



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

If calling please ask for: Democratic Services

7 March 2018

## **Regional Transport Committee**

Order Paper for meeting to be held in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington on:

**Tuesday, 13 March 2018 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, 13 March 2018 in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, 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 21 November 2017</a>	<b>Report 17.468</b>	<b>3</b>
5. Draft Government Policy Statement update	<b>Oral</b>	
6. Let's Get Wellington Moving programme update	<b>Oral</b>	
7. Public Transport Transformation Programme update	<b>Oral</b>	
8. NZTA projects update	<b>Oral</b>	
9. Regional Land Transport Plan update	<b>Oral</b>	
10. <a href="#">Progress report on projects in the Regional Land Transport Plan 2015</a>	<b>Report 18.45</b>	<b>7</b>
11. <a href="#">Proposed variation to the Wellington Regional Land Transport Plan 2015: State Highway LED Street Lighting Conversion</a>	<b>Report 18.46</b>	<b>23</b>



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**Please note that these minutes remain unconfirmed until the Regional Transport Committee meeting on 13 March 2018**

**Report 17.468**

21/11/2017

File: CCAB-16-212

**Minutes of the Regional Transport Committee meeting held in the Level 2 East meeting room, Westpac Stadium, Waterloo Quay, Wellington, on 21 November 2017 at 10:02am**

**Present**

Cr Barbara Donaldson (Chair)	Greater Wellington Regional Council
Mayor Booth	Carterton District Council
Cr Calvi-Freeman	Wellington City Council
Mayor Guppy	Upper Hutt City Council
Mayor Gurunathan	Kapiti Coast District Council
Cr Laidlaw (Deputy Chair)	Greater Wellington Regional Council
Mayor Napier	South Wairarapa District Council
Mayor Patterson	Masterton District Council
Cr Ross Leggett (until 10.06am)	Porirua City Council
Mayor Tana (from 10:06am)	Porirua City Council
Mayor Wallace	Hutt City Council
Emma Speight	NZ Transport Agency

**Public Business**

**1 Apologies**

There were no apologies for absence.

**2 Conflict of interest declarations**

There were no declarations of conflict of interest.

**3 Public Participation**

Nick Leggett, Acting Executive Director, Porirua Chamber of Commerce, spoke to item 8 on the agenda, NZTA projects update.

Mayor Tana arrived during item 3 at 10:06am.

**4 Confirmation of the minutes of 29 August 2017**

*Moved* (Mayor Napier/ Mayor Wallace)

*That the Committee confirms the minutes of 29 August 2017, Report 17.316.*

The motion was **CARRIED**.

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

**Oral presentation**

Barry Mein, Programme Director, Let's Get Wellington Moving, gave a presentation to the Committee regarding the four scenarios in the public feedback document, which was tabled at the meeting, for the Let's Get Wellington Moving programme.

**6 Annual Monitoring Report on the Regional Land Transport Plan**

Jill Corrin, Senior Data Analyst, Data and Analysis Team, spoke to the report.

**Report 17.456**

File: CCAB-16-205

*Moved* (Mayor Wallace/ Mayor Guppy)

*That the Committee:*

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Approves the 2016/17 Annual Monitoring Report on the Regional Land Transport Plan as set out in Attachment 1.*
- 4. Delegates to the Chair of the Committee the ability to make minor editorial changes to the 2016/17 Annual Monitoring Report on the Regional Land Transport Plan, as part of the design and publication process.*

The motion was **CARRIED**.

**7 Update on the Regional Land Transport Plan 2015 mid-term review including consultation advice**

Luke Troy, General Manager, Strategy, spoke to the report.

**Report 17.458**

File: CCAB-16-206

*Moved*

*(Mayor Napier/ Cr Laidlaw)*

*That the Committee:*

- 1. Receives the report.*
- 2. Notes the content of the report.*
- 3. Approves the changes to the Regional Programme Prioritisation Methodology (set out in Attachment 2).*
- 4. Agrees to consult as required under the RLTP Significance Policy.*
- 5. Agrees to the consultation and engagement approach for the draft RLTP regional programme 2018-21 (as set out in section 5).*
- 6. Approves the draft RLTP regional programme 2018-21 (Attachment 3) for the purpose of public consultation.*
- 7. Delegates to the Chair of the Regional Land Transport Committee authority to approve the final content and design of the consultation material prior to public release.*

The motion was **CARRIED**.

