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Committee Regional Transport Committee  
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## Draft Regional Land Transport Plan 2015 for consultation

### 1. Purpose

To approve the draft Regional Land Transport Plan 2015 (RLTP) for consultation, and to agree the proposed consultation and engagement approach.

### 2. Background

The Land Transport Management Act (LTMA) 2003 requires the Regional Transport Committee (RTC) to prepare and consult on a RLTP every six years, with a review after three years. The new RLTP will replace and combine the existing Regional Land Transport Strategy and Regional Land Transport Programme for Wellington. A diagram will be included in the front of the new RLTP to describe where elements of the former strategy, programme and other non-statutory transport plans are now covered.

The draft RLTP contains the required objectives, policies and measures under the LTMA and forms the strategic case for investment in the regional transport network. It also sets out all the land transport activities proposed in the region for the next six years, including significant activities for those six years in priority order and a 10-year financial forecast. This forms the region's bid for funding assistance from the National Land Transport Fund (NLTF). The NZ Transport Agency must take the RLTP into account when preparing its National Land Transport Programme (NLTP).

### 3. Developing the draft RLTP

The draft RLTP has been developed collaboratively with input from a technical advisory group (TAG) comprising officers from all local councils in the region, Greater Wellington Regional Council (GWRC) and the NZ Transport Agency. The RTC has considered many elements of the draft RLTP through meetings and workshops over the past 18 months (including the overall approach, problems, issues, objectives, outcomes and targets) and endorsed the methodology used to prioritise the significant activities in the programme on 13 May 2014 (**Report 14.228 refers**).

## 4. Draft Regional Land Transport Plan 2015

The draft RLTP for Wellington is set out in **Attachment 1 (Parts A, B, and C)**. Timing issues have meant it was not possible to have the whole draft RLTP designed for inclusion with this report, but the three parts comprising **Attachment 1** will be combined into one designed document for consultation.

The draft RLTP includes both statutory content required under the LTMA and additional non-statutory content to describe the strategic context. The structure and content of the draft RLTP is summarised below:

- **Policy Framework (Attachment 1 – Part A)**
  - Describes the pressures and issues affecting the transport network and defines the key problems
  - Sets out the vision, objectives, outcomes, measures/targets with a 10+ year outlook and the policies to guide development of the regional transport network.
- **Corridor Strategies**
  - Sets out the strategic case by transport corridor including Ngauranga to Airport Corridor, Western Corridor, Hutt Corridor, and Wairarapa Corridor
  - Based upon the former ‘corridor plans’ but takes a more strategic approach
  - Identifies the problem and benefits of addressing the problem, and outlines the multi-modal strategic principles and strategic responses.
- **Network Plans**
  - Describes the different role of each of the transport modes that make up the regional transport network
  - Sets out the strategic case for investment in each transport network including public transport, strategic roads, freight, walking, and cycling
  - Includes a ‘network map’ which illustrates spatially the desired strategic network, key characteristics of those networks, and the key issues/constraints affecting them.
- **Other Action Areas**
  - Identifies the strategic case for investment in road safety, network resilience and travel demand management as a response to the key problems facing the region.
  - Sets out the priority action areas for each of these.
- **Regional Programme (Attachment 1 – Part B)**
  - Sets out all of the land transport activities proposed in the region for the next six years by local councils, GWRC and the NZ Transport Agency
  - Sets out the ‘significant’ land transport activities (large new improvement projects costing more than \$5M) in priority order

- Describes the different funding sources and sets out a 10-year financial forecast
- Includes tables and graphics with information about how significant projects address the identified problems and expected timing of project phases.
- **Appendices (Attachment 1 – Part C)**
  - These include a record of the various statutory assessments required under the LTMA, a summary of the policy on significant activities and significant variations, a description of how the RLTP will be monitored, and a definitions/glossary section.

#### **4.1 Legislative requirements**

The LTMA sets out a number of specific requirements for the development of regional land transport plans. These are described below.

##### **4.1.1 Core requirements of the RLTP**

The RTC must assess the RLTP against the core requirements set out in section 14 of the LTMA and include that assessment in the RLTP. Section 14 states that:

The RTC must be satisfied that the RLTP:

- contributes to an effective, efficient, and safe land transport system in the public interest (the purpose of the LTMA); and
- is consistent with the GPS on land transport

The RTC must consider:

- alternative regional land transport objectives that would contribute to the purpose of this Act; and
- the feasibility and affordability of those alternative objectives

The Committee must take into account any:

- national energy efficiency and conservation strategy; and
- relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and
- likely funding from any source

An assessment of how these core requirements have been considered in development of the draft RLTP is provided in Appendix E of the draft RLTP.

##### **4.1.2 Form and content of the RLTP**

The form and content requirements for the RLTP are set out in section 16 of the LTMA. The draft RLTP has been prepared based on the legislative requirements for form and content.

The table in **Attachment 2** sets out where the content requirements in the LTMA are included in the draft RLTP.

## 5. Six year programme of activities

The activities and projects in the programme are put forward by the responsible organisations (local councils, NZTA and GWRC), consistent with their own internal processes and long term plans. These include projects and programmes to maintain and improve local roads, state highways, public transport and walking/cycling networks, and programmes aimed at road safety and sustainable transport education and promotion.

