

From: [REDACTED] s9(2)(a)
To: [Raewyn Bleakley](#); [Wayne Heerdegen](#)
Cc: [REDACTED] s9(2)(a)
Subject: Wellington City Council workshop Tuesday 19 April
Date: Thursday, 14 April 2016 5:35:15 p.m.
Attachments: [Presentation to WCC 19 April ver 14 04 16 LGC comments.pptx](#)
[Draft WCC agenda 19 April 2016 \(sent to WCC\).docx](#)

Hi Raewyn and Wayne

Attached is the draft agenda for next Tuesday's workshop with WCC. We're pleased that you are keen to attend, given this is the first workshop where the transport business case work will be discussed.

Also attached, the draft slides MartinJenkins are working on for presentation at the workshop. The slides are very much a work in progress and we have already identified some aspects that we would like them to change (see comments in the attachment. We are discussing the approach to the meeting and the presentation with MJ at 12.30 tomorrow, so if it's possible for you to provide comments in the morning that would be very helpful (but comments on Monday will also be fine).

Wayne, the slide (and notes) on problem definition are what I would specifically like to discuss with you ie I'm interested in your thoughts about the examples MJ have used and whether there are any other good examples we could include.

Could you please send any comments to both Kay and I as I am on leave next week?

Kind regards

[REDACTED] s9(2)(a)

s9(2)(a)

[REDACTED] | Senior Advisor | Local Government Commission

Local Government Commission

DDI [REDACTED] | Extn [REDACTED] s9(2)(a)

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WELLINGTON REGIONAL TRANSPORT

Business Case

Presentation to
Wellington City Council

19 April 2018

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WELLINGTON TRANSPORT BUSINESS CASE

Develop an indicative business case:

- Evaluate local government transport model options
- Will inform public and targeted engagement
- Will not identify a single preferred way forward

Undertaken by:

MartinJenkins	Local government structuring and planning, business case developing, financing arrangements
Cranleigh	Local government finance, balance sheet analysis and restructuring
TDG	Transport strategy, policy and funding, transport planning, public transport

Key dates:

Scoping report:	4 April
Draft business case:	20 May
Final business case:	8 July





TODAY'S OBJECTIVES

To set out some early thoughts for reaction on:

- The wider context in which transports sits (*'strategic context'*)
- The problems affecting transport planning and management in the region (*'problem definition'*)
- What we would want to achieved by any change (*'investment objectives'*)

To provide a heads up on the issues we will be exploring





STRATEGIC CONTEXT

- *what are we trying to achieve with transport?*
- *what else is going on?*

Government Policy Statement on Land Transport

Strategic direction

- Economic growth and productivity
- Road safety
- Value for money

Increasing compliance required to secure funding

Wellington Regional Strategy

- Building a world-class infrastructure to support a diverse resilient economy: build resilience, improve connections

Regional Land Transport Plan

- Economic growth, safety, resilience, liveability

Better local services reforms





IDENTIFIED PROBLEMS – initial thoughts

- *how much do these matter in practice?*
- *what is behind them?*

Regional objectives to which transport contributes may not be sufficiently clear

Poor alignment of local transport planning decisions with regional transport objectives

Lack of integration between local road and state highway planning decisions

Lack of integration of roading and public transport planning decisions

High transaction costs and long timeframes in decision making

Issues with capability and its alignment with needs





ADDITIONAL PROBLEMS?

Do we also have concerns re:

- sustainability?
- affordability and equity of funding arrangements?
- cost efficiency?

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DRAFT INVESTMENT OBJECTIVES

- *What do we want to achieve through any change?*
- *What's their relative importance?*
- *Can we be more specific?*

Generic heading	Objectives
Strategic context	Clear outcomes for regional and local transport
Effectiveness	Transport supports regional and local objectives Roading and public transport developments deliver improved user outcomes
Efficiency	Reduced transaction costs in decision making Improved cost effectiveness of service delivery
Financing	Equitable and sustainable funding arrangements Funding arrangements are aligned with decision making
Alignment	Compliance with planning and funding requirements Roading and public transport decisions are aligned Effective multi-modal approaches Local road and state highway decisions are aligned Meet expected transport user service levels
Risk and resilience	Transport infrastructure and services are resilient Region has the human capital and technical capacity to manage transport
Community voice	Appropriate governance to ensure the community continues to have a voice





Local Government Commission

Mana Kāwanatanga ā Rohe

Wellington City Council - DRAFT

Tuesday 19 April 2016

Committee Room 1, Ground Floor, Wellington City Council

10.15am until 12.15 pm

Purpose of the workshop

- To provide an update on “Better Local Services” proposals
- To discuss early work on the Transport indicative business case
- To present the draft Spatial Planning Report

