



**greater WELLINGTON**  
**REGIONAL COUNCIL**  
**Te Pane Matua Taiao**

If calling please ask for: Democratic Services

24 August 2017

## **Regional Transport Committee**

Order Paper for meeting to be held in the Level 2 East meeting room, Westpac Stadium, Waterloo Quay, Wellington on:

**Tuesday, 29 August 2017 at 10.00am**

### **Membership of Committee**

Cr Donaldson (Chair)	Greater Wellington Regional Council
Cr Laidlaw (Deputy)	Greater Wellington Regional Council
Mayor Booth	Carterton District Council
Mayor Guppy	Upper Hutt City Council
Mayor Gurunathan	Kapiti Coast District Council
Mayor Napier	South Wairarapa District Council
Mayor Patterson	Masterton District Council
Mayor Tana	Porirua City Council
Mayor Wallace	Hutt City Council
Cr Calvi-Freeman	Wellington City Council
Emma Speight	New Zealand Transport Agency

***Recommendations in reports are not to be construed as Council policy until adopted by Council***

## Regional Transport Committee

**Order Paper for Meeting to be held on Tuesday, 29 August 2017 in the Level 2 East meeting room, Westpac Stadium, Waterloo Quay, Wellington at 10.00am**

### Public Business

		<b>Page No</b>
1. Apologies		
2. Conflict of interest declarations		
3. Public participation		
4. <a href="#">Confirmation of the minutes of 30 May 2017</a>	<b>Report 17.189</b>	<b>3</b>
5. Let's Get Wellington Moving programme update	<b>Oral</b>	
6. <a href="#">Progress report on projects in the Regional Land Transport Plan 2015</a>	<b>Report 17.283</b>	<b>6</b>
7. <a href="#">Proposed variation to the Wellington Regional Land Transport Plan 2015: SH2 Mt Bruce safety improvements</a>	<b>Report 17.282</b>	<b>20</b>
8. <a href="#">Proposed variation to the Wellington Regional Land Transport Plan 2015: Waterloo and Paraparaumu site purchase and development</a>	<b>Report 17.301</b>	<b>26</b>
9. NZTA projects update	<b>Oral</b>	



Please note that these minutes remain unconfirmed until the Regional Transport Committee meeting on 29 August 2017

**Report 17.189**

30/05/17

File: CCAB-16-165

**Draft public minutes of the Regional Transport Committee meeting held in the Level 2 East Meeting Room, Westpac Stadium, Waterloo Quay, Wellington, 30 May 2017 at 10.03am**

**Present**

Cr Barbara Donaldson (Chair)	Greater Wellington Regional Council
Cr Chris Laidlaw (Deputy)	Greater Wellington Regional Council
Cr Calvi-Freeman	Wellington City Council
Mayor Guppy	Upper Hutt City Council
Mayor Gurunathan	Kapiti Coast District Council
Cr Leggett	Porirua City Council
Mayor Napier (from 10.20am)	South Wairarapa District Council
Mayor Patterson	Masterton District Council
Lisa Rossiter	New Zealand Transport Agency

**Public Business**

1 **Apologies**

*Moved*

*(Mayor Patterson/ Mayor Guppy)*

*That the Committee accepts the apology for absence from Mayor Booth, Mayor Tana and Mayor Wallace.*

The motion was **CARRIED**.

2 **Conflict of Interest declarations**

There were no declarations of conflict of interest.

3 **Public Participation**

There was no public participation.

4 **Confirmation of the minutes of 28 March 2017**

*Moved*

*(Cr Laidlaw/ Cr Calvi-Freeman)*

*That the Committee confirms the minutes of 28 March 2017, Report 17.100.*

The motion was **CARRIED**.

5 **Let's Get Wellington Moving update**

Willy Trolove, Engagement Workstream Lead, Let's Get Wellington Moving, gave an oral report to the Committee and provided an update on progress so far.

Workshops were held in March and April. These considered four focus areas and intervention options at a low, medium and high level. The workshops involved stakeholder group representatives, interested public and a randomly selected group. Workshop participants recognised that transport challenges are complex and may require compromises. A connected and coordinated strategy will be important to future success.

The project team is continuing to assess the intervention options and groups of options using the newly developed modelling and decision-support tools. The next steps include publishing more data, running a stakeholder engagement programme, public engagement in October/November and developing scenarios and an implementation plan.

*Moved*

*(Mayor Patterson/ Cr Laidlaw)*

*That the Committee endorses the work done so far, the stakeholder engagement and the time-frame for the Let's Get Wellington Moving programme.*

The motion was **CARRIED**.

Mayor Napier arrived at the meeting during consideration of this item.

6 **Scope of RLTP 2015 mid-term review**

Harriet Shelton, Manager, Regional Transport Planning, spoke to the report.

**Report 17.174**

File: CCAB-16-160

*Moved*

*(Mayor Gurunathan/ Mayor Napier)*

*That the Committee:*

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Approves the scope and tasks set out in this report for the mid-term review of the Wellington Regional Land Transport Plan 2015-21.*

The motion was **CARRIED**.

**7 NZTA projects update**

Neil Walker, National Manager Network Performance, New Zealand Transport Agency, gave an oral report to the Committee on the Mackays to Peka Peka Expressway.

Travel times between Mackays and Peka Peka have improved by an average of four minutes in both directions for the majority of the day, and are now generally more consistent and reliable. Congestion on local roads has reduced as traffic has transferred to the expressway. Early morning peak delays observed post-opening at the Mackays Crossing merge have reduced as traffic has adjusted to the Expressway. Plans are underway to improve the merge, which should see an improvement of an extra 100 cars per hour being able to merge in peak times.

The meeting closed at 10.45am.

B Donaldson  
(Chair)

Date:



**Report** 17.283  
**Date** 3 August 2017  
**File** CCAB-16-170

**Committee** Regional Transport Committee  
**Author** Patrick Farrell, Transport Planner

## **Progress report on projects in the Regional Land Transport Plan 2015**

### **1. Purpose**

To update the Committee on the current status and progress in relation to the large new projects included and prioritised in the Regional Land Transport Plan 2015 and any other progress of note.

### **2. Background**

The Regional Land Transport Plan 2015 (RLTP) is a statutory document developed under the Land Transport Management Act 2003. It sets out the policy framework for development of the region's transport network over the next 10-30 years. The RLTP also contains all the land transport activities proposed to be undertaken over six financial years, and the regional priority of significant activities (costing >\$5m).

The activities in the RLTP are submitted by the NZ Transport Agency (NZTA) and 'Approved Organisations' (including the eight territorial authorities and Greater Wellington Regional Council (GWRC)).

### **3. Monitoring the RLTP**

A description of how monitoring is undertaken to assess implementation of the RLTP is set out in Appendix A of the Plan. The key monitoring elements are:

- Projects – a half yearly progress report on the status of significant projects and other projects of regional interest
- Outcomes/targets – an annual monitoring report on progress against outcomes and targets (full report every three years, summary report in intervening years)

This report fulfils the first of the two monitoring elements above and focuses on project progress over the period between 1 January 2017 and 30 June 2017. The last progress report was presented to the Regional Transport Committee on 13 December 2016 (Report 16.512).

