



Board Meeting Minutes	
<b>Date &amp; time</b>	15 April 2016, 9.30am – 11.10am
<b>Location</b>	Teleconference
<b>Board Membership</b>	Chris Moller (Chair), Dame Patsy Reddy (Deputy Chair), Adrienne Young-Cooper, Gill Cox, Nick Rogers and Mark Oldfield
<b>Apologies</b>	None
<b>NZTA staff in attendance</b>	Fergus Gammie (Chief Executive), Tommy Parker (GM State Highways and Network Operations), Jenny Chetwynd (GM Strategy, Communications & Performance and Board Secretary), Allan Frost (GM Organisational Support), Dave Brash (GM Planning & Investment), Celia Patrick (GM Access and Use), Brandon Mainwaring, (National Manager Performance and Accountability.)

## **1. Introduction and governance matters**

### **1.1 Apologies and welcome**

The Chair welcomed Board Members to the meeting.

### **1.2 Confirmation and overview of the agenda**

The agenda items were accepted as circulated.

### **1.3 Declarations of conflict of interest**

Nick Rogers noted his standing interest in Tonkin and Taylor.

Dame Patsy Reddy noted her role as a Chief Crown Negotiator for Treaty of Waitangi Settlements, and that she would shortly be stepping down from this role.

## **2. Confirming service and financial performance targets**

### **2.1 Report back from the Chair, Audit, Risk and Assurance on its meeting on 12 April 2016**

Gill Cox summarised the key points discussed and resolutions made at the Audit Risk and Assurance meeting, noting that the emphasis of this meeting was to assess the level of assurance activity that had taken place in the development of the financial and non-financial elements of the Statement of Performance Expectations 2016/17 (SPE).

Members noted the advice received from Management on the action points from the Committee meeting.

## 2.2 Draft Statement of Performance Expectations 2016/17

16/04/1008

Brandon Mainwaring presented the draft Statement of Performance Expectations 2016/17, noting the refreshed milestones, their alignment to the Minister’s Letter of Expectations 2016/17 and the engagement with the Ministry of Transport in its development.

Board Members considered the emerging emphasis on technology playing a role in solving issues confronting the country’s transport system, and requested consideration is to be given to whether the SPE adequately reflects and acknowledges opportunities for the uptake of technology advances.

Members also discussed how the wider Northland corridor was recognised in the SPE and requested consideration of the positioning Objective 9.1 Road of National Significance within this context.

Members noted the Crown’s investment in the Auckland Transport Package, the Accelerated Regional Rooding Package and the Urban Cycleways Programme and requested that the SPE clearly identify the additional Crown funding in these areas.

Members canvassed how the Transport Agency is improving its investment framework to include wider economic development tools and requested consideration of a revision to the milestone for Objective 10.1 to reflect this.

Members agreed that the Chair of the Board and the Chair of the Audit and Risk Committee would be authorised to sign the Statements of Responsibility, prior to the SPE being presented to the Minister of Transport. Members noted the next steps in the process to finalise the SPE and present the SPE in Parliament.

<b>Resolution 1</b>	<i>The New Zealand Transport Agency Board:</i> <i>a. Agreed to the draft Statement of Performance Expectations (including the NZ</i>
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	<p><i>Transport Agency operational and capex budgets);</i></p> <p><i>b. <b>Noted</b> alignment to the Minister’s Letter of Expectations 2016/17;</i></p> <p><i>c. <b>Delegated</b> responsibility to the Chair for any subsequent required amendments to the draft SPE; and</i></p> <p><i>d. <b>Authorised</b> the Chair of the Board, and the Chair of the Audit and Risk Committee to sign the Statements of Responsibility prior to the SPE being presented to the Minister of Transport.</i></p>
<p><b>Requested Actions</b></p>	<p>Consider whether the Transport Agency is adequately reflecting/acknowledging opportunities for the uptake of technology advances in the Statement of Performance Expectations.</p> <p>Consider positioning the milestone under Objective 9.1 in the context of the wider Northland corridor.</p> <p>Clearly identify those projects in the Statement of Performance Expectations that have Crown funding outside the National Land Transport Fund.</p> <p>Consider whether the milestone under Objective 10.1 can be revised to include how the Agency is improving its investment framework to include wider economic development tools.</p>