**Noted:** The Committee considered the priority list and some members considered that the Diesel-Electric Multiple Units should potentially be accorded a higher priority.

**8 NZTA projects update**

**Oral presentation**

Emma Speight, Regional Relationships Lower North Island Director, NZTA, gave a presentation to the Committee on NZTA's projects.

The Committee was advised that NZTA has recently published online training modules to assist with the Business Case Approach, and that the draft State Highway Investment Proposal will be considered in line with the updated Government Policy Statement, once that is available. A letter to NZTA from Hon Phil Twyford, Minister of Transport, was tabled.

Emma Speight confirmed that the new rules for small passenger services have now come into force, and spoke about some initiatives under the Safer Journeys Action Plan 2016-2020 which has a vision for roading networks to be free of death and serious injury.

Major earthworks on the Peka Peka to Ōtaki expressway are scheduled to commence on 27 November 2017, with a pause over Christmas, and that Fletchers Construction is publishing all of their work signs in both English and Te Reo Māori.

**Noted:** The Committee acknowledged and thanked officers for their reports to the Committee.

The meeting closed at 11:39am.

B Donaldson  
(Chair)

Date:



**Report** 18.45  
**Date** 28 February 2018  
**File** CCAB-16-223

**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 July and 31 December 2017. The last progress report was presented to this Committee on 29 August 2017 (Report 17.283).

## **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 six months between June and December 2017, notable highlights in relation to regional transport issues, projects, planning and funding include:

- In October, the process to decommission the trolley buses and overhead wire system was begun.
- In December, the Minister of Transport signalled the new priorities he expects to be reflected in a revised Government Policy Statement on Land Transport 2018 (GPS). The new draft GPS is likely to be released in March. This is likely to be an interim document, followed by a more fundamental review and updated GPS for the following financial year.

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

The *Let's Get Wellington Moving* (LGWM) programme completed public and stakeholder engagement on four scenarios during November/December 2017. The engagement programme involved events, information sessions and stakeholder meetings. A public awareness campaign promoted the engagement programme using a range of advertising including radio, bus backs, posters and leaflet distribution. More than 2,000 pieces of feedback were received from individuals, interest groups and stakeholders. Analysis of the feedback is underway and a feedback report is expected to be released in early 2018.

Further analysis and investigation work continues – looking at issues raised through the feedback and addressing information gaps – to inform the development of a preferred programme and complete the Programme Business Case stage. This will include further investigation into mass transit options as part of an integrated public transport network, walking and cycling improvements and roading options.

### **4.2 Variations to the RLTP 2015**

Two variations to the RLTP were received in the past six months between July and December 2017:

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

The Committee considered these variations at its 29 August 2017 meeting and agreed to forward them to the Regional Council. The SH2 Mt Bruce safety improvements variation was adopted by the Regional Council at its meeting on 28 September (Report 2017.320) and the Waterloo and Paraparaumu site purchase and development variation was adopted at the 31 October meeting (Report 2017.319).

These variations were then 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>	<p>Councils are underway with accelerated programmes to install LED street lighting in 2017/18 to take advantage of increased funding availability. NZTA has completed planning work to install LED lights along the state highways in the region. Detailed design and implementation is scheduled to begin in 2018, and a variation to the RLTP to enable this to start in the current financial year is being considered by the RTC at its 13 March meeting.</p> <p>Other replacement programmes continue as part of ongoing renewal of street lighting.</p>
<b>Road safety promotion</b>	<p>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 City are also focusing on improving safety around schools. A School Patrols Annual Parade was held in Kapiti. Example campaigns include:</p> <ul style="list-style-type: none"> <li>• National Rail Safety Week was held in August</li> <li>• Continuing bus-bike safety workshops to assist bus drivers to understand how to drive safely around cyclists</li> <li>• Pedal Ready cycle skills courses (including E-bike training)</li> <li>• Project Glow Wear – reflective materials design competition held in August</li> <li>• ‘Legends don’t drive’ and ‘plan not to drive’ (alcohol), ‘Get Ride Ready (motorcycle safety) and ‘thank you for your speed’ billboard campaigns.</li> <li>• Radio advertising on multiple key road safety messages</li> </ul>