Agenda items

Item	Timing	Description	Led by
1.	10.15am – 10.40am	Introduction Update on LGC’s work with the Mayoral Forum and region’s councils to date	[REDACTED] s9(2)(a) [REDACTED] s9(2)(a)
2.	10.40am – 10.55am	Update on the Government’s legislative proposals for “Better Local Services”	[REDACTED] s9(2)(a)
3.	10.55am-11.40am	Transport – Developing an indicative business case Workshop session: Early work on the indicative business case will be presented to councillors for their initial feedback	[REDACTED] s9(2)(a) (MartinJenkins) and [REDACTED] s9(2)(a) (TDG)
4.	11.40am-12.10pm	Spatial Planning Report Presentation Workshop session: The report will be presented to councillors for their consideration	[REDACTED] s9(2)(a)
5.	12.10pm-12.15pm	Where to from here?	[REDACTED] s9(2)(a)

Attached: Background information for items 3 and 4

Background information for items 3 and 4

Item 3: Transport – Developing an indicative business case

Paper provided earlier by WCC: 'Wellington Regional Transport: Options for Change' by Castalia

Context

1. In June 2015, the Local Government Commission released its decision that a single unitary council with local boards for the Wellington region is off the table. The Commission has since been working with the region's councils to examine the opportunities and challenges in the region for good local government. This includes reviewing the region's transport arrangements.
2. The Wellington Mayoral Forum had asked the Wellington Region Chief Executives' Forum to look at a transport entity for the region as part of their shared services programme. Given the clear overlap, the Commission and Mayoral Forum agreed to a single report covering both the Commission's broad review of transport and the Mayoral Forum's more specific request to consider a transport entity for the region.
3. A first report setting out a range of issues and options for changing the region's transport arrangements was developed with the assistance of council officers and other stakeholders ('Wellington Regional Transport: Options for Change' by Castalia). A draft of the report was provided to councils in December 2015 and most councils provided written feedback. The report was presented to seven of the region's nine councils in February and March 2016.
4. Councils' responses so far have been positive about the work continuing, but there have been no indications of preferred options for transport arrangements. Most councils made it clear that the practical challenges and the options to resolve them (e.g. governance arrangements) needed to be described in more detail before they could reach a position.
5. Greater Wellington Regional Council noted its preference for non-structural methods to address the region's transport challenges. Wellington City Council officers considered any reform must be aimed at achieving a step change in economic growth and the overarching criteria for assessing change must be economic transformation.
6. The next step of the work, continuing the collaborative approach, is working with councils to analyse the feasible options via an indicative business case.
7. The LGC has commissioned MartinJenkins to develop the indicative business case, which will:
 - clarify the strategic case for change, the investment objectives and the critical success factors for assessing options
 - describe the options in detail (including governance and implementation phasing)
 - assess a short list of options to identify their costs and benefits, and consider financial, commercial and management aspects.

8. Council and NZTA input into the business case will occur through workshops with councils, joint workshops involving councillors and senior officers from across the region, the CEs' Forum, and the Mayoral Forum. Councils will also be given the opportunity to provide written feedback on the draft business case report.

Purpose of workshop session

9. Early work on the indicative business case will be presented to councillors for their initial feedback. This will focus on:
 - the strategic context, including the regional objectives that transport contributes to
 - the problem definition
 - proposed investment objectives against which any alternative arrangements can be assessed.
10. The Castalia report 'Wellington Regional Transport: Options for Change' will not be discussed in detail at this workshop, as the work has moved on from this report. It is provided to Wellington City councillors so they have the same information as the region's other councillors and as important preparatory information for this session.

Next steps

11. The Commission is running joint council workshops on 27 April and 4 May to which councillors and senior officers from across the region and NZTA are invited. The purpose of the workshops is to progress the transport business case, including describing the options in detail, testing the critical success factors and assessing shortlisted options against investment objectives and critical success factors.
12. The Commission will provide councils with the draft indicative business case report for their written feedback in June 2016.

Item 4: Spatial Planning Report Presentation

Paper provided earlier by WCC: Report: 'Spatial Planning: Opportunities and Options for Metropolitan Wellington' by Boffa Miskell

Context

13. The report 'Spatial Planning: Opportunities and Options for Metropolitan Wellington' was commissioned by the LGC, with the support of the Mayoral Forum. As with the transport work, both the Commission and the Mayoral Forum wished to investigate the opportunities for spatial planning for the region and agreed to work together on a report progressing the discussion.
14. The report examines the opportunities and potential gains from spatial planning in the western side of the Wellington region (i.e. the Kāpiti, Porirua, Wellington City, Lower Hutt and Upper Hutt area). Several possible ways ahead are outlined.
15. The draft report was provided to councils for their written feedback, which is currently being incorporated into a final report.
16. The draft report was presented to Greater Wellington Regional Council, Porirua, Lower Hutt and Upper Hutt councillors in February and March. These councils are considering their positions.

Purpose of workshop session

17. The spatial planning report will be presented to councillors for their consideration.
18. The LGC expects the council will wish to take a few weeks following the presentation to consider its position.

Next steps

19. The LGC requests that Wellington City Council advises the LGC of their formal position on progressing spatial planning for the western part of the region by 27 May 2016.