



Board Meeting Minutes	
<b>Date &amp; time</b>	10 June 2016, 10.00am – 3.00pm
<b>Location</b>	Joint Traffic Operations Centre, Smales Farm, 74 Taharoto Road, Takapuna, Auckland
<b>Board Membership</b>	Chris Moller (Chair), Fran Wilde (Deputy Chair), Adrienne Young-Cooper, Gill Cox, Mark Oldfield and Leo Lonergan
<b>Apologies</b>	Nick Rogers and Chris Ellis
<b>NZTA staff in attendance</b>	<p>Fergus Gammie (Chief Executive)</p> <p>Celia Patrick (GM Access &amp; Use), Dave Brash (GM Planning &amp; Investment), Ernst Zöllner (Regional Director Auckland &amp; Northland), Tommy Parker (GM Highways &amp; Network Operations) and Jenny Chetwynd (GM Strategy, Communications &amp; Performance and Board Secretary).</p> <p>Peter Casey (Regional Manager Auckland/Northland and National Manager Investment Development) and Tony Fisher (Programme Director, Public Private Partnerships)</p>
<b>Guests</b>	Brian Roche, Chair, Wellington Gateway Partnership, joined by teleconference at 1.00pm till 1.30pm.

# 1. Introduction and governance matters

## 1.1 Apologies

Apologies were accepted from Nick Rogers and Chris Ellis who both had existing overseas plans prior to this meeting being scheduled.

## 1.2 Confirmation and overview of the agenda

The agenda was accepted as circulated.

## 1.3 Declarations of conflicts of interest

The schedule of Board members' interests was noted as tabled.

Members discussed the extent of declarations required, particularly when it comes to member's shareholding interests and sought advice and clarification on this matter.

<b>Requested Action</b>	<i>Board members to be provided with advice on the extent of declarations of interests required to be made, with particular reference to shareholding interests.</i>
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## 1.4 Draft minutes from the 6 May 2016 Board meeting

The minutes were confirmed as tabled.

<b>Resolution 1</b>	<i>The draft minutes of the 6 May 2016 Board meeting are a true and accurate record of the meeting.</i>
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## 1.5 Progress on actions requested at previous meetings

Progress on all the actions arising was noted.

## 2. Chief Executive's matters

### 2.1 Chief Executive's report

Board paper 16/06/1021

Fergus Gammie provided Board members with an overview of the current issues facing the Transport Agency including an overview of recent stakeholder meetings and the current state of relationships.

Members noted the discussions the Transport Agency is having with the TrackSafe Board to assist it in progressing towards a more holistic approach to rail safety. Members also canvassed the Transport Agency's role in the Auckland City Rail Loop project and in the whole of government programme to deliver on the Government's electric vehicle goals.

Members congratulated the Transport Agency staff on the receipt of the NZ Health and Safety Awards in two categories.

<b>Resolution 2</b>	<i>The NZ Transport Agency Board received the Chief Executive's Report for June 2016.</i>
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## 3. Setting sector and organisational direction

### 3.1 Basis and rationale for the NZ Transport Agency's approach to speed management

Board paper 16/06/1026

Ernst Zöllner outlined the basis and rationale for the Transport Agency's approach to speed management.

Members noted the results of recent research that has highlighted the variability of public understanding, opinion and response to speed management resulting in fragmented practice in local speed management decision making. Members discussed the role of the speed management guide in addressing this inconsistency and that changing the conversation on speed management will take time.

Members also noted the importance of a consistent narrative across all partners to the Speed Management Framework.

<b>Resolution 3</b>	<i>The New Zealand Transport Agency Board <b>noted</b> that the Transport Agency’s approach to speed management is based on best practice principles.</i>
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### 3.2 Relationships with approved organisations

Board paper 16/06/1022

Fergus Gammie outlined a draft framework to guide the Transport Agency’s approach to collaboration with approved organisations.

Members canvassed the framework, noting it would deliver a more deliberative and benefit led approach. Members also noted that the framework will be tested and a follow up paper would be provided outlining the next steps to be taken in more targeted collaboration with local government where there are opportunities for significant gains.

<b>Resolution 4</b>	<i>The New Zealand Transport Agency Board: a. <b>Agreed</b> that the Transport Agency take a more deliberate and structured approach to the types of relationship the Agency has with approved</i>
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	<p><i>organisations;</i></p> <p>b. <b>Agreed</b> with the general approach proposed in the draft approved organisations relationship framework and assessment matrix; and</p> <p>c. <b>Agreed</b> to the Transport Agency undertaking further work to test and develop the draft approved organisations relationship framework and matrix both internally and externally and develop a communications and engagement plan for this.</p>
<p><b>Requested Action</b></p>	<p><i>Board members are to receive a follow up paper outlining how the framework has been tested and the next steps to be taken in more targeted collaboration with local government where there are opportunities for significant gains.</i></p>

### 3.3 Northland Transportation Collaboration

**Board paper 16/06/1023**

Tommy Parker outlined the background to transportation collaboration in Northland.