## 4. Comment

The progress detailed in sections 4.4 to 4.6 of this report relates to projects and activities that commenced in 2015/16. These updates have been provided by officers from councils and the NZTA.

### 4.1 Recent events

Over the past six months, notable highlights in relation to regional transport issues, projects, planning and funding include:

- In Kapiti, the MacKays to Peka Peka Expressway opened to traffic on 24 February 2017. This project is part of the Roads of National Significance programme.
- In May, GWRC selected Tranzit Group and Uzabus as preferred tenderers for nine contracts in the Wellington regional bus network. The new contracts will start in July 2018, along with the new bus network and fare changes.

#### 4.1.1 Let's Get Wellington Moving / Ngauranga to Airport

Over the past 6 months the three partner agencies (NZTA, GWRC, and WCC) have continued working together as part of the Let's Get Wellington Moving programme. The focus of work over this period has been on completing the development of the transport models and other decision support tools, development of scenarios for testing, preparation of the case for change and strategic approach, and targeted stakeholder engagement.

A series of stakeholder and public workshops were held during March and April to obtain feedback and views on a number of focus areas for the project. The feedback from these workshops provided the project team with useful insights about what people want to see in the scenarios/options in terms of approach, evidence, and information. Conversations with a range of stakeholders are ongoing, including regular updates to the Regional Transport Committee, GWRC and WCC committees.

Consultants WSP Parsons Brinckerhoff has been appointed to lead a piece of work looking at mass transit routes through Wellington, including light rail. The project programme has been reviewed in light of the additional work that has been required, such as the investigations into mass transit and consideration of light rail. Public consultation on scenarios is now planned for November.

### 4.2 Variations to the RLTP 2015

No variations to the RLTP have been received in the past six months between January and June 2017.

Two variations to the RLTP are being considered at this RTC meeting:

- SH2 Mt Bruce safety improvements (Report 2017.282)
- Waterloo and Paraparaumu site purchase and development (Report 2017.301).

If agreed, these variations will be forwarded to GWRC for approval at the next Council meeting on 28 September. If approved by GWRC, the variation will then be forwarded to NZTA for inclusion in the National Land Transport Programme (NLTP).

#### 4.3 Project and activity category types

The updates on the projects and activities in the following sections are organised by their categorisation in the RLTP programme for 2015 to 2021. These categories are:

- Non prioritised – new projects and activities that cost less than \$5 million
- Committed – projects and activities continuing on from the 2012-15 funding period
- Significant – projects and activities that cost more than \$5 million and need to be prioritised against the RLTP strategic objectives.

Projects and activities that are fully funded without any co-funding contributions from NZTA do not need to be included in the RLTP programme, and therefore may not be included in this report.

#### 4.4 Progress in relation to non-prioritised programmes/activities

Over the past six months, the following notable progress has been made in relation to non-prioritised activities in the RLTP programme.

Activity type	Progress comments
<b>LED lighting programmes</b>	Several councils and NZTA have begun developing or completed accelerated programme planning to install LED street lighting in 2017/18 to take advantage of increased funding availability. Other replacement programmes continue as part of ongoing renewal of street lighting.
<b>Road safety promotion</b>	All councils and NZTA are conducting ongoing programmes of work with partner agencies and communities to address the high and medium risks in the region – speed, alcohol and drugs, fatigue, young drivers, motorcycles, intersections, cycles, pedestrians. Porirua and Hutt are also focusing on improving safety around schools. Example campaigns include: <ul style="list-style-type: none"> <li>• Continuing bus-bike safety workshops</li> <li>• Pedal Ready cycle skills courses (including E-bike training)</li> <li>• Project Glow Wear – reflective materials design competition and runway show was advertised and open for registrations</li> <li>• Awareness campaign for NZTA’s new bike light visibility rules</li> <li>• ‘Local Legend’ (alcohol), ‘Be a better rider’ (motorcycle safety) and ‘less speed, less harm’ billboard campaigns.</li> <li>• ‘Eyes On’ intersections safety campaign</li> <li>• ‘Take another look’ motorcycle safety campaign</li> <li>• AA CarFit programme for older drivers</li> </ul>



<b>Local minor roading projects</b>	<p>Several local roading projects in Hutt City are complete or substantially complete. Ponatahi Road realignment and associated culvert extension in Carterton is complete.</p> <p>The SH1 revocation project in Kapiti is continuing. A number of pedestrian and safety projects have also been completed in Kapiti.</p> <p>In South Wairarapa, works are ongoing on Cape Palliser Road and Whatarangi Cliffs as part of Special Purpose Roads work.</p>
<b>Walking and cycling projects</b>	<p>Completed projects include:</p> <ul style="list-style-type: none"> <li>• Petone Esplanade shared path (HCC)</li> <li>• Significant projects as part of the Stride N Ride programme on Mazengarb and Otaihanga Road, significant sections along Kapiti Road (KCDC)</li> </ul> <p>Ongoing construction and implementation works include:</p> <ul style="list-style-type: none"> <li>• Major corridor upgrades on the Poplar Avenue and Raumati Road corridors (KCDC)</li> <li>• Additional sections of the River Trail route are in preparation for paving, including at the northern end by Te Marua which is being carried out in conjunction with flood protection works (UHCC)</li> <li>• Street lighting and path upgrades along Hutt Road (WCC)</li> </ul> <p>A number of other projects around the region are working through the design and pre-implementation phases, including several Urban Cycleways Fund projects. WCC is re-engaging with the Island Bay community on the cycleway along The Parade.</p> <p>In Porirua, the Onepoto-Wineera Shared Pathway is under review with an alternative solution being sought.</p>
<b>Minor public transport improvements</b>	<p>A trial for bike racks on buses commenced with four “Give it a Go” sessions organised for cyclists to practice using the racks.</p> <p>Paraparaumu Park &amp; Ride is complete, and the Waikanae Park &amp; Ride is partially opened and nearing completion.</p> <p>Upper Hutt Station upgrade is complete, with further station and car park upgrades to be delivered once Crown funding has been agreed.</p> <p>In Kapiti, bus stops associated with bus route changes are being worked through with Community Boards. Work also includes the relocation of a bus stop, provision of a new shelter, and removal of a bus layby east of the Te Moana Road/Park Avenue intersection to accommodate work to improve pedestrian and cyclist safety.</p> <p>Belvedere Road rail crossing in Carterton has been delayed.</p>

<b>Travel demand management programmes</b>	<p>This year Active a2b was replaced with NZTA’s Aotearoa Bike Challenge, with 167 organisations around the region participating. Movin' March was very successful this year with 70 schools taking part (up from 60 last year).</p> <p>Other events and activities included Go By Bike Day and Pedal Ready. “Smart Travel”, a new multi-modal ride-sharing app, and an online Regional Summer Cycling Guide were also developed.</p> <p>Councils continue to work with schools on school travel planning projects and provide advice and support to numerous schools.</p>
<b>Resilience</b>	<p>Wellington City have several resilience projects complete or under construction. NZTA also has several projects complete or underway as part of the SH2 Te Marua Riverbank Restoration and Rimutaka Hill Slip Prevention projects. Hutt City completed three bridge seismic strengthening projects as well as completed corrosion protection works on another bridge.</p>

#### 4.5 Progress update on large ‘committed’ projects in the region

The ‘committed’ projects category consists of those activities that began within the previous RLTP programme and have continued on into this current RLTP timeframe.