	<ul style="list-style-type: none"> <li>• Ride Forever 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 (including Heretaunga and Queen Streets in Petone) or scheduled for completion by June 2018. In Kapiti, completed projects include:</p> <ul style="list-style-type: none"> <li>• widening of Waitohu Valley Road</li> <li>• intersection safety improvements for Te Moana Rd/Park Avenue were completed in Kapiti</li> <li>• Raumati Road corridor improvement project, which includes safety and shared path components.</li> </ul> <p>The review of the Kapiti Traffic Model is underway, taking into account the effects of the Expressway and expected future growth/demand. The revocation of SH1 between McKay's crossing and Peka Peka is in the final scheme design stage with a strong focus on confirming the road layout, design and aligning this with the town centres work stream.</p>
<b>Walking and cycling projects</b>	<p>Stride N Ride programme projects were completed on Raumati, Mazengarb and Otaihanga Roads (KCDC).</p> <p>Ongoing construction and implementation works include:</p> <ul style="list-style-type: none"> <li>• Wainuiomata Hill Shared Path (HCC)</li> <li>• Ongoing works at Ngarara Road/Park Avenue, Poplar Avenue and Kapiti Road (KCDC)</li> <li>• Two further sections of the River Trail route have been sealed and further sections will commence shortly (UHCC)</li> <li>• Hutt Road Upgrade and Cobham Drive Urban Cycleways Fund projects (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 underway with detailed design for the Island Bay refresh, as well as consulting on projects in Oriental Parade, Kilbirnie and Thorndon.</p> <p>In Porirua, the Wineera-Onepoto project has been re-scoped to provide a high standard of shared pathways between Wineera and Porirua city centre.</p> <p>Masterton and Carterton have adopted their walking and cycling strategies.</p>
<b>Minor public transport improvements</b>	<p>In October, the Regional Public Transport Plan was varied by GWRC to enable the introduction of a new concessions policy, as well as to add policies to encourage off-peak travel, greater use of public transport, and increase use of electronic ticketing. A revised fares package was also agreed to be introduced with the new bus network in July 2018. The total cost of the fares package is estimated at \$7.8m p/a. A 3% fare increase is also proposed to capture approximately third of the cost, with the remaining being funded by rates and NZTA subsidy. The variation and agreed fares package represent a significant change to fares and introduces a range of fare</p>

	<p>discounts.</p> <p>GWRC and WCC are working together on various roading changes, and the introduction and improvements to bus stops in preparation for the new Wellington city bus network. This work includes creating new bus hubs and preparing for the introduction of new electric and diesel double-deckers.</p> <p>In Kapiti, bus stops associated with bus route changes are being worked through with Community Boards.</p>
<b>Travel demand management programmes</b>	<p>HCC introduced a Parking Policy in late 2017 that includes a parking hierarchy. Resident's parking scheme is currently being developed.</p> <p>Planning for 2018's Aotearoa Bike Challenge begun in partnership between NZTA, GWRC, WCC and HCC. A Challenge Coordinator has also been appointed.</p> <p>An on-line Regional Summer Cycling Guide was developed for family-friendly cycling events advertised through Eventfinda.</p> <p>Three new regions joined the "Smart Travel" programme bringing a total of 10 regions participating.</p> <p>Preparations and early promotions for 2018 Movin' March resulted in 61 schools registering before Christmas (last year 30 were registered at this time).</p> <p>Other events and activities included Go By Bike Day and Pedal Ready.</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 completed several resilience projects.</p> <p>NZTA have completed the SH2 Te Marua Riverbank Restoration project. NZTA's Rimutaka Hill Slip Prevention project was delayed due to other projects occurring in the same place, but planning work is now back underway.</p> <p>In Hutt City, an interim solution with GWRC for Port Road erosion mitigation works is underway.</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.

Committed projects that have been completed to date are:

- Matangi2 train unit (GWRC)
- Real Time Information (region-wide bus and rail) (GWRC)
- Bridge Road bridge replacement (UHCC).

The table below summarises the larger and more significant committed activities and the progress of these to date. The green boxes indicate that the

project has been completed during this reporting period or if the project is complete but additional supplementary works are currently underway.