Members discussed the content of the Memorandum of Understanding between the Northland Councils and the NZ Transport Agency, noting the opportunity it provides to identify efficiencies and innovation. Members further noted the importance of the Northland Regional Council involvement in these arrangements.

Members canvassed the consistency between this collaboration initiative and the Transport Agency’s targeted approach to collaboration with approved organisations, discussed in the previous item.

<b>Resolution 5</b>	<p><i>The New Zealand Transport Agency Board:</i></p> <p>a. <b>Delegated</b> the authority to the New Zealand Transport Agency Chief Executive to sign the MOU between the Northland Councils and the New Zealand Transport Agency; and</p> <p>b. <b>Authorised</b> its previous decision to support a change to the level of service on the Northland Inland Freight Route from Arterial to a State Highway once the MOU is signed.</p>
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## 4. Quality assurance of key organisational systems, policies and processes

### 4.1 Financial Reports for the Transport Agency and NLTF to the end of April 2016, covering ten months of 2015- 2016

Board paper 16/06/1025

Fergus Gammie updated Board members on the finances of the Transport Agency and the National Land Transport Fund (NLTF) for the ten months ended 30 April 2016.

Members canvassed the way in which budget variances are expressed in the financial report, noting the potential for misunderstanding and for the underlying story to be mis-communicated and the opportunity to improve this.

Members also canvassed the actions the Agency is taking where the National Land Transport Fund expenditure falls below the minimum levels expressed in the GPS, particularly with respect to the local government improvements activity class.

<b>Resolution 7</b>	<i>The New Zealand Transport Agency Board <b>noted</b> the financial performance of the Transport Agency and the National Land Transport Fund for the ten months ended 30 April 2016.</i>
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## **5. Significant planning, investment and operational matters**

### **5.1 SuperGold Free Off- peak Travel Scheme – Implementation of funding policy changes**

*Board paper 16/06/1027*

Dave Brash updated Board members on the development of the interim funding methodology necessary to implement the Government’s changes to the Super Gold Free Off-Peak Travel Scheme.

Board members discussed the recent issues that had arisen in designing this methodology associated with transitional arrangements for payments to local government.

<b>Resolution 8</b>	<i>The New Zealand Transport Agency Board:</i> <ul style="list-style-type: none"><li><i>a. <b>Approved</b> the interim methodology for allocation of funding for the SuperGold Free Off-Peak Travel Scheme to regional councils for the 2016/17 and 2017/18 years;</i></li><li><i>b. <b>Agreed</b>, subject to the agreement of the Minister, that for the year to 30 June 2017, the transitional arrangements for payment to local government were intended to be based on a continuation of the 65% adult cash fare reimbursement with a commitment from Regional Councils/Auckland Transport to make ‘best endeavours’ to meet the target allocation; and</i></li></ul>
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	<i>c. Noted that, unless savings of approximately \$2million can be made, the NZ Transport Agency may need to request the Minister makes an additional appropriation through the March Budget Supplementaries process.</i>
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## 5.2 Upcoming decisions on Auckland matters

### Board paper 16/06/1028

Dave Brash presented Board members with a recap and overview of transport issues within the Auckland context.

Board members canvassed the purpose and direction of the Auckland Transport Alignment Project (ATAP) and the findings from the ATAP Foundation and Interim Reports, noting the final ATAP deliverable is due in August 2016.

Members also canvassed the responses in place to address Auckland's housing shortage issues, particularly the development of the proposed National Policy Statement on Urban Development Capacity, the special housing areas and the programme to develop vacant or underutilised Crown land for housing. Members canvassed the nature of the Transport Agency's active role in these initiatives and in facilitating Auckland's growth and development.

<b>Resolution 9</b>	<i>The NZ Transport Agency Board noted the briefing on Auckland matters.</i>
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## 5.3 Auckland – Rapid Transit to Airport

### Board paper 16/06/1029

Dave Brash outlined the reasons for recommending that further investigations into options for a rapid transit network from South West Auckland to the airport should be limited to bus rapid transit and light rail transit options and should not include heavy rail.



Members noted that better value for money would be achieved by considering bus rapid transit or light rail transit options rather than heavy rail.