The table below summarises the larger and more significant committed activities and the progress of these to date. The ‘Matangi2 train unit’ project is now complete and has been removed from this table.

Committed projects	Update Commentary
Real Time Information (region-wide bus and rail) (GWRC)	<p>100% complete.</p> <p>Trial of new configuration of in-bus systems underway.</p>
Transmission Gully motorway (NZTA)	<p>Design 95% complete, remaining design elements including Intelligent Transport System provisions are being finalised.</p> <p>Harvesting of pine forestry along the route is all but complete, and planting of native trees and shrubs has commenced.</p> <p>Completed works to date include:</p> <ul style="list-style-type: none"> <li>• 3kms of stream diversions</li> <li>• Relocation of 1.5km of gas pipe lines</li> <li>• 11 major culverts and 3 access underpasses at Battle Hill Farm Forest Park and two other nearby locations.</li> </ul> <p>Works underway include:</p> <ul style="list-style-type: none"> <li>• Cannons Creek Bridge pier foundations</li> <li>• Bridges over Collins Ave and Kenepuru Interchange</li> <li>• Installation of median barriers at work sites.</li> </ul>

Transmission Gully link roads (PCC)	<p>The Link Roads project is closely linked to Transmission Gully in terms of both construction and consenting.</p> <p>All major project management plans have been approved and all property agreements have been finalised.</p> <p>"Safety in design" discussions currently underway and may lead to design changes.</p> <p>Construction started in June 2017 on the bridge over Duck Creek and the Waitangirua sediment pond.</p> <p>Some construction works delayed until 2017/18 to coincide with Transmission Gully motorway works.</p>
Kapiti Expressway – MacKays to Peka Peka (NZTA)	<p>The Expressway opened to traffic on 24 February 2017, four months ahead of schedule.</p> <p>The Kapiti Road/Arawhata Road intersection project is now complete.</p> <p>Early investigations are underway into potential interchange locations from Peka Peka to Te Horo.</p>
Kapiti Expressway – Peka Peka to Ōtaki (NZTA)	<p>Community consultation on a walking/cycling shared path taking place, with design underway on some possible options.</p> <p>Site establishment work underway. Major earthworks to commence in November 2017</p>
SH2/58 Intersection Improvements – grade separated (NZTA)	<p>Project substantially complete. SH58 retaining wall commenced. Completed works to date include:</p> <ul style="list-style-type: none"> <li>• Placement of Interchange bridge beams</li> <li>• Underpasses of SH58, Manor Park, McDougal Grove and Hebden Crescent</li> <li>• McDougal Grove local road construction complete, traffic now diverted onto it.</li> </ul>
Bridge Road bridge replacement (UHCC)	<p>The new bridge is complete and open. Project is within the allocated budget.</p>

#### 4.6 Progress update on large new (significant) projects in the RLTP

Progress on the new RLTP significant activities has been reported by the lead organisation for each project. An overall progress indicator (colour) has been assigned to each project. The coloured progress indicators are primarily determined by the relevant lead organisation for the project but are then confirmed with the report author and the region's transport advisory group (TAG).


**Green** = progressing well, consistent with anticipated timing, funding certainty, no major barriers.

**Orange** = progressing, but slower than anticipated timing, some funding uncertainty, some issues/barriers identified.

**Red** = no or little progress, project has largely stalled, funding not included in NLTP or unlikely for other reasons (e.g. local share), major issue/barrier identified.

Of the 20 significant activities prioritised in the RLTP, 16 are currently underway during this reporting period – 1 January to 30 June 2017. Nine of these activities are progressing on schedule (**Green**). Of the seven remaining projects, six have been assessed by the project owners as **Orange** (minor delays) and none as **Red** (significant delays). An overview of these six projects is given below.

The Passenger Rail Improvements project (RS1) from the Regional Rail Plan is not included here as it is Crown-funded and not receiving any contributions from the National Land Transport Fund.

Indicator	Project	Comment
	Road Space Reallocation Corridor Programme (WCC)	Cycleways programme refresh required with investment to be re-focused in the Eastern and Southern suburbs
	Cross Valley Link (HCC)	Minor delays caused by additional scoping work for the Programme Business Case
	Eastern Bays seawall protection and great harbour way path (HCC)	A change in project scope has caused some slight delays
	Wainuiomata Hill Cycling Facilities (HCC)	Construction of Stage 1 (Lower Hutt to Summit) delayed until late 2017
	Wellington Port Access Improvements (NZTA)	Planning of port access improvements delayed due to Nov 2016 earthquake
	SH2 Moonshine Hill Road to Gibbons Street Safety Improvements (NZTA)	Currently considering immediate safety improvements that can be implemented ahead of long-term decisions resulting from the SH2 Programme Business Case.

**Attachment 1** of this report provides more detailed information on the status of all the significant projects included in the RLTP. It includes a summary of the project stage, NLTP funding status, and comments on any project milestones, barriers or issues over the past six months that may be positively or negatively affecting a project's progress.

## 5. Emerging issues and opportunities

The Ministry of Transport released its draft Government Policy Statement (GPS) on Land Transport 2018 for consultation in February and March 2017. The RTC prepared a submission (report 2017.73) on the draft GPS with input from all councils. Officers also provided input to a submission from the LGNZ Transport Special Interest Group. The final GPS will not be released until after the national election.

The RLTP mid-term review is currently underway and proceeding in accordance with the process agreed at the 30 May RTC meeting (refer Report 2017.174). The purpose of this review is to check that the RLTP remains valid and fit for purpose, and to ensure that activities and projects in the second half of the six-year RLTP programme are updated to accurately feed into the NLTP.

NZTA released the first edition of the Speed Management Guide late last year. The Guide is meant to support Road Controlling Authorities engage more effectively with communities and encourage a more nationally consistent approach over safer speeds. The implementation of this approach is likely to have financial implications for the local councils in the Wellington Region, particularly for councils with more rural areas like in Wairarapa.

## **6. The decision-making process and significance**

No decision is being sought in this report.

This report provides an update on projects included in the Regional Land Transport Plan 2015 and is for information only.

### **6.1 Engagement**

Engagement on this matter is unnecessary.

