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**To:** [Wayne Heerdegen](#)  
**Subject:** Fwd: MartinJenkins slides  
**Date:** Tuesday, 19 April 2016 9:27:12 a.m.  
**Attachments:** [Presentation to WCC 19 April pdf.pdf](#)  
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**From:** [REDACTED] s9(2)(a)  
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For LGC to send to WCC

Cheers

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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 governance, planning and service delivery in the region (*'problem definition'*)
- What we would want to achieve 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

- *are there others?*
- *what are the implications 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

Fragmentation can lead to diseconomies of scale



# ADDITIONAL PROBLEMS?

Do we also have concerns re:

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



# 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