The RTC cannot add projects to the programme. The Regional Transport Committee can only amend the priority order of significant projects, or choose not to include some types of projects.

Inclusion of a project or activity in the RLTP does not guarantee that it will be funded and implemented. It is one step in the funding process. The RLTP is essentially a submission to NZTA about what activities the region would like to see included in the NLTP (2015–18) and the regional priority for significant activities.

### 5.1 Prioritised significant activities

The RTC previously considered a draft list of prioritised significant activities. This draft list was recommended by the officers TAG group following application of the agreed prioritisation methodology and subsequent regional moderation process.

A revised list, taking into account RTC feedback is shown below and included in **Attachment 1 – Part B**.

<b>Significant Activities in Prioritised Order</b>					
Rank	Activity	Brief Description	Lead Organisation	Regional Assessment Profile	6 year estimated cost (\$m)
1	Kapiti Road Relief Route	Single carriageway extension of Ihakara Street and connecting to the proposed Arawhata/Kapiti Road intersection signalisation scheme	KCDC	HHM	8.2
2	SH2 Corridor Improvements	A range of multi modal short to long term interventions to improve network efficiency, reliability and journeys between Hutt Valley and Wellington. Interventions will encompass: - Short to medium infrastructure interventions - such as intersection optimisations, signal optimisation, ramp metering etc. - Long term infrastructure interventions – such as grade separated interchanges	NZTA	HHM	72.44
3	SH1 / SH2 Petone to Grenada Link Road	The Petone to Grenada project will involve construction of a new link road between SH1 (Grenada) and SH2 (Petone) and will improve road network resilience.	NZTA	HMH	151.62
4	Mt Victoria Tunnel – Fire Safety Improvements	Completion of the upgrade of the fire life safety systems of the existing Mt Victoria Tunnel.	NZTA	HMH	9.30

5	Wellington RoNS (1) - SH1 Mt Victoria Tunnel Duplication	Construction of a second tunnel located to the immediate north of the existing Mount Victoria tunnel along with the widening of Ruahine Street and Wellington Road are part of the Wellington Northern Corridor RoNS programme.	NZTA	HHL	326.54
6	SH2 Rimutaka Programme	The Rimutaka Programme seeks to improve both the safety and alignment of the route. While exact measures are yet to be determined previously identified projects include Two Bobs Corner, SH2 Guardrail on Rimutaka Hill and Jims Corner.	NZTA	HHL	71.00
7	SH58 Safe System (Grays Rd to SH2)	Safety works to improve a number of out of context curves on SH58 on the Haywards Hill with a corridor safety treatments including; roadside guardrails, delineation improvements, median wire rope barriers and seal widening.	NZTA	HHL	29.9
8	Cross Valley Link	Cross Valley road infrastructure creating a new and enhanced east - west strategic highway link in Hutt Valley	HCC	HHL	100.07
9	Regional Rail Plan - Passenger Rail Improvements (RS1)	Implementation of a nominal 15 minute AM peak period service with a modified service pattern rail infrastructure upgrades and twin tracking on the Hutt Railway Line.	GWRC	HHL	53.15
10	Ngauranga to Petone Cycleway/Walkway	Provision of a continuous high quality cycleway adjacent to SH2 between Ngauranga and Petone.	NZTA	HMM	43.30
11	Wellington Integrated Fares and Ticketing	Implementing a fares and ticketing system that supports the integration of the public transport network	GWRC	HMM	74.96
12	Wellington RoNS (7) - SH1 Peka Peka to Otaki Expressway	The McKays to Peka Peka expressway will provide a four lane median divided expressway as part of the RoNS programme.	NZTA	HML	206.97
13	Wellington City BRT Infrastructure Improvements	Infrastructure and route investigation, design and implementation in association with the PTSS recommendations	WCC	HML	40.00
14	Wellington Port Access Improvements	Improvements to address access to the Port of Wellington in relation to a lack of resilience, safety and capacity on SH1, Aotea Quay and Hutt Road.	NZTA	HML	64.98
15	Wellington RoNS (3) - SH1 Terrace Tunnel Duplication	The SH1 Terrace Tunnel Duplication project will provide new tunnel capacity as part of the RoNS programme.	NZTA	HML	23.90
16	Wellington Resilience Programme (SH1&SH2)	The Wellington Resilience Programme is the overarching programme made up of the SH1 Resilience - Ngauranga to Airport, SH2 Resilience - Ngauranga to SH58 and the SH1 Resilience - Ngauranga to SH58 projects. The Wellington Resilience Programme will identify an optimal mix of alternatives and options for the development of the previously mentioned projects.	NZTA	HML	115.55
17	SH2 Moonshine Hill Road to Gibbons Street Safety Improvements	Project is to improve the safety of road users between Moonshine Hill Rd and Gibbons St. The exact scope of improvements is yet to be determined	NZTA	HML	10.00

**Key:**

The three letter 'Regional Assessment Profile' ranks a project as high (H), medium (M) or low (L) against three criteria:

- strategic fit
- regional effectiveness
- economic efficiency

## **6. Consultation and engagement approach**

### **6.1 Legislative requirements**

The consultation requirements for the RLTP are set out in section 18 of the LTMA. This requires the Regional Transport Committee to consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002.