## **7. Recommendations**

*That the Committee:*

- 1. Receives the report.*
- 2. Notes the content of the report.*

Report prepared by:

**Patrick Farrell**  
Transport Planner

Report approved by:

**Harriet Shelton**  
Manager, Regional Transport  
Planning




Report approved by:





**Luke Troy**  
General Manager, Strategy

**Attachment 1:** Update on large new projects in the RLTP 2015

## Attachment 1: Update on large new projects in the RLTP 2015




1 January 2017 to 30 June 2017



RLTP Rank	Project Name	Lead Agency	Current Project or Business Case stage		NLTP funding status	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
1	Kapiti Road Relief Route	KCDC	✓	Strategic BC	Complete	2016/17	NLTF – Local Share	<ul style="list-style-type: none"> <li>Strategic BC complete</li> <li>Programme BC scheduled to be developed between July-October 2017</li> <li>Funding expected to be approved for remaining BC process during 2017/18</li> </ul>	
			➡	Programme BC	Approved	2017/18			
				Indicative BC	Proposed	2018/19			
				Detailed BC	Proposed	2018/19			
				Construction	Next NLTP	2018/19 to 2020/21			
2	SH2 Corridor Improvements (Ngauranga to Te Marua and Te Marua to Masterton)	NZTA	✓	Programme BC	Complete	2015/16	NLTF	<ul style="list-style-type: none"> <li>Programme BCs complete and supported by the NZTA Board.</li> <li>Elements of the Programme BCs will be progressed on a case by case basis where improvements meet funding criteria and money is available</li> <li>Melling Interchange Indicative BC substantively complete</li> </ul>	
			➡	Detailed BC	Next NLTP	2019			
			➡	Indicative BC (Melling)	Committed	2016/17			
				Detailed BC (Melling)	Proposed	2017/18			
3	SH1 / SH2 Petone to Grenada Road	NZTA	➡	Investigation and design	Committed	Ongoing to 2019	NLTF	<ul style="list-style-type: none"> <li>Detailed evaluation of project options continuing with particular regard to the resilience, cost and environmental aspects of the preferred route</li> <li>This evaluation will be completed before continuing discussions with local communities and the wider public</li> <li>Construction scheduled to start 2019/20</li> </ul>	
				Property	Proposed	2017/18 to 2019/20			
				Construction	Next NLTP	2019/20 to 2023/24			
4	Wellington City BRT Infrastructure Improvements	WCC		Construction	Proposed	2017/18 to 2022/23	NLTF – Local Share	<ul style="list-style-type: none"> <li>Joint Indicative BC supported by all the partners. Preparation of Detailed BC to be progressed as part of the Let's Get Wellington Moving programme</li> </ul>	



RLTP Rank	Project Name	Lead Agency	Current Project or Business Case stage		NLTP funding status	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
5	Wellington to Hutt Valley Cycleway / Walkway / Resilience	NZTA	✓	Investigation	Complete		NLTF – Local Share - UCF	<ul style="list-style-type: none"> <li>Petone to Melling section construction scheduled to start late 2017 and completed by late 2018.</li> <li>Alternative options assessment of Ngauranga to Petone section continuing. Consultation scheduled late 2017. Pre-implementation work scheduled to start in early 2018.</li> <li>Construction to commence in 2019/20 - revised to coincide with the P2G project</li> </ul>	
			➡	Design	Approved	2015/16			
				Construction	Proposed	2019/20			
6	Wellington RoNS (1) - SH1 Mt Victoria Tunnel Duplication	NZTA		Construction	Next NLTP	2018/19 to 2021/22	NLTF	<ul style="list-style-type: none"> <li>Project on hold pending the Let's Get Wellington Moving programme</li> </ul>	
7	SH2 Rimutaka Safety Programme	NZTA	➡	Construction	Committed	2014/15	NLTF	<ul style="list-style-type: none"> <li>Initial construction phase complete</li> <li>Additional aspects (corner easing, ground stabilisation, and retaining wall work) to be completed in 2017/18</li> </ul>	
8	SH58 Safe System (Grays Rd to SH2)	NZTA	➡	Pre Implementation	Approved	2017/18	NLTF	<ul style="list-style-type: none"> <li>Consenting design well underway. Tendering now for detailed design.</li> <li>Construction forecast to commence in mid-2018 and be complete in conjunction with Transmission Gully opening.</li> </ul>	
				Implementation	Proposed	2018/19 to 2020/21			
9	Road Space Reallocation Corridor Programme	WCC	✓	Programme BC	Complete		NLTF – Local Share - UCF	<ul style="list-style-type: none"> <li>Urban Cycleways Fund reallocated to projects in Eastern and Southern Suburbs</li> <li>Scope of changes in the Central Area subject to Let's Get Wellington Moving</li> <li>Hutt Road – Street lighting and Path upgrade underway</li> <li>Cobham Drive now in Pre-implementation</li> <li>Detailed BC underway for Evans Bay, Oriental Bay, Miramar, Kilbirnie and Thorndon Quay (Council approval expected in March 2018)</li> </ul>	
			➡	Indicative BC	Approved	2015/16			
			➡	Detailed BC	Approved				
				Pre Implementation					
				Implementation		2016/17 to 2020/21			





RLTP Rank	Project Name	Lead Agency	Current Project or Business Case stage		NLTP funding status	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
10	Adelaide Road Improvements	WCC		Construction	Proposed	2016/17 to 2021/22	NLTF – Local Share	<ul style="list-style-type: none"> <li>Construction scheduled to commence in 2018/19 subject to the outcome of the Let's Get Wellington Moving programme</li> </ul>	
11	Cross Valley Link	HCC		Investigation and Design	Proposed	2017/18 to 2018/19	NLTF – Local Share	<ul style="list-style-type: none"> <li>Strategic BC complete</li> <li>Programme BC to start late 2017 after additional scoping work is sufficiently progressed</li> <li>Construction date is indicative and assumes an NLTF contribution</li> </ul>	
				Construction	Next NLTP	2024/25 (indicative)			
13	Wellington Integrated Fares and Ticketing 2015-18	GWRC		Indicative BC	Approved	2015/16 to 2017/18	NLTF – Local Share	<ul style="list-style-type: none"> <li>Interim bus ticketing system (IBTS) implementation underway, set for mid-2018 system start</li> <li>Working collaboratively on the national ticketing approach via GRETs (GW, NZTA, EC, Auckland, and a consortium of other regional councils)</li> <li>Market sounding process complete – will inform Indicative BC</li> <li>GRETs investment approach confirmed. GWRC is the lead agency on behalf of GRETs with implementation now set for 2020 and onwards</li> <li>Transition to integrated fares on-going</li> </ul>	
				Detailed BC	Proposed	2017/18 to 2018/19			
				Implementation	Proposed	2018/19 to 2024/25			
14	Eastern Bays seawall protection and Great Harbour Way path	HCC	✓	Indicative BC	Complete	2015/16 to 2021/22	NLTF – Local Share - UCF	<ul style="list-style-type: none"> <li>Indicative BC complete</li> <li>A change in project scope has caused some slight delays</li> <li>Project part of accelerated programme</li> <li>Detailed BC underway</li> <li>Construction likely to start in 2017/18</li> </ul>	
				Detailed BC	Proposed	2015/16 to 2021/22			
				Construction (Great Harbour Way path and seawall)	Probable	2015/16 to 2021/22			