### 3. Significant planning, investment and operational matters

#### 3.1 SH2 Waihi to Tauranga – implementation of the Tauranga Northern Link

16/04/1009

Dave Brash provided the Board with the requested additional information relating to the implementation of the strategic direction for key journeys between Auckland-Hamilton-Tauranga and investment in SH2 Waihi to Tauranga (Board papers 16/04/1003 and 16/04/1005 refer).

Members canvassed the nature of National Land Transport Fund expenditure over a three year period and requested a rolling forward financial forecast on the National Land Transport Programme be provided to them on a quarterly basis.

Members also requested that where relevant, future Board papers provide more explicit details about the issues raised and specific agreements reached during engagement with tangata whenua.

<p><b>Resolution 2</b></p>	<p><i>The New Zealand Transport Agency Board:</i></p> <ul style="list-style-type: none"> <li><i>a. <b>Supported</b> the recommended programme (programme business case option 5b) for the SH2 corridor between Waihi and Tauranga addressing road safety and journey predictability issues (estimated total programme cost of \$520 million in current day dollars);</i></li> <li><i>b. <b>Noted</b> the recommended programme has three parts: the offline Tauranga Northern Link to improve throughput between Te Puna to Tauranga, safety improvements on SH2 from Waihi to Te Puna, and medium term throughput improvements from Omokoroa to Te Puna;</i></li> <li><i>c. <b>Noted</b> the SH2 Waihi to Tauranga recommended programme is consistent with the strategic direction for key upper North Island journeys between</i></li> </ul>
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	<p><i>Auckland and Tauranga;</i></p> <p><i>d. <b>Noted</b> the programme has been assessed as having a funding profile of High strategic fit, High Effectiveness and Cost Benefit Appraisal between 1-3;</i></p> <p><i>e. <b>Agreed</b> that the implementation phase of the Tauranga Northern Link project should be included in the NLTP 2015-18;</i></p> <p><i>f. <b>Approved</b> funding for implementation of the Tauranga Northern Link at an estimated cost of \$286 million (including property and escalation), with a planned construction start in 2018;</i></p> <p><i>g. <b>Noted</b> the Tauranga Northern Link project has been assessed as having a funding profile of High strategic fit, high effectiveness and Cost Benefit Appraisal of 3.3;</i></p> <p><i>h. <b>Noted</b> a tolling assessment for Tauranga Northern Link will be completed and reported back to the NZ Transport Agency Board prior to implementation commencing; and</i></p> <p><i>i. <b>Approved</b> \$3.4 million for indicative and detailed business cases for Northern Corridor Safety Improvements (Athenree to Katikati South, and Omokoroa to Te Puna – short term) (total estimated cost for all short term safety improvements \$85 million and long term improvements \$150M).</i></p>
<p><b>Requested Actions</b></p>	<p>Board Members are to be provided with a rolling forward forecast on the on the NLTF expenditure on a quarterly basis (de coupled from the Quarterly Reports).</p> <p>When significant planning, investment and operational matters are being considered by the Board and involve engagement with tangata whenua, ensure full details are provided to the Board about the nature of that engagement, and the agreements reached, where relevant.</p>

## 4. Other updates and general business

### 4.1 General Business

The Chief Executive updated Board members on the status of the Road Policing Programme, in light of recent publicity on this issue.

The Chair and members of the Board acknowledged and thanked Dame Patsy Reddy for her significant contribution to the NZ Transport Agency Board as its Deputy Chair, and as the Chair of the Remuneration and Human Resources Committee. They wished her well in her new role as Governor General.

The Board meeting concluded at 11.10am.

<b>Minutes approved by the Chair</b>	<hr/>
<b>Date</b>	----/----/----