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Committee Regional Transport Committee  
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## **Proposed variation to the Wellington Regional Land Transport Programme 2012 – 2015: SH2/58 Intersection Improvement**

### **1. Purpose**

To seek the Regional Transport Committee's (the Committee) support for a variation of the Wellington Regional Land Transport Programme 2012-15, at the request of the NZ Transport Agency (NZTA).

### **2. Background**

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

The current Regional Land Transport Programme 2012 – 2015 (RLTP) was prepared by the Committee, and subsequently approved by Greater Wellington Regional Council (GWRC) in June 2012.

The RLTP contains all the land transport activities proposed to be undertaken throughout the region over 3 financial years, the regional priority of those activities, indicative activities over the following 3 financial years, plus a 10 year financial forecast.

The activities in the RLTP are submitted by the NZTA and 'Approved Organisations' (including the eight territorial authorities and GWRC). The activities in the programme relate to passenger transport, walking and cycling, local roads, state highways, and the movement of freight.

### **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 outlined below. As a transitional provision the existing RLTP can be varied following the procedure as if it were a Regional Land Transport Plan (refer

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

section 156 of the Act). As such, the process for dealing with requests for variations must be followed.

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 three 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. In this case, the request has been made by an Approved Organisation and the NZTA.

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.

#### **4. Proposed variation**

The proposed variation is to commence construction of the 'SH2/58 Intersection Improvement' project within the final year of the current three year programme.

##### *Proposed activity*

The subject project is an upgrade of the existing SH2/58 intersection (a signalised T intersection) to a fully grade separated interchange.

The project will involve an elevated roundabout structure, improved local road connections, improved alignment of the SH58 approach to the interchange, new park and ride spaces (serving Manor Park railway station) and enhanced pedestrian connections across SH2.

##### *Proposed timing and cash flow*

In the current RLTP 2012-15, the proposed project was not expected to commence within the three years from 2012-15 and was therefore not put forward by NZTA for inclusion in the three year programme (refer Table 3 and 4 of the RLTP 2012-15). Instead it was identified in Table 5 of the RLTP 2012-15 which set out 'Other significant activities expected to commence within the next 10 years'.

Funding has become available from the National Land Transport Fund, and because this project is construction ready, NZTA is now in a position to commence construction in the 2014/15 financial year.

\$5.3M of the construction funding is now proposed to be spent in 2014/15 of the current programme, and the remainder in years 2015/16 and 2016/17 (in the next programme). The total cost of the grade separated interchange is estimated to be \$42M.

The project will be nationally funded and NZTA advises that it will not affect any other projects in the current National Land Transport Programme (NLTP).

Details of the proposed variation for inclusion in Table 3 of the existing RLTP are set out in **Attachment 1**.

## **5. Determination of Significance**

Officers have assessed the significance of the proposed variation, for the purpose of consultation, against the RLTP significance policy.

The significance policy is set out in section 7 (page 36 and 37) of the RLTP 2012-15.

In making a determination of significance (against the criteria set out in section 7.3 of the RLTP), officers considered the following factors:

- The proposed cost variation of \$5.3 million associated with bringing this activity forward into the current programme is not considered to materially change the overall balance of strategic investment in the context of the \$1.3 billion programme cost.
- The proposed variation relates to a project that will make a positive contribution towards the Government Policy Statement objectives as the subject activity will lead to construction of improvements that will have a significant contribution to road safety and efficiency.
- The proposed variation is not expected to affect the integrity of the RLTP or its overall affordability.
- The necessary designation and resource consents required for the project have been obtained. Alterations to the existing designation and resource consent may be required if any significant changes are made to the design as part of the 'design and build' contract.
- Six property parcels are affected. Five are already owned by NZTA. The sixth property is owned by KiwiRail and the acquisition of this parcel is expected to be completed by start of construction.
- The subject project has been included in, and consulted on, as part of regional transport programmes and plans over the past 10 years as outlined below:
  - In the 2006/07 Regional Transport Programme the project 'SH2/58 Grade Separation' was identified in the 10-year Strategic Roding Programme list, with construction timing indicatively estimated as 2009-2012.
  - In the 2009-2012 Regional Land Transport Programme the project 'SH2/58 Grade Separation' was included in the prioritised list of large new projects of the three year programme. It was given a 'High' priority ranking among the large new projects and an expected construction timing of 2009 to 2012.
  - The project was consulted on as part of the Hutt Corridor Plan in 2011. The project received a high level of support through submissions to this process, particularly in relation to safer access to the Manor Park area. The Hutt Corridor Plan indicated the construction of this project was likely to commence during the 2012-

15 period and be completed within the 2015-18 period. This indicative timing is consistent with what is now being proposed.

- In the 2012-15 Regional Land Transport Programme the project 'SH2/58 Grade Separation' was included in the list of large new projects expected to commence outside the three year programme, but within the next ten years.
- Community feedback was received on the need for the SH2/58 Intersection Improvement project by NZTA as part of the recent engagement on the SH58 Safety Improvements project in November 2014.

Overall, the need for the project has been established and widely consulted on over many years. The timing now proposed is consistent with indicative timing initially identified through many of these earlier consultation processes.

Consideration has also been given to the likely consequences, costs and benefits of carrying out consultation in relation to the subject variation.

- Undertaking a public consultation process for the variation could impact on the ability to access available funding within the next 6 months and could see the project delayed by several years as part of the next RLTP/NLTP process. Given the extent of historic consultation in relation to this project, outlined above, the consequences of potential delays are considered to significantly outweigh the benefits of another round of public consultation.

As such, officers consider that the proposed variation to the RLTP is not significant and does not trigger the requirement to carry out 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 17 March 2015. 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. In this case, the NZTA has made the request and has indicated that it will look to add the SH2/58 Intersection Improvement project to the current NLTP.

## **7. 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.

## 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.

## 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 Programme 2012 – 2015 be varied to include the proposed activities to Table 3, as set out in Attachment 1.*

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**Attachment 1: Variation to Wellington Regional Land Transport Programme 2012 – 2015:  
SH2/58 Intersection Improvement**