RLTP Rank	Project Name	Lead Agency	Current Project or Business Case stage		NLTP funding status	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
15	Wainuiomata Hill Cycling Facilities	HCC	✓	Construction (Pedestrian cycle bridge)	Complete	2014/15	NLTF – Local Share - UCF	<ul style="list-style-type: none"> <li>• Pedestrian Cycle Bridge complete and open</li> <li>• Stage 1 tender complete. In negotiations with tenderer to finalise proposal. Construction now expected to start late 2017</li> <li>• Stage 2 Detailed Design very advanced. Construction to start late 2017</li> </ul>	
			▶	Detailed Design (Stage 1 Lower Hutt to Summit)	Probable	2017/18			
			▶	Detailed Design (Stage 2 Summit to Wainuiomata)	Probable	2017/18			
16	Wellington RoNS (7) - SH1 Peka Peka to Otaki Expressway	NZTA	▶	Construction	Approved	2016/17 to 2019/20	NLTF	<ul style="list-style-type: none"> <li>• Design and construct contract awarded</li> <li>• Community engagement commenced. First round of consultation on a proposed shared path occurred in June 2017. Detailed design options to be shared with community in late 2017</li> <li>• Site establishment work now underway and major earthworks to begin in November 2017</li> </ul>	
17	Wellington Port Access Improvements	NZTA	✓	Programme BC	Complete	2015/16 to 2016/17	NLTF	<ul style="list-style-type: none"> <li>• Programme BC complete and supported by the NZTA Board</li> <li>• The scope and sequencing of projects will be determined by single stage Indicative/Detailed BC and the Let's Get Wellington Moving programme.</li> <li>• Detailed BCs to address port access improvements in 18-21 NLTP pending strategic direction for Wellington Port following the Nov 2016 earthquakes.</li> </ul>	
			▶	Detailed BC	Proposed	2016/17			
				Pre Implementation	Proposed	2017/18			
				Implementation	Proposed	2019/20 to 2020/21			

RLTP Rank	Project Name	Lead Agency	Current Project or Business Case stage		NLTP funding status	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
18	Wellington RoNS (3) – SH1 Terrace Tunnel Duplication	NZTA		Property	Probable	2016/17 to 2017/18	NLTF	<ul style="list-style-type: none"> <li>Project on hold pending the Let's Get Wellington Moving programme</li> </ul>	
				Construction	Next NLTP	2021/22 to 2024/25			
19	Wellington Region Transport Resilience Programme	NZTA	✓	Strategic BC	Complete		NLTF – Local Share	<ul style="list-style-type: none"> <li>Joint NZTA – GWRC project</li> <li>Final prioritised regional transport resilience locations endorsed in Dec 2016 by RTC</li> <li>Programme BC ongoing. Currently developing packages of initiatives that will address the identified vulnerable areas of the regional network.</li> <li>Detailed BCs as required to address priority resilience areas scheduled for 2017/18.</li> </ul>	
			▶	Programme BC	Approved	2015/16 to 2016/17			
				Detailed BC	Proposed	2017/18			
				Pre Implementation	Next NLTP	2018/19			
				Implementation	Next NLTP	2018/19 to 2020/21			
20	SH2 Moonshine Hill Road to Gibbons Street Safety Improvements	NZTA	▶	Detailed BC	Proposed	2017/18 to 2018/19	NLTF	<ul style="list-style-type: none"> <li>Programme BCs completed and supported by the NZTA Board. Implementation prioritised within next decade (2028-2038).</li> <li>Currently considering immediate safety improvements that can be implemented ahead of long-term decisions resulting from SH2 Programme BC.</li> <li>Installation of traffic signals on Whakatiki St intersections underway.</li> </ul>	
				Pre Implementation	Proposed	2017/18 to 2018/19			
				Implementation	Proposed	2018/19 to 2020/21			

Crown funded projects without contribution from the National Land Transport Fund									
RLTP Rank	Project Name	Lead Agency	Current Project or Business Case stage		NLTP funding status	RLTP expected timing	Funding Sources	Progress comments	Overall progress indicator
12	Regional Rail Plan - Passenger Rail Improvements (RS1)	GWRC		Construction	Not applicable	2015/16 to 2020/21	Crown-funded (no NLTF contribution)	<ul style="list-style-type: none"> <li>Treasury approved a business case from GWRC and KiwiRail for urgent replacement of the Hutt Line overhead traction system</li> <li>Treasury declined funding to double track the rail line from Trentham to Upper Hutt</li> <li>A further KiwiRail infrastructure business case to deliver network-wide track renewals (mainly in tunnels, and most of the Wairarapa Line) needs to be submitted</li> <li>Upper Hutt Station upgrades, and some Park &amp; Ride extensions complete</li> <li>The remainder of RS1 network capacity upgrades must follow the deferred network renewals (ie. traction and track as above)</li> </ul>	

Key:	
<b>Green</b> = progressing as planned, consistent with expected timing and budget. No major issues or barriers identified.	
<b>Orange</b> = progressing more slowly than planned. Some minor uncertainty, issues, barriers identified.	
<b>Red</b> = no or little progress made. Major uncertainty, issues, or barriers identified.	
<b>Current project phase</b>	
<b>Project phase complete</b>	✓
<b>Highlighted grey = project yet to begin</b>	
<b>Highlighted green = project complete</b>	

Order of Business Case stages from start to finish
Strategic BC
Programme BC
Indicative BC
Detailed BC

Funding Status terms – explanation:
Approved – project approved for funding within the current NLTP
Committed – project approved for funding in a previous NLTP
Probable - confidence in funding approval
Proposed - where the Agency considers that more work is required to develop the project before it is ready to be considered for final investment approval.



<b>Report</b>	<b>2017.282</b>
Date	3 August 2017
File	CCAB-16-169
<b>Committee</b>	<b>Regional Transport Committee</b>
<b>Author</b>	<b>Patrick Farrell, Transport Planner</b>

## **Proposed variation to the Wellington Regional Land Transport Plan 2015: SH2 Mt Bruce safety improvements**

### **1. Purpose**

To seek the Regional Transport Committee's (the Committee) support for proposed variation(s) of the Wellington Regional Land Transport Plan 2015.

### **2. Background**

#### **2.1 The Regional Land Transport Programme**

The current Regional Land Transport Plan 2015 (RLTP) was prepared by the Committee, and subsequently approved by Greater Wellington Regional Council (GWRC) in April 2015.

The RLTP contains all the land transport activities proposed to be undertaken throughout the region over 6 financial years, and the regional priority of significant activities (costing >\$5m).

The activities in the RLTP are submitted by the NZTA and 'Approved Organisations' (including the eight territorial authorities and GWRC).

