<sup>1</sup> from Kent/Cambridge Terrace to Miramar and the Airport, a new Mt Victoria Tunnel and grade separated Basin Reserve) is the best performing Mass Rapid Transit (MRT)/Strategic Highway Improvements (SHI) Programme Option under the intensified land use scenario against the LGWM Programme objectives.
- 2 Notes that a combination of the existing and new Mount Victoria tunnels will provide one dedicated lane for dedicated public transport and one lane for private vehicle, in each direction, with improved capacity for active modes. The Hataitai bus tunnel will be retained for local bus services.
- 3 Notes that the provision of one lane dedicated for public transport in each direction through Mount Victoria in addition to the existing Hataitai bus tunnel is integral to the Programme achieving its objectives.
- 4 Agrees that Option 1 is the preferred option to proceed through to the Detailed Business Case.
- 5 Notes that the Option 1<sup>2</sup> endorsement relies on the following conditions to deliver the full Programme outcomes:
  - a Ability to enable or support the delivery of high levels of intensification in the southern corridor

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<sup>1</sup> Bus priority and enhanced bus can be used interchangeably

<sup>2</sup> This also applies to options 2, 3 & 4 to varying degrees

- b No significant cost escalation or scope change
  - c Current assumptions regarding population growth and travel demand patterns
  - d The ability to integrate with the current and future public transport network
  - e The ability to deliver the infrastructure required, including road space allocation, stabling and power supply.
- 6 Agrees that, given the current levels of uncertainty in the above conditions in relation to Option 1 at the current Indicative Business Case stage, and close performance of Option 1 and 2 highlighted in the Preferred Programme Option Report, both Light Rail Transit and Bus Rapid Transit modes should continue to be investigated in the next stage (Detailed Business Case) along with the following:
- a ways of minimising cost risk and ensuring affordability
  - b planning for intensive urban development<sup>3</sup> and urban amenity to give greater confidence that the urban development can be delivered over next 30 years and beyond
  - c defining high quality Mass Rapid Transit characteristics required for Wellington City's southern corridor to enable urban development
  - d improvements in Light Rail Transit and Bus Rapid Transit technology and equivalent modes that could better deliver high-quality and sufficient-capacity Mass Rapid Transit.
  - e further ways of optimising carbon-reducing impacts of the programme
  - f impacts of changes in demands and travel patterns (e.g. post-Covid trips patterns and travel behaviour change)
- 7 Notes that Options 3 and 4 do not deliver on the LGWM Programme objectives to the extent that Options 1 and 2 do, as concluded in the Preferred Programme Option Report, however they remain open for consideration until the current partner decision making process<sup>4</sup> in relation to a Preferred Programme Option is complete. At this stage no further work is planned to be undertaken on Options 3 and 4 in the Detailed Business Case phase.
- 8 Notes that the uncertainties and assumptions (outlined in recommendations 5 and 6) above should be further investigated in the next Detailed Business Case stage to provide greater certainty before an investment decision to move to implementation phase will be considered by LGWM partners.
- 9 Notes that the do-nothing or counterfactual option of dispersed regional urban growth does not deliver the vision and/or achieve the objectives of the LGWM Programme.

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<sup>3</sup> Informed by key statutory land use processes (including the Wellington City Council Spatial Plan, District Plan, Housing and Business Capacity Assessment and a Future Development Strategy).

<sup>4</sup> Varies for partners, noting that councils are required to follow the Special Consultative Procedure under the LGA.

- 10 Notes the intention to take opportunities to accelerate aspects of the Programme such as early delivery staging and sequencing identified within road reserve, faster approval pathways and early enabling works.
- 11 Delegates approval of the final MRT/SHI Indicative Business Case to Council's Chief Executive Officer, subject to it being consistent with the Council's decisions on this paper.
- 12 Agrees to fund the Detailed Business Case phase of the MRT/SHI programme (\$120.7 million<sup>5</sup> total; Greater Wellington Regional Council \$24.1 million; Wellington City Council \$24.1 million), based on the previously agreed interim funding split for business case development and LGWM management costs being 60/20/20 (Waka Kotahi NZ Transport Agency/Greater Wellington Regional Council/Wellington City Council).
- 13 Notes the budget for the Detailed Business Case assumed a single preferred mode for the purpose of scope, costs, and timeframes. This budget and associated partner funding requirements may need to be increased to investigate both Light Rail and Bus Rapid Transit modes once more detailed scope and timing requirements are understood.
- 14 Notes Council has sufficient budget for its share of the Detailed Business Case in its Long-Term Plan 2021 - 2031 and draft Annual Plan 2022/23. Council's share is debt funded and repaid over 20 years. The central government share will be sought through Waka Kotahi's funding approval process.
- 15 Notes that cost allocation and funding mechanisms for implementation of the LGWM MRT/SHI programme will be considered as part of future Annual Plan and Long-Term Plan processes.
- 16 Notes the affordable funding envelope for the LGWM Programme is \$7.4b<sup>6</sup> total.
- 17 Notes the Government announcement of 29 June 2022<sup>7</sup> which aligns with the Preferred Programme Options Report in Attachment 1 by supporting light rail from Wellington Station to Island Bay, a new tunnel through Mt Victoria for public transport, and walking and cycling, and upgrades to improve traffic flow at the Basin Reserve and noting the detailed business case will consider bus rapid transit as an alternative mode option along the Mass Rapid Transit route.
- 18 Notes the importance of travel demand management and behaviour change to maximise achieving the agreed programme objectives and preparing for disruption associated with construction of mass rapid transit and other projects in the city (especially the Golden Mile transformation).