Committed projects	Update Commentary
Transmission Gully motorway (NZTA)	<p>Design is virtually complete, although changes to improve construction efficiency are ongoing.</p> <p>Excellent construction progress has been made during the long period of fine weather in the three months since the start of November.</p> <p>Extensive lengths of stream diversions in the Te Puka and Horokiri stream valleys, and the Pauatahanui Stream at SH58 have now been completed.</p> <p>Excavation for the Cannons Creek Bridge pier foundations has been completed and approximately one-fifth of the concrete required for the pier foundations has been poured.</p> <p>Bridge construction at Linden/Kenepuru is progressing well, with the first (eastern) stage currently underway.</p>
Transmission Gully link roads (PCC)	<p>The Link Roads project is closely linked to Transmission Gully in terms of both construction and consenting. The project is approximately 30% complete.</p> <p>All major project management plans have been approved and all property agreements have been finalised.</p> <p>Construction started in June 2017 on the bridge over Duck Creek and the Waitangirua sediment pond. In the last six months work has included vegetation clearance, sediment control and cut to fill works. The Waitangirua Link road is on schedule and the Whitby Link is slightly behind, with a plan in place to catch up.</p> <p>Some construction works delayed until 2017/18 to coincide with Transmission Gully motorway works. A consenting variation claim and an additional consent required for permanent stream 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>Investigation works into the failed road seal were completed in December 2017. An agreed treatment is underway.</p> <p>An independent panel’s noise review into M2PP was completed in Late December. Remediation works are currently underway.</p> <p>Community consultation on a possible interchange at Peka Peka was completed in December. A formal business case is currently being finalised, which is likely to be assessed in March.</p>

Kapiti Expressway – Peka Peka to Ōtaki (NZTA)	Construction started in July 2017. Site establishment and archaeological investigation works are now complete. Major earthworks and bridge piling works commenced in November 2017.  Community consultation on a shared path is now complete. Preferred alignment being predominantly along the eastern side of the Expressway. This is currently being assessed for funding.
SH2/58 Intersection Improvements – grade separated (NZTA)	Project construction complete and interchange fully open to traffic.

#### 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, 15 are currently underway and one has been completed during this reporting period – 1 July to 31 December 2017. Eleven of these activities are progressing on schedule (**Green**). Of the remaining projects, three have been assessed by the project owners as **Orange** (minor delays) and none as **Red** (significant delays). An overview of these 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
	SH1 / SH2 Petone to Grenada Road (NZTA)	Currently engaging with councils on the recommendations from the P2G evaluation report in relation to the project's next steps
	Cross Valley Link (HCC)	Minor delays caused by additional scoping work for the Programme Business Case
	Wellington Integrated Fares and Ticketing 2015-18 (GWRC)	Working with NZTA on alignment of programmes at a national level to refine the scope of the Detailed BC
	Wellington Port Access Improvements (NZTA)	Scoping for Detailed Business Case delayed pending input from Let's Get Wellington Moving and ongoing investigations into future port activities

**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 final Government Policy Statement (GPS) on Land Transport has been delayed from its initial release date in order to incorporate changes from the new government. An engagement draft of the new GPS is expected to be released in March 2018. The Wellington RTC and the LGNZ Transport Special Interest Group may consider formally submitting on the draft new GPS.

The new GPS is likely to be released after the consultation on the draft 2018-21 RLTP programme is complete. Public engagement on the RLTP mid-term review is taking place between 12 February and 12 March 2018.

However the Transport Minister has written to councils indicating his priorities and the new government's strategic direction, and this has been incorporated into the RLTP review. It is anticipated that the draft GPS will not have major implications for Wellington's RLTP as its strategic direction already aligns well with the signalled priorities of the new government.

The next step after public feedback is to agree the finalised list of prioritised projects and activities in the RLTP programme for submission to NZTA. This constitutes the region's funding 'bid' for National Land Transport Fund contributions. The deadline to submit the region's updated 2018-21 regional programme to NZTA has been extended to the end of June 2018.

## 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

## Update on large new projects in the RLTP 2015

1 July to 31 December 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 (renamed East West Connectors project)	KCDC	✓	Strategic BC	Complete	2016/17	NLTF – Local Share	<ul style="list-style-type: none"> <li>Strategic BC complete</li> <li>Programme BC complete and approved by NZTA</li> <li>A preferred programme of projects for years 2018-21 proposed. Two projects identified for funding in 19/20 and 20/21.</li> <li>Another project, the Kapiti Link Road, has Indicative and Detailed BCs proposed for year 21/22 followed by construction over the following two years.</li> </ul>	
			✓	Programme BC	Complete	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 detailed BC underway</li> <li>Other initiatives identified in Programme BC (i.e. SH2 Corridor Optimisation and Demand Management) will be submitted for inclusion in the 2018-21 NLTP.</li> </ul>	
			➡	Detailed BC	Next NLTP	2019			
			✓	Indicative BC (Melling)	Complete	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>NZTA's P2G evaluation report released in December 2017.</li> <li>NZTA is currently engaging with councils on the report's recommendations, and on the project's next steps in relation to the business case.</li> </ul>	
				Property	Proposed	2017/18 to 2019/20			
				Construction	Next NLTP	2019/20 to 2023/24			