### **3. Process for considering a variation**

The Land Transport Management Act 2003 (the Act)<sup>1</sup> includes provision for changes to some types of activities without the need for a variation to the RLTP. However, this provision does not apply to a proposed new or amended activity.

Section 18D of the Act states that if a good reason exists to do so, the Committee may prepare a variation to its RLTP during the six years to which it applies. This can be at the request of an Approved Organisation or the NZTA, or on the Committee's own motion.

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<sup>1</sup> As amended by the Land Transport Management Amendment Act 2013.

Section 18D(4) of the Act requires the Committee to consider any variation request promptly.

Section 18D(5) of the Act notes that consultation is not required for any variation that is not significant or that arises from the declaration or revocation of a state highway.

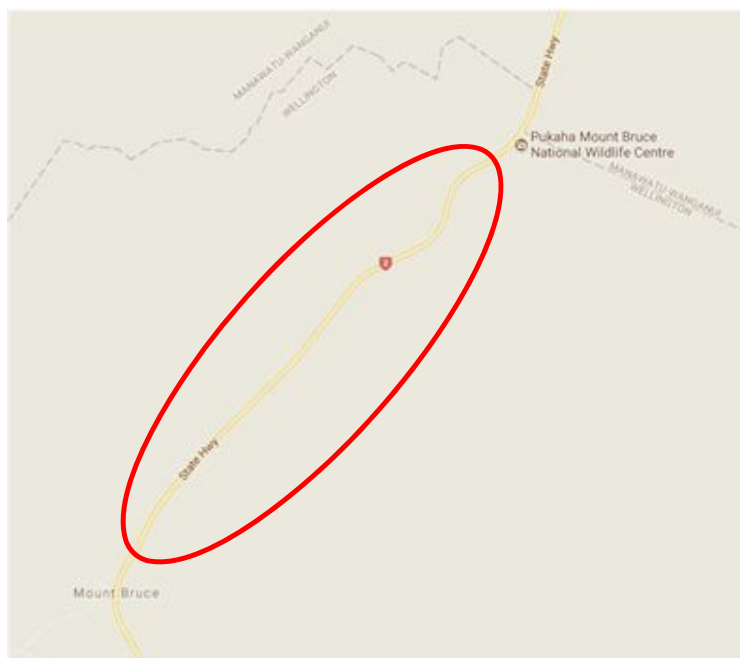
#### 4. Proposed variation

The details of the proposed variation(s) to be considered by the Committee at this meeting are set out in the table below:

**Name of activity:** SH2: Mt Bruce Safety Improvements

**Request by:** NZ Transport Agency

**Description of variation:** To add a new, previously unidentified, activity to the six year programme. The project comprises a range of safety interventions along SH2 south of the Mt Bruce Wildlife Sanctuary which will be fully explored within a single stage business case.



**Reason for the variation:** The route on SH2 in south of the Mt Bruce Wildlife Sanctuary has been identified as a contributor project for meeting the Government's objectives in Safer Journeys and to NZTA's Safe Roads Programme. A Strategic Case prepared in 2016/17 concluded that the route would be suitable for investment as part of NZTA's Safe Roads Programme.

The Safe Roads Alliance<sup>2</sup> is now in a position to progress and accelerate proposals for priority safety investments such as this project and reap the benefits as early as possible.

**Estimated total cost:** The indicative cost of this project is \$4,800,000 (as a tentative figure proposed in the Safe Roads Alliance work programme). However, this cannot be confirmed until options are assessed through the business case process and a recommended option is approved.

**Proposed timing and cash-flow:** The physical works for this project are expected to commence and be completed in 2018/19, with all funding expected to be spent in FY18/19.

**Funding sources:** The project will be nationally funded and will not affect any other projects in the current National Land Transport Programme (NLTP).

Full details of the proposed variation for inclusion in Figure 50 of the RLTP 2015 are set out in [Attachment 1](#) to this report.

## 5. Significance of variation

The significance policy for proposed variations to the RLTP is set out in Appendix B (page 191) of the RLTP 2015. Officers have assessed the significance of the proposed variation, for the purpose of consultation, against the RLTP significance policy.

A record of the key factors considered by officers in making a determination of significance is provided in the tables below:

1) Key considerations in determining significance – Would the proposed variation:		
<ul style="list-style-type: none"> <li>Materially change the balance of strategic investment?</li> </ul>	No	The proposed cost variation of \$4.8 million associated with this activity is not considered to materially change the overall balance of strategic investment in the context of the overall programme cost.
<ul style="list-style-type: none"> <li>Negatively impact on the contribution to Government or GPS objectives and priorities?</li> </ul>	No	The proposed variation relates to a project that positively supports the Government Policy Statement's strategic priority on road safety through improvements that give effect to Safer Journeys and the implementation of the 'Safe System' approach.
<ul style="list-style-type: none"> <li>Affect residents? (moderate impact on large number of residents or major impact on a small number of residents considered to be of more significance than those of minor impact)</li> </ul>	No	Depending on the preferred option determined through the business case process, the variation has the potential to have a minor impact on residents along the project corridor. Properties could be directly affected by the proposed activity depending on the option, but these impacts would not be major. In the event that any option does impact on properties, affected residents/property owners will be

<sup>2</sup> The Safer Roads Alliance was formed in July 2015 to help deliver a programme of road safety projects outlined in the Safer Journeys, Roads and Roadsides Programme Business Case over 6 years with the aim to reduce deaths and serious injuries on the state highway network.

		consulted accordingly.
<ul style="list-style-type: none"> <li>Affect the integrity of the RLTP, including its overall affordability?</li> </ul>	No	The proposed variation is not expected to affect the integrity of the RLTP or its overall affordability.

<b>2) Several types of variations are considered to be generally not significant in their own right. Is the proposed variation:</b>	
<ul style="list-style-type: none"> <li>An activity in the urgent interests of public safety?</li> </ul>	No
<ul style="list-style-type: none"> <li>A small scope change costing less than 10% of estimated total cost, or less than \$20M</li> </ul>	No
<ul style="list-style-type: none"> <li>Replacement of a project within a group of generic projects by another project?</li> </ul>	No
<ul style="list-style-type: none"> <li>A change of the duration or priority of an activity in the programme which does not substantially alter the balance of the magnitude and timing of activities in the programme?</li> </ul>	No
<ul style="list-style-type: none"> <li>The addition of an activity previously consulted on in accordance with sections 18 and 18A of the Act and which comply with section 20 of the Act?</li> </ul>	No
<i>Note: A variation that is assessed as meeting any one of these criteria will generally not be considered significant, however the key considerations in the first table should still be assessed.</i>	

<b>3) Other considerations –</b>	
<ul style="list-style-type: none"> <li>What are the likely impacts time delays or cost on public safety, economic social, environmental wellbeing as a consequence of undertaking consultation?</li> </ul>	The physical works and construction activities could have an impact on traffic using this route and residents depending on the chosen option. Delays due to public consultation at this stage will result in the physical works being delayed, which will expose the public to greater safety risk.
<ul style="list-style-type: none"> <li>What are the relative costs and benefits of consultation?</li> </ul>	The project will form part of the Safer Journeys safety improvement projects. Given the potential safety consequences of delays to the project, the associated costs are considered to significantly outweigh the benefits of public consultation on the variation.
<ul style="list-style-type: none"> <li>To what extent has consultation with the community or relevant stakeholders been undertaken already?</li> </ul>	The strategic business case was circulated to stakeholders for comments.