The LTMA no longer specifies any party who must be consulted in preparing the RLTP. The requirement to follow the special consultative procedure has also been removed.

Taking into account the significance of the RLTP, it is recommended that a robust consultation process be followed, including providing an opportunity for formal submissions and a hearing process.

### **6.2 Consultation objectives**

The two broad objectives for the consultation are:

- To raise awareness among stakeholders and the wider community on the draft Regional Land Transport Plan
- To provide an opportunity for stakeholders and the wider community to provide feedback on the draft Regional Land Transport Plan.

### **6.3 Target audience**

The target audiences for the consultation are:

- Key transport users, stakeholders and interest groups (see list provided as **Attachment 3**)
- Residents and businesses of the region.

### **6.4 Consultation timeframes**

Like all regions in New Zealand, the timeframes for developing and consulting on the draft RLTP for Wellington are driven by the NZ Transport Agency requirement to adopt a final plan by the end of April 2015 (two months earlier than the previous timeframe).

Consultation is proposed to start on 19 January 2015 and end on 13 February 2015. This will allow 4 weeks for submissions

Hearings are scheduled to take place on 3 and 4 March 2015.

### **6.5 Communication tools**

The following tools are proposed to communicate consultation on the draft RLTP:

- Direct communication with key stakeholders and interest groups
- Advertising in local and regional newspapers
- Dedicated web page on the GWRC website with links from other local council websites

- Social media push (Facebook and Twitter)
- Media release when consultation begins.

## 6.6 Consultation material

The following material will be available to inform the consultation and submission process:

- A consultation brochure – this will:
  - provide a high level overview of the key elements in the RLTP
  - tell people about the consultation, including its scope and purpose
  - be simple, visually attractive and engaging to raise awareness about, and interest in, the RLTP.
- The full draft RLTP – covering the content described in section 4 above.

These documents will be available to download from the web page. Hard copies of both documents will be available on request. A hard copy of the full draft RLTP for viewing and copies of the consultation brochure to take away will be available from local council offices and local libraries around the region.

## 6.7 Feedback opportunities

- Submissions – an online submission form will be used to collect feedback. Alternatively submitters will be able to write a submission outlining their views.
- Meetings - officers will be available to talk with stakeholders and interest groups during the consultation period.
- Hearings – all submitters will be given the opportunity to present their views to a subcommittee of the RTC at a hearing in March 2015.

## 7. Next steps

The final RLTP must be agreed by the RTC and adopted by GWRC, then submitted to the NZ Transport Agency by the end of April 2015.

The key steps leading to adoption in April are as follows.

Step	Timing
Consultation period	19 January to 13 February 2015
Hearings	3,4 March 2015
Amendments to draft RLTP	March/April 2015
RTC consider final RLTP and recommend to GW for adoption	28 April 2015
GWRC adopt final RLTP	29 April 2015

## 8. The decision-making process and significance

Officers recognise that the matters referenced in this report may have a high degree of importance to affected or interested parties.

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.

### 8.1 Significance of the decision

The proposed adoption of a draft RLTP is part of a decision-making process that may lead to the RTC making a decision of high significance within the meaning of the Local Government Act 2002.

The inclusion of land transport activities in the draft RLTP forms one step in a wider funding approvals process. Even when activities are included in the final RLTP, they are not guaranteed to be funded or implemented. The final RLTP is essentially a submission by the RTC to the NZ Transport Agency as to the activities and priorities it would like included in the National Land Transport Programme.

For many of the significant projects in the draft RLTP, a further consenting process under the Resource Management Act 1991 will be required, with associated opportunity for assessment of options and community input.

The decision-making process for the RLTP is explicitly prescribed for by section 18 of the LTMA 2003 (as amended in 2013), and requires consultation in accordance with the consultation principles set out in section 82 of the Local Government Act 2002. A robust consultation process is proposed that will involve making the draft RLTP publically available and providing an opportunity for views to be presented via a submissions and hearings process.

## 9. Recommendations

*That the Regional Transport Committee:*

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Approves the draft Regional Land Transport Plan 2015 (set out in Attachment 1 - Parts A, B and C) for public consultation.***
4. ***Agrees to the consultation and engagement approach for the draft Regional Land Transport Plan 2015 as set out in section 6.***
5. ***Delegates to the Chair of the Regional Transport Committee authority to approve minor editorial amendments to the draft Regional Land Transport Plan 2015 and to approve the final content and design of the consultation brochure.***

Report prepared by:	Report prepared by:	Report approved by:	Report approved by:
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**Attachment 1: Part A - draft RLTP 2015 – policy framework/strategic context**

**Attachment 1: Part B - draft RLTP 2015 – regional programme**

**Attachment 1: Part C - draft RLTP 2015 – appendices**

**Attachment 2: Form and content requirements for draft RLTP**

**Attachment 3: Key stakeholder and interested parties list**