

# Memorandum of Understanding

Between

The Chief Executive and Regional Director - Central of the New Zealand Transport Agency

And

The Mayor and Chief Executive of the Wellington City Council

And

The Chair and Chief Executive of Greater Wellington Regional Council



Date: October 2014

## PARTIES

The Chief Executive and Regional Director-Central of the New Zealand Transport Agency (NZTA), the Mayor and Chief Executive of Wellington City Council (WCC) and the Chair and Chief Executive of Greater Wellington Regional Council (GWRC).

### 1. Scope

- 1.1. This Memorandum of Understanding (MOU) is a non-statutory agreement. It does not override any of the statutory duties or responsibilities imposed by legislation on any party. Rather it is an agreement as to processes and behaviours the parties will exhibit as they jointly seek to deliver integrated transport outcomes for users of the transport network in Wellington City.

### 2. Purpose

- 2.1. This MOU, the process for developing it, and its ongoing operation, are intended to strengthen and build the relationship between NZTA, GWRC and WCC.
- 2.2. As parties to this MOU, all parties commit to acting co-operatively and collaboratively to identify opportunities to optimise outcomes and benefits for users of the transport system.

### 3. Protocols

- 3.1. These protocols will apply to behaviours and process as the parties work together on the delivery of the Ngauranga to Airport (N2A) Corridor Plan<sup>1</sup>.
- 3.2. The parties will proactively seek opportunities to collaborate on projects wherever possible and feasible.
- 3.3. We acknowledge that the NZTA, GWRC and WCC are established under different legislation, with different (but sometimes overlapping) roles, responsibilities and accountabilities. We respect our differences and the right of each party to hold different views and/or positions on specific issues. However, each party agrees to work with each other in a collaborative, open and transparent manner, to ensure that:
  - a) There is early notification and opportunities for discussion of each other's major programme, plans, project or policy discussions which may have implications for each other;
  - b) We will give each other early notice over disagreements concerning programmes, plans, projects or policies before critical public announcements are made. In the event of a significant disagreement, we will make every effort to accommodate, acknowledge or fairly represent that divergent view.

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<sup>1</sup> The Corridor Plan will be renamed the Ngauranga to Airport Corridor Strategy in the Regional Land Transport Plan 2015

  
KGR  
CWTS

#### 4. Outcomes

In giving effect to the MOU, the NZTA, GWRC and WCC will apply the general principles set out below to all of the projects we work on together.

<b>General Principles</b>
<ol style="list-style-type: none"><li>1. Apply a “one network” approach to provide those who use the transport system with an experience that is fully integrated across modes, connections and locations.</li><li>2. Support economic growth and development in Wellington City and the wider region through the way we plan for, and invest in, the development of a multi modal transport network and the way we operate and maintain that network.</li><li>3. Ensure that transport and land use decisions are integrated so that the relationship between urban form and the transport network contributes positively to the current and future “liveability” of Wellington.</li><li>4. Ensure that when we make decisions, we act in an environmentally responsible manner and contribute positively to Wellington’s environment.</li><li>5. Work together to better align the planning frameworks to enable delivery of the N2A Corridor Plan.</li><li>6. Deliver the N2A Corridor Plan through the implementation of key transport improvements.</li><li>7. Improve the resilience, efficiency and reliability of the transport network that links Wellington to the rest of the region and country.</li><li>8. Optimise Wellington’s urban network by making more effective use of existing transport capacity across all modes.</li><li>9. Use a robust evidence based approach to explore the investment options and maximise the value for money of our mutual investments in the transport network and system.</li><li>10. Look for innovative solutions and share the risk of trialling new ideas to address and resolve issues and problems.</li></ol>

#### 5. Governance

A governance group comprised of two nominated members<sup>2</sup> (who may have an alternate) of each party to the MOU will be established to act as a conduit for the agencies they represent. They will:

- confirm key strategic actions and associated workstreams
- consider and accept progress reports and recommendations from the Steering Group
- oversee engagement and communications
- represent the interests of their respective organisations, and put forward Governance Group recommendations for consideration to respective organisations
- keep the Regional Transport Committee (RTC) updated.

<sup>2</sup> At its meeting of 20 May 2014, Wellington City Council’s Transport and Urban Development Committee (TUD) resolved to appoint the Mayor, and the Chair of TUD to represent the Council on the Governance Group.

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The Governance Group will generally meet before each RTC meeting.

## 6. Project Oversight

A steering group will be established to review progress towards key milestones for strategic actions and workstreams and provide advice to the Governance Group. The Steering Group will:

- ensure alignment between strategic actions and work streams and integrated solutions
- provide direction to the Manager, BRT implementation
- develop and agree options, and make recommendations for consideration by the Governance Group
- ensure sufficient resources are provided to undertake the tasks agreed under relevant workstreams.

The Steering Group will comprise between two and three nominated senior representatives for each of the parties (in addition to the Joint BRT Project Manager and Secretariat support as required). It will generally meet every two months.

## 7. Keeping this MOU up to date

This MOU is a living document which should be reviewed and updated as determined by the Governance Group.

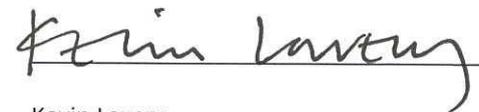
Handwritten signatures in blue ink at the bottom right of the page. There are four distinct signatures: a large, stylized signature at the top; a smaller signature below it; a signature to the right; and a signature at the bottom right that appears to be 'KGB' over 'CMB'.

**Executed as an MOU**

Signed on behalf of *Wellington City Council*  
by:

Signed on behalf of *Wellington City Council* by:

Signature: 

Signature: 

Name: Celia Wade-Brown

Name: Kevin Lavery

Position: Mayor of Wellington City Council

Position: Chief Executive

Date: 2.12.2014

Date: 2.12.2014

Signed on behalf of *Greater Wellington  
Regional Council* by:

Signed on behalf of *Greater Wellington Regional  
Council* by:

Signature: 

Signature: 

Name: Fran Wilde

Name: Greg Campbell

Position: Chair of Greater Wellington Regional  
Council

Position: Chief Executive

Date: 2.12.2014

Date: 2.12.2014

Signed on behalf of the *New Zealand  
Transport Agency* by:

Signed on behalf of the *New Zealand Transport  
Agency* by:

Signature: 

Signature: 

Name: Raewyn Bleakley

Name: Geoff Dangerfield

Position: Regional Director Central

Position: Chief Executive

Date: 2.12.2014

Date: 2.12.2014

