

Ngauranga to Airport Steering Group
AGENDA updated with MINUTES

Meeting information

Time:	2.00pm – 4pm	
Date:	16 April 2015	
Location:	NZTA Wellington Regional Office, Co-operative Building (PSIS House), 20 Ballance St - Board Room	
Members:	Jane Davies (GWRC) Wayne Hastie (GWRC) Geoff Swainson (WCC) Selwyn Blackmore (NZTA)	Lyndon Hammond (NZTA) Amy Kears (Secretariat)
Other Attendees	Chrissie Little (BRT Project Manager) Luke Troy (GWRC) Stewart McKenzie	Andy Ford (GWRC) Nick Sargeant (GWRC)
Member Apologies:	Anthony Wilson (WCC)	
Reading:	<ul style="list-style-type: none"> Minutes of 25 March 2015 meeting BRT Project status report 	

Agenda

Item	Description	Activity	Time
1			
2			
3			
4			
5			
6	BRT design on Ruahine Street – update on modelling and approval pathway (CL, AF, SB)	Discussion	3.05-3.30
7			
8			

MINUTES

Item	Description	Actions
1	[Redacted]	[Redacted]
2	[Redacted]	[Redacted]
3	[Redacted]	[Redacted]

	<p>[REDACTED]</p>	
4	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>The BRT report was briefly discussed next. WH noted some changes to the descriptions of enabling projects. CL agreed to amend.</p> <p>CL noted that confirmation of the Senior Responsible Owners for BRT still required. The SRO should be the one to benefit most from the project, and this was really GWRC's role to push through and advocate for BRT. The SG agreed that Greg Campbell should be confirmed as the Senior Responsible Owner.</p>	<p>[REDACTED]</p> <p>CL to make adjustments to the descriptions of enabling projects.</p>
6	<p><i>BRT design on Ruahine Street – update on modelling</i></p> <p>AF presented on the results of the Ruahine Street modelling (refer presentation for detail).</p> <p>The following questions were posed:</p> <ol style="list-style-type: none"> 1. Are the SG comfortable with the broad concept, noting further work will be done by SM and team? 2. Do the SG want the team to wait for BRT IBC to be completed before commencing more detailed design? 	

	<p>The SG considered these questions in depth, including whether there were advantages in presenting a package of activities or demonstrating momentum re Mt Vic/Ruahine Street.</p> <p>WH noted an issue about needing to understand what standards you need to meet (eg does priority at certain times meet this standard) to define the system as BRT.</p> <p>CL noted the risk re branding, and the need to develop the story about BRT and for the GG to understand what a BRT system will look like in Wellington. CL expressed her confidence that a solution could be delivered that is transformational for Wellington and the IBC will define what this looks like.</p> <p>The SG queried whether the best performing option ticked the policy objectives and strategic objectives in plans, including growing patronage. LT advised yes from a PTSS perspective, the option achieves modal shift but that we did not know if it ticked WCC's objectives. SM advised that there was likely to be very little difference between the current option and earlier hybrid option in terms of Town Belt take, particularly with revised curvature for Tunnel and other refinements to reduce overall take, and that it would be useful to advance and set in front of WCC soon.</p> <p>The SG cautioned care around the use of language such as HoV lanes as this has a commonly understood meaning.</p> <p>LH queried whether the team could prepare a pictorial to show the initial concept so as to illustrate the impact on the Town Belt. SM advised that it would need to be quite detailed and would require to start engaging with stakeholders. SM noted his preference to wait until the BRT IBC is finalised.</p> <p>The SG agreed to wait until the IBC is finalised before commencing detailed design for the Mt Victoria Tunnel Duplication project but recommended the project consider further what work if any could commence in the interim to enable the project to advance.</p> <p>The SG sought an update on the process for the Wellington Town Belt Management Bill at or before the next SG meeting.</p>	<p>Mt Vic Tunnel Duplication project to consider what work is any could commence in the interim to enable the project to advance, noting the SG has advised to wait until the BRT IBC is finalised before commencing detailed design for Mt Vic. SM to update the SG on the process for the Wellington Town Belt Management Bill.</p>
6	<p>[REDACTED]</p>	
7	<p>[REDACTED]</p>	
8	<p>[REDACTED]</p>	<p>[REDACTED]</p>