**Conclusion:** The variation is therefore **not** considered to be significant for the purpose of requiring consultation.

## 6. Next Steps

If the Committee agrees to the variation request, it will then be forwarded to GWRC for approval at its Council meeting on 28 September 2017. As is the case with the RLTP itself, GWRC must either accept the recommendation or refer the variation back to the Committee, with a request that it be reconsidered.

Once the variation has been approved by GWRC, the variation is then forwarded to the NZTA for consideration of inclusion in the NLTP for funding.

## 7. The decision-making process and significance

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002. Part 6 sets out the obligations of local authorities in relation to the making of decisions.

### 7.1 Significance of the decision

The matters for decision in this report are subject to the legislative requirements of the Land Transport Management Act 2003. Section 18D(5) of the Land Transport Management Act 2003 requires the Committee to determine if a proposed variation to the RLTP is significant, in accordance with its significance policy adopted under 106(2) of the Land Transport Management Act 2003 and included in the programme.

An assessment of the variation against the RLTP significance policy is set out in section 5 of this report and concludes the matter **does not** trigger the requirement to carry out consultation.

### 7.2 Engagement

Engagement on this matter is not considered necessary.

## 8. Recommendations

*That the Committee:*

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees to recommend to Greater Wellington Regional Council that the Regional Land Transport Plan 2015 be varied to include the proposed activities in [Attachment 1](#) of this report.*

Report prepared by:

**Patrick Farrell**  
Transport Planner

Report approved by:

**Harriet Shelton**  
Manager, Regional Transport  
Planning

Report approved by:

**Luke Troy**  
General Manager,  
Strategy

**Attachment 1:** Proposed variation to the Wellington RLTP 2015: SH 2 Mt Bruce safety improvements



### Proposed variation to RLTP 2015: SH2 Mt Bruce safety improvements

Organisation: NZ Transport Agency														
Activity Name	Stage	Expected start year	Duration (months)	Cost (\$m) 2015/16	Cost (\$m) 2016/17	Cost (\$m) 2017/18	Cost (\$m) 2018/19	Cost (\$m) 2019/20	Cost (\$m) 2020/21	6 year cost (\$m)	10 year projected cost (\$m)	Delivery against strategic objectives	Assessment Profile ***	Funding Source(s)
SH2 Mt Bruce Safety Improvements	Indicative/Detailed Business Case	17/18	9 months			\$200K						4		N
SH2 Mt Bruce Safety Improvements	Pre-implementation (Design)	18/19	6 months				\$200K					4		N
SH2 Mt Bruce Safety Improvements	Implementation	18/19	1 year				\$4.4M					4		N
Significant activity? No		If Yes, what is the recommended priority ranking: n/a												

**Key:**

<b>Strategic Objectives</b> that projects are assessed against in terms of project primary delivery goals	* Estimated year 6 construction and property cost
1 = A high quality, reliable public transport network	** Estimated year 10 construction and property cost
2 = A reliable and effective strategic road network	*** Three letter assessment profile based on NZTA requirements. Strategic Fit, Effectiveness and Economic Efficiency.
3 = An effective network for the movement of freight	<b>Significant activity definition</b> = Any large new improvement projects that have a total cost greater than \$5million.
4 = A safe system for all users of the regional transport network	
5 = An increasingly resilient transport network	
6 = A well planned, connected and integrated transport network	
7 = An attractive and safe walking and cycling network	
8 = An efficient and optimised transport system that minimises the impact on the environment	



<b>Report</b>	<b>2017.301</b>
Date	11 August 2017
File	CCAB-16-172
<b>Committee</b>	<b>Regional Transport Committee</b>
<b>Author</b>	<b>Patrick Farrell, Transport Planner</b>

## **Proposed variation to the Wellington Regional Land Transport Plan 2015: Waterloo and Paraparaumu site purchase and development**

### **1. Purpose**

To seek the Regional Transport Committee's (the Committee) support for proposed variation(s) of the Wellington Regional Land Transport Plan 2015.

### **2. Background**

#### **2.1 The Regional Land Transport Programme**

The current Regional Land Transport Plan 2015 (RLTP) was prepared by the Committee, and subsequently approved by Greater Wellington Regional Council (GWRC) in April 2015.

The RLTP contains all the land transport activities proposed to be undertaken throughout the region over 6 financial years, and the regional priority of significant activities (costing >\$5m).

The activities in the RLTP are submitted by the NZTA and 'Approved Organisations' (including the eight territorial authorities and GWRC).

### **3. Process for considering a variation**

The Land Transport Management Act 2003 (the Act)<sup>1</sup> includes provision for changes to some types of activities without the need for a variation to the RLTP. However, this provision does not apply to a proposed new or amended activity.

Section 18D of the Act states that if a good reason exists to do so, the Committee may prepare a variation to its RLTP during the six years to which it applies. This can be at the request of an Approved Organisation or the NZTA, or on the Committee's own motion.

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<sup>1</sup> As amended by the Land Transport Management Amendment Act 2013.

Section 18D(4) of the Act requires the Committee to consider any variation request promptly.

Section 18D(5) of the Act notes that consultation is not required for any variation that is not significant or that arises from the declaration or revocation of a state highway.

#### 4. Proposed variation

The details of the proposed variation(s) to be considered by the Committee at this meeting are set out in the table below:

**Name of activity:** Waterloo and Paraparaumu site purchase and development

**Request by:** Greater Wellington Regional Council

**Description of variation:** To add a new, previously unidentified, activity to the six year programme. This activity is to purchase land at two sites with a view to develop each site as follows:

- 1) To purchase the Waterloo Depot site adjacent to the Waterloo interchange and develop a 185 space Park & Ride facility.



- 2) To purchase a site adjacent to the Paraparaumu Rail station to enable or support transport-oriented development opportunities such as improved walking and cycling accessibility to the station, additional park and ride facilities and enhanced access between the station and town centre in association with the KCDC/NZTA SH1 revocation project.



**Reason for the variation:** The subject activity was not expected to commence within the 6 years of the programme at the time the RLTP was finalised in 2015. However, the opportunity has arisen to purchase these strategic sites.

**Estimated total cost:**

- Pre purchase \$0.1m
- Property purchase & development \$4.4m
- Ongoing costs \$0.05m p.a.

**Proposed timing and cash-flow:** The proposed settlement for sale & purchase of the properties will occur in the 2018/19 financial year with development to commence in the same year.

In both instances the date for settlement is yet to be negotiated between the parties.