<b>Resolution 10</b>	<i>The New Zealand Transport Agency Board <b>agreed</b> that further investigations for a rapid transit network from the Airport along State highway 20A (Onehunga to Airport) or State highway 20B (Airport to Manukau) should be limited to light rail transit or bus rapid transit options (and not heavy rail).</i>
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#### 5.4 Northwestern busway – Rapid Transit Corridor – Indicative Business Case Funding

**Board paper 16/06/1030**

Dave Brash outlined the case for funding approval for the development of an indicative business case to secure route protection for Auckland’s northwestern rapid transit corridor and for this activity to be included in the 2015-18 National Land Transport Programme.

Members discussed the issues involved and noted that potential for a staged busway development could be considered as part of the business case.

<b>Resolution 11</b>	<p><i>The New Zealand Transport Agency Board:</i></p> <ul style="list-style-type: none"> <li><i>a. <b>Agreed</b> to vary the 2015-18 National Land Transport Programme to include Auckland Transport’s North-western Rapid Transit Corridor project with ‘probable’ funding priority;</i></li> <li><i>b. <b>Approved</b> funding of \$1.053 million for developing an indicative business case for Auckland Transport’s North-western Rapid Transit Corridor and a financial assistance rate of 51% (Transport Agency share \$0.537 million);</i></li> <li><i>c. <b>Noted</b> that once the indicative business case is complete, there will be no</i></li> </ul>
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	<p><i>further work on the North-western Rapid Transit Corridor project until the next steps across Auckland’s wider transport network have been agreed through the Auckland Transport Alignment Project;</i></p> <p><i>d. <b>Noted</b> that the profile for the project has been assessed as High strategic fit and Medium effectiveness with a benefit cost ratio of 1.3-2.2 and the reasons for recommending this funding and the NLTP variation;</i></p> <p><i>e. <b>Noted</b> that, should the project proceed, the total construction cost for the North-western Rapid Transit Corridor is estimated to be \$475 million with the 95th percentile cost estimated at \$524 million and the 5th percentile at \$ 411 million; and</i></p> <p><i>f. <b>Agreed</b> that the Transport Agency will form part of the governance structure for the indicative business case given the interface of the project with the State highway Corridor.</i></p>
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## 5.5 SH20A Kirkbride Multi Modal Trench – Funding Approval

**Board paper 16/06/1031**

Dave Brash summarised the case for investment to widen the SH20A trench under Kirkbride Road, in order to future proof for a rapid transit network between Auckland’s city centre and the airport at a cost of \$19.1 million.

Members noted the links between the SH 20A Kirkbride Trench Widening and the proposals to develop the rapid transit network from South West Auckland to the airport.

<b>Resolution 12</b>	<p><i>The New Zealand Transport Agency Board:</i></p> <p><i>a. <b>Approved</b> funding of \$19.1 million for the design and construction of</i></p>
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	<p>Auckland Transport's Rapid Transit Network to Airport - SH20A/Kirkbride Trench Widening <i>project and a financial assistance rate of 51% (Transport Agency share \$9.74 million);</i></p> <p>b. <b>Agreed</b> to vary the 2015-18 National Land Transport Programme to include the Auckland Transport Rapid Transit Network to Airport - SH20A/Kirkbride Trench Widening <i>project with 'probable' funding priority; and</i></p> <p>c. <b>Noted</b> that the profile for the project has been assessed as High strategic fit, Medium effectiveness and High benefit and cost appraisal and the reasons for the recommendation.</p>
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## 6. Other updates and general business

### 6.1 Other Updates

Board paper 16/06/1034

Jenny Chetwynd drew Member's attention to the additional updates provided. Members noted and specifically discussed the National Land Transport Fund Rolling Forecast update.

<b>Resolution 15</b>	<i>The New Zealand Transport Agency Board <b>noted</b> the update on other matters relating to the management and operations of the Transport Agency.</i>
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## **6.2 Draft agenda for 13 July 2016 Special Board meeting**

Jenny Chetwynd noted the current draft agenda for the special Board meeting in July 2016. She drew members' attention to the need for a number of changes to the Board's schedule and agendas for the remainder of the year and that these changes would be communicated and confirmed as soon as possible.

## **6.3 Schedule of Board Correspondence and Requests for Information**

**Board paper 16/06/1035**

Members noted the correspondence addressed to the Chair and the Board of papers that have been released under the Official Information Act over the last 6 months.

## **6.4 General business**

The Chair thanked staff members at the Auckland Joint Transport Operating Centre for their informative briefing for Board members.

# **7. Board Only Session**

A Board only session was held.

Meeting closed: 3.00pm