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<sup>5</sup> excluding the Waka Kotahi admin fee which is not relevant to the council share

<sup>6</sup> includes the whole of life cost over a 30-year period to 2049/50 and on-going operational and financing charges for the entire LGWM programme.

<sup>7</sup> [Wellington's rapid transit option progresses to next stage | Beehive.govt.nz](https://www.beehive.govt.nz/news/wellingtons-rapid-transit-option-progresses-to-next-stage)

- 19 Endorses the working objectives for LGWM urban development to guide collective cross-agency work on urban development within the Mass Rapid Transit corridor catchment set out in Attachment 5 to this report.
- 20 Endorses the expressions of collective and organisational commitment agreed by cross-agency partners associated with LGWM work on urban development set out in Attachment 5 to this report.
- 21 Endorses LGWM on behalf of partners, including mana whenua, preparing a proposal for a Specified Development Project with Kāinga Ora, noting that LGWM will report back to partners with final recommendations on a Specified Development Project proposal.
- 22 Notes that the cost of purchasing and consolidating land parcels and delivering community outcomes around Mass Rapid Transit stations as part of facilitating comprehensive urban development and intensification are not included in any option or programme costs but will be subject to ongoing work including through the Detailed Business Case phase.
- 23 Notes that the LGWM Courtenay to Newtown Corridor has been agreed by the Wellington Regional Leadership Committee as one of seven Complex Development Opportunities (priority growth areas) under the Wellington Regional Growth Framework.
- 24 Notes that continued investment in the regional rail network is critical to support the LGWM programme outcomes - including the Lower North Island Rail Integrated Mobility package and the Wellington Strategic Rail Plan package, which are yet to be fully funded.

Voting on the motions was taken in parts: Motions 1 to 3 were **carried**; Motion 4 was **carried**; and Motions 5 to 24 were **carried**.

**Noted:** Councillor Kirk-Burnnand requested that his vote against each motion be recorded. Councillor Lee requested that his vote against Motion 4 be recorded.

The meeting adjourned at 10.37am and resumed 11.04am.

Councillors Laban and Ponter left the meeting at 10.37am, at the conclusion of the above item, and did not return.

## **5 Local Electoral (Advertising) Amendment Act 2022 – Report 22.307 [For Information]**

Francis Ryan, Manager, Democratic Services, spoke to the report.

## **Resolution to exclude the public**

### **6 Resolution to exclude the public – Report 22.302**

Moved: Cr Kirk-Burnnand / Cr Brash

That Council excludes the public from the following parts of the proceedings of this meeting, namely:

Appointment of member to the Wairarapa Committee – Report PE22.194

The general subject of each matter to be considered while the public is excluded, the reasons for passing this resolution in relation to each matter, and the specific ground/s under section 48(1) of the Local Government Official Information and Meetings Act 1987 (the Act) for the passing of this resolution are as follows:

<b>Appointment of member to the Wairarapa Committee – Report PE22.194</b>	
<i>Reason/s for passing this resolution in relation to each matter</i>	<i>Ground/s under section 48(1) for the passing of this resolution</i>
<p>Information contained in this report includes personal and identifying information about a proposed candidate for appointment to the Wairarapa Committee. Release of this information prior to Council’s decision is likely to prejudice the privacy of natural persons as releasing this information would disclose their consideration for appointment as a member of the Committee.</p> <p>Greater Wellington has considered whether the public interest outweighs the need to withhold the information and has determined that there is no public interest favouring disclosure of this particular information in public proceedings of the meeting that would override the need to withhold the information.</p>	<p>The public conduct of this part of the meeting is excluded as per section 7(2)(a) of the Act - to protect the privacy of natural persons, including that of deceased natural persons.</p>

This resolution is made in reliance on section 48(1)(a) of the Act and the particular interest or interests protected by section 6 or section 7 of that Act or section 6 or section 7 or section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public.

The motion was **carried**.

The public part of the meeting closed at 11.07am.



Councillor D Ponter

**Chair**

Date:

25/8/22