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
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>	
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 tender for physical works on-going. Construction tentatively scheduled for March 2018, pending increased funding approval.</li> <li>Nauranga to Petone section – technical assessment on wider reclamation options for seaward side cycleway/walkway complete. Public consultation scheduled for mid-2018.</li> <li>Pre-implementation work scheduled to start in late 2018.</li> <li>Proposed construction start in 2020/21.</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	Complete	2014/15	NLTF	<ul style="list-style-type: none"> <li>Project complete</li> <li>Post-implementation monitoring and evaluation ongoing</li> </ul>	
8	SH58 Safe System (Grays Rd to SH2)	NZTA	➡	Pre Implementation	Approved	2017/18	NLTF	<ul style="list-style-type: none"> <li>Detailed design planned to be complete in June 2018</li> <li>Construction planned to commence 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> </ul>	
			➡	Indicative BC	Approved	2015/16			
			➡	Detailed BC	Approved				

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
				Pre Implementation				<ul style="list-style-type: none"> <li>Hutt Road – Street lighting and Path upgrade underway</li> <li>Cobham Drive underway</li> <li>Detailed BC underway for Evans Bay, Oriental Bay, Miramar, Kilbirnie and Thorndon Quay (Council approval expected in March 2018)</li> </ul>	
				Implementation		2016/17 to 2020/21			
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>Additional Programme BC scoping work ongoing with NZTA</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	Complete	2015/16 to 2017/18	NLTF – Local Share	<ul style="list-style-type: none"> <li>Interim bus ticketing system (IBTS) set for mid-2018 system start to support PTOM commencement</li> <li>Ticketing Solution Indicative BC complete; Solution requirements document complete</li> <li>New fare policy on schedule for implementation in July 2018</li> <li>Working collaboratively on the national ticketing approach with NZTA, Auckland, ECan and 9 other regional councils</li> <li>Working with NZTA on alignment of programmes (Connected Journeys national solution) to refine scope of Detailed BC to procure ticketing solution. This has caused some delays.</li> <li>GWRC to consider GRETS application to Total Mobility</li> </ul>	
			▶	Detailed BC	Proposed	2017/18 to 2018/19			
				Implementation	Proposed	2018/19 to 2024/25			

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
14	Eastern Bays seawall protection and Great Harbour Way path (now Eastern Bays Shared 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>Detailed BC complete</li> <li>Detailed design and consenting underway</li> <li>Construction likely to start in 2018/19</li> <li>Project scope changed to remove seawall component</li> </ul>	
			✓	Detailed BC	Complete	2015/16 to 2021/22			
			➡	Pre-implementation	Draft	2017/18			
				Construction	Probable	2015/16 to 2021/22			
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>Construction commence in January 2018</li> <li>Stage 1 and Stage 2 now combined into a single contract</li> <li>Expected completion in July 2019</li> </ul>	
			➡	Detailed Design (Stage 1 Lower Hutt to Summit)	Probable	2017/18			
			➡	Detailed Design (Stage 2 Summit to Wainuiomata)	Probable	2017/18			
				Construction	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>Official sod turn 7 July 2017</li> <li>Site establishment and archaeological investigation works complete.</li> <li>Major earthworks and bridge piling works commenced in November 2017</li> <li>Community consultation on a shared path is now complete. Preferred alignment predominantly along the eastern side of the Expressway. This is currently being assessed for funding.</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
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>• Scope and sequencing of projects will be determined by single-stage Detailed BC and Let's Get Wellington Moving programme</li> <li>• Scoping for Detailed BC on-going. Now proposed to start in mid-2018 pending input from Let's Get Wellington Moving and ongoing investigations into future port activities (ie. future ferry terminal).</li> <li>• Detailed BC will address port access improvements for inclusion in 2018-21 NLTP</li> </ul>	
			▶	Detailed BC	Proposed	2016/17			
				Pre Implementation	Proposed	2017/18			
				Implementation	Proposed	2019/20 to 2020/21			
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>• Final prioritised locations endorsed by RTC. Risks register updated in 2017.</li> <li>• Programme BC currently developing programme of initiatives that will address identified critical resilience areas of the transport network. Preferred programme to be prioritised and agreed by NZTA and stakeholder/partners by mid-2018.</li> <li>• Detailed BCs to address priority areas included in 2018-21 NLTP as required.</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			

