

Terms of Reference – Hutt Corridor Plan Hearing Subcommittee 14 November 2002

Purpose

To consider oral and written submissions to the Hutt Corridor Plan and recommend to the Regional Land Transport Committee those proposals that should be included in the Hutt Corridor Plan.

Membership

The membership of the subcommittee is:

Cr G Evans (Chairman, WRC), Cr K Barnard (UHCC), Cr J Baird (HCC), Cr R Shaw (PCC), Mr B Hasell (Transit NZ) and Cr I Hutchings (WCC).

The quorum for the Subcommittee shall be four members. Members should make every endeavour to attend the whole of the Hearing.

If prior to the commencement of the Hearing, a member of the Subcommittee finds he or she cannot attend a significant portion of the Hearing, then in consultation with the Hearing Subcommittee Chairman, that member shall withdraw and be replaced by another person from the organisation that the replaced member represents.

If a member, during the Hearing finds he or she cannot attend for the whole period of the Hearing, then provided a quorum of four persons is maintained at all times by the Subcommittee membership, then the proceedings remain valid and all members maintain full rights of participation in the Hearing process.

Should it not be possible to maintain a quorum of four persons then the Hearing shall be adjourned until that quorum is achieved.

Functions

The functions of the Subcommittee members are as follows:

1. Read all written submissions.
2. To attend the Hearing (currently scheduled for 10-14 February 2002).
3. Raise questions of clarification of any written or oral submission of any submitter who presents himself or herself or the representatives of the Hutt Corridor Plan Technical Group who are presenting the case for the Hutt Corridor Plan proposals.
4. To weigh up the proposals outlined in the Hutt Corridor Plan and against the evidence and submissions to determine that set of proposals that best complies with the criteria of section 175(2) of the Land Transport Act and the vision, objectives and principle of network balance established in the Regional Land Transport Strategy (refer appendices 1 and 2).
5. To deliver a written report that summarises the case for the proposed Hutt Corridor Plan, the submissions received and presents, the analysis of these aforementioned documentations and the recommendations of the Hearing Subcommittee to the

Regional Land Transport Committee and those agencies with financial responsibility to implement the Hutt Corridor Plan.

It should be noted that it may be required that the Hearing Subcommittee establish a trade off between the various objectives of the Regional Land Transport Strategy when considering proposals. It is quite possible that a proposal or set of proposals will perform well against a particular objective and not so well against another. It will be up to the Hearing Subcommittee in such circumstances to recognise and establish that trade off and be transparent about it.

Hutt Corridor Plan Process

The activities of the Hutt Corridor Plan Hearing Subcommittee fall within the process outlined in a document titled “Hutt Corridor Plan Public Consultation and Hearing Process” dated 14 November 2002. The Hutt Corridor Plan process is administered under the control of the Regional Land Transport Committee.

Outputs

The Hearing Subcommittee shall provide a written report that provides a full summary of the Hearing. The report should:

1. Summarise what is being proposed in the Hutt Corridor Plan.
2. Present the arguments for what is being proposed by the Technical Group.
3. Summarise the submissions received and the issues raised.
4. A summary of the deliberations of the Hearing Subcommittee which explicitly identifies, in their opinion:
 - the key issues
 - their analysis of the issues in the context of the information provided at the Hearing
 - an explicit statement of any judgements or tradeoffs required
5. Their recommendations.

Authority

The Hearing Subcommittee has authority delegated by the Regional Land Transport Committee to hear submissions, ask questions of submitters, to deliberate on the information provided and provide a report with recommendations to the Regional Land Transport Committee. Except as otherwise set out herein the Subcommittee shall regulate its own procedures. The Hearing Subcommittee is not empowered to make binding decisions on the Hutt Corridor Plan.

Life of the Subcommittee

The Hearing Subcommittee is constituted for the life of the hearings on the Hutt Corridor Plan. This means the Subcommittee exists for those times to make preparations for the hearing, throughout the hearing and that time where it writes a report. When the Regional Land Transport Committee receives the report of the Hearing Subcommittee the subcommittee ceases to exist.

Operating Principles

The Hearing Subcommittee is required to operate in a fair, open and transparent manner applying the principles of natural justice. Recommendations of the Subcommittee should be based on the information provided at the hearing, any responses to questions, and their deliberations in the context of section 175(2) of the Land Transport Act; and the vision, objectives and principle of network balance established in the Regional Land Transport Strategy 1999-2004.

It is not appropriate for members of the Hearing Subcommittee to publicly comment, either in the press or in a public meeting, on the merits or otherwise of particular proposals related to the Hutt Corridor Plan prior to the report of the Hearing Subcommittee to the RLTC being made public. Such actions would invalidate such a member from serving on the Subcommittee.

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Appendix 1

Section 175(2) Land Transport Act

“Every regional land transport strategy prepared under this section must:

- a) identify the future land transport needs of the region concerned; and
- b) identify the most desirable means of responding to such needs in a safe and cost effective manner, having regard to the effect the transport system is likely to have on the environment; and
- c) identify an appropriate role for each land transport mode in the region, including freight traffic, public passenger transport, cycling, and pedestrian traffic; and
- d) state the best means of achieving the objectives referred to in paragraphs b) and c) of this sub-section; and
- e) include any regional passenger transport plan (within the meaning of section 47 of the Transport Services Licensing Act 1989) that has been prepared by the regional council that has prepared the Strategy.”

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Appendix 2

Vision, Objectives, and Principle of Network Balance of the Wellington Regional Land Transport Strategy 1999-2004

Vision

The vision or ultimate goal for transport in the Wellington Region is expressed as:

“A balanced and sustainable land transport system that meets the needs of the regional community.”

Balance – achieving an integrated transport network with capacity balanced within and between each mode.

Sustainability – developing a transport system which is environmentally and economically sustainable.

Accessibility and economic development

To provide a transport system that optimises access to and within the region.

Economic efficiency

To implement the most efficient options.

To ensure that all users of land transport are subject to pricing and non-pricing incentives and signals which promote decisions and behaviours that are, as far as possible, in accordance with efficient use of resources and of optimal benefit to the user.

Affordability

To plan for a land transport system that recognises funding constraints and ability to pay.

Safety

To provide a safer community for everyone through a transport system that achieves or improves on the targets of the National Road Safety Plan through the Regional Road Safety Strategy.

Sustainability

To provide a land transport system that:

- operates in a manner that recognises the needs of the community
- avoids, remedies or mitigates adverse effects
- uses resources in an efficient way; and
- supports an optimal demand for energy.

Principle of network balance

The Wellington strategic road and rail network needs to be operated and developed in a way that carefully balances road capacity in one part of the network with other parts of the road and rail network. Accordingly, improvements in one part of the network cannot be thought of as independent to the rest of the network. The impacts of an improvement elsewhere in the network must be provided for if efficient network performance is to be maintained.