**Funding sources:** The acquisition and ongoing costs of the sites will be shared between NZTA and GWRC.

Full details of the proposed variation(s) for inclusion in Figure 50 of the RLTP 2015 are set out in [Attachment 1](#) to this report.

## 5. Significance of variation

The significance policy for proposed variations to the RLTP is set out in Appendix B (page 191) of the RLTP 2015. Officers have assessed the significance of the proposed variation(s), for the purpose of consultation, against the RLTP significance policy.

A record of the key factors considered by officers in making a determination of significance is provided in the tables below:

<b>1) Key considerations in determining significance – Would the proposed variation:</b>		
<ul style="list-style-type: none"> <li>Materially change the balance of strategic investment?</li> </ul>	No	The proposed cost variation of \$4.85 million over 10 years associated with this activity is not considered to materially change the overall balance of strategic investment in the context of the \$1.3 billion programme cost.
<ul style="list-style-type: none"> <li>Negatively impact on the contribution to Government or GPS objectives and priorities?</li> </ul>	No	The proposed variation will make a positive contribution towards the GPS through improving the accessibility to public transport services.
<ul style="list-style-type: none"> <li>Affect residents? (moderate impact on large number of residents or major impact on a small number of residents considered to be of more significance than those of minor impact)</li> </ul>	No	Anticipated development of these sites may have a minor impact on a small number of local residents.
<ul style="list-style-type: none"> <li>Affect the integrity of the RLTP, including its overall affordability?</li> </ul>	No	The proposed variation is not expected to affect the integrity of the RLTP or its overall affordability.

<b>2) Several types of variations are considered to be generally not significant in their own right. Is the proposed variation:</b>	
<ul style="list-style-type: none"> <li>An activity in the urgent interests of public safety?</li> </ul>	No
<ul style="list-style-type: none"> <li>A small scope change costing less than 10% of estimated total cost, or less than \$20M</li> </ul>	No
<ul style="list-style-type: none"> <li>Replacement of a project within a group of generic projects by another project?</li> </ul>	No
<ul style="list-style-type: none"> <li>A change of the duration or priority of an activity in the programme which does not substantially alter the balance of the magnitude and timing of activities in the programme?</li> </ul>	No
<ul style="list-style-type: none"> <li>The addition of an activity previously consulted on in accordance with sections 18 and 18A of the Act and which comply with section 20 of the Act?</li> </ul>	No
<p><i>Note: A variation that is assessed as meeting any one of these criteria will generally not be considered significant, however the key considerations in the first table should still be assessed.</i></p>	

<b>3) Other considerations –</b>	
<ul style="list-style-type: none"> <li>What are the likely impacts time delays or cost on public safety, economic social, environmental wellbeing as a consequence of undertaking consultation?</li> </ul>	Delays resulting from public consultation at this stage have the potential for both sites to be purchased by third parties, removing the ability of GWRC to secure these sites for the foreseeable future. This will negatively impact the development of the public transport network which contributes to the economic, social and environmental wellbeing of the region.

<ul style="list-style-type: none"> <li>• What are the relative costs and benefits of consultation?</li> </ul>	<p>The potential costs associated with delaying approval to purchase these sites and the possible loss of this opportunity, are considered to outweigh the benefits of public consultation on the variation.</p> <p>If the sites are purchased, local residents will be consulted on proposed developments in line with the existing building consent/resource consent process requirements.</p>
<ul style="list-style-type: none"> <li>• To what extent has consultation with the community or relevant stakeholders been undertaken already?</li> </ul>	<p>NZTA have been consulted on the Waterloo Depot and provided verbal support for the purchase/development.</p>

**Conclusion:** The variation is therefore **not** considered to be significant for the purpose of requiring consultation.

## 6. Next Steps

If the Committee agrees to the variation request, it will then be forwarded to GWRC for approval at its Council meeting on 28 September 2017. As is the case with the RLTP itself, GWRC must either accept the recommendation or refer the variation back to the Committee, with a request that it be reconsidered.

Once the variation has been approved by GWRC, the variation is then forwarded to the NZTA for consideration of inclusion in the NLTP for funding.

There is no obligation for the NZTA to vary the NLTP by including the new activity. However, it must give written reasons for any decision not to do so.

## 7. The decision-making process and significance

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002. Part 6 sets out the obligations of local authorities in relation to the making of decisions.

### 7.1 Significance of the decision

The matters for decision in this report are subject to the legislative requirements of the Land Transport Management Act 2003. Section 18D(5) of the Land Transport Management Act 2003 requires the Committee to determine if a proposed variation to the RLTP is significant, in accordance with its significance policy adopted under 106(2) of the Land Transport Management Act 2003 and included in the programme.

An assessment of the variation against the RLTP significance policy is set out in section 5 of this report and concludes the matter **does not** trigger the requirement to carry out consultation.

### 7.2 Engagement

Engagement on this matter is not considered necessary.

## 8. Recommendations

*That the Committee:*

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Agrees to recommend to Greater Wellington Regional Council that the Regional Land Transport Plan 2015 be varied to include the proposed activities in **Attachment 1** of this report.***

Report prepared by:

**Patrick Farrell**  
Transport Planner

Report approved by:

**Harriet Shelton**  
Manager Transport Planning

Report approved by:

**Luke Troy**  
General Manager Strategy

**Attachment 1:** Proposed variation to the Wellington RLTP 2015: Waterloo and Paraparaumu site purchase and development

### Proposed variation to RLTP 2015: Waterloo and Paraparaumu site purchase and development

Organisation: Greater Wellington Regional Council														
Activity Name	Stage	Expected start year	Duration (months)	Cost (\$m) 2015/16	Cost (\$m) 2016/17	Cost (\$m) 2017/18	Cost (\$m) 2018/19	Cost (\$m) 2019/20	Cost (\$m) 2020/21	6 year cost (\$m)	10 year projected cost (\$m)	Delivery against strategic objectives	Assessment Profile ***	Funding Source(s)
Waterloo and Paraparaumu site purchase and development	Project - implementation	2018/19	12	0	0	0	4.5	0.05	0.05	4.6	4.8	All	HHH	Local - National
Significant activity? No		If Yes, what is the recommended priority ranking: n/a												

**Key:**

<b>Strategic Objectives</b> that projects are assessed against in terms of project primary delivery goals	* Estimated year 6 construction and property cost ** Estimated year 10 construction and property cost *** Three letter assessment profile based on NZTA requirements. Strategic Fit, Effectiveness and Economic Efficiency.  <b>Significant activity definition</b> = Any large new improvement projects that have a total cost greater than \$5million.
1 = A high quality, reliable public transport network	
2 = A reliable and effective strategic road network	
3 = An effective network for the movement of freight	
4 = A safe system for all users of the regional transport network	
5 = An increasingly resilient transport network	
6 = A well planned, connected and integrated transport network	
7 = An attractive and safe walking and cycling network	
8 = An efficient and optimised transport system that minimises the impact on the environment	