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
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 of long-term improvements prioritised within next decade (2028-2038).</li> <li>• Installation of traffic signals on SH2 / Whakatiki St intersections completed.</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 BC from GWRC and KiwiRail for urgent replacement of the Hutt Line overhead traction system.</li> <li>• A further KiwiRail infrastructure BC (Network Track Infrastructure Catch-up Renewals) to deliver network-wide track renewals (mainly in tunnels and the Wairarapa Line) has been submitted</li> <li>• Upper Hutt Station upgrades and some Park &amp; Ride extensions complete</li> <li>• Remainder of RS1 network capacity upgrades must follow the catch-up network renewals for which a further BC has been submitted to Treasury (Unlocking Network Capacity - which contains Trentham to Upper Hutt double tracking project for approval)</li> </ul>	

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.

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>	



**Report** 18.46  
Date 19 February 2018  
File CCAB-16-225

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

## **Proposed variation to the Wellington Regional Land Transport Plan 2015: State Highway LED Street Lighting Conversion**

### **1. Purpose**

To seek the Regional Transport Committee's (the Committee) support for a proposed variation 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 the proposed new activity that is the subject of this report.

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 to be considered by the Committee at this meeting are set out in the table below:

**Name of activity:** State Highway LED Street Lighting Conversion

**Request by:** New Zealand Transport Agency

**Description of variation:** To add a new, previously unidentified, activity to the six year programme. The project involves replacing old sodium streetlights across the Wellington region state highway network with LEDs.

**Reason for the variation:** A variation to the RLTP is requested in order to start the lighting design within the 2017/18 financial year. This will allow installation of new LEDs to begin in July 2018, linking to the end of the local road LED replacement programme.

A business case for LED replacement on the national state highway network was developed in November 2016 which identified that an accelerated LED retrofit programme will result in energy and maintenance cost savings, enhanced road safety and reduced road crime through better quality lighting, and environmental and social benefits from reduced spill light.

**Details of the subject activity:** There are approximately 3,400 street lights along the state highway network that require replacement within the Wellington region. The project includes LED lighting design, supply, and installation.

**Estimated total cost:** \$131,300 is proposed to be spent in 2017/18. The total cost of the project is \$7.6m over the three years of the 2018-21 RLTP programme.

**Proposed timing and cash-flow:** Design work is proposed to take place in 2017/18 to enable the physical replacement of street lights to begin in July 2018. Funding for LED renewals from July 2018 onwards has been included in the proposed 2018-21 programme as part of the RLTP mid-term review.

**Funding sources:** The total cost for this project will be 100% funded by the NZ Transport Agency.

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 \$7.6 million 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 supports the Government Policy Statement's strategic objective on value for money through the construction of improved lighting with lower whole of life energy and maintenance costs. Also, better light quality will lead to increased public safety.
<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	The variation would have a relatively minor impact on residents of properties adjacent to the highways due to changes in lighting levels. The works will be undertaken within the existing road corridor and are not intended to directly affect properties. Where lighting is close to neighbouring residential properties, LED lighting will be designed to avoid spill light in excess of the current lighting.
<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.

2) Several types of variations are considered to be generally not significant in their own right. Is the proposed variation:	
<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 at this stage will delay the implementation of the project and the associated road safety and energy efficiency benefits.
<ul style="list-style-type: none"> <li>What are the relative costs and benefits of consultation?</li> </ul>	Due to the minor impact of the project, and the 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>	This project has been discussed in liaison meetings between NZTA and local authorities in the region. Local authorities have been consulting within their communities for local road LED renewals. NZTA will work with local authorities to include highway lighting renewals in their consultation.

**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 5 April 2018. 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: State Highway LED Street Lighting Conversion

## Proposed variation to RLTP 2015

Organisation: New Zealand 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)
State Highway LED Street Lighting Conversion	Implementation	2018	42	0	0	0.13	2.5	2.5	2.5	7.6	7.6	4, 5 and 8	HHH	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	<p>* 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.</p> <p><b>Significant activity definition</b> = Any large new improvement projects that have a total cost greater than \$5million.</p>
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	