

Significance Policy from Appendix B of the Wellington RLTP 2015

Future variations to the Regional Land Transport Plan

This appendices sets out the approach for dealing with variations to Wellington's Regional Land Transport Plan, and a summary of the policy for determining whether a variation is significant, as required by section 106(2) (A) of the Land Transport Management Act (the Act)

The RLTP can be varied by the Regional Transport Committee at any time during the six years to which the programme applies if –

- The variation addresses an issue raised by a review of the RLTP after 3 years (Section 18 CA of the Act) and / or
- Good reason exists for making the variation

There are two key steps when considering a proposed change to the RLTP. These are;

- Does the change require variation to the RLTP? and if so
- Does the variation to the RLTP carry "significance"?

Is a variation required?

The criteria for determining whether the change requires a variation to the RLTP is set out in the Act (Section 18 and 20 of the Act). There are a number of changes and amendments that *do not* require a formal RLTP variation. These include;

- Requests to vary the NLTP allocation amounts
- Requests for emergency reinstatement
- Changes to 'automatically included' activities requested by approved organisations (for example local road maintenance, local road renewals and local road minor capital works variations requests made to NZTA)
- Variations to timing, cash flow or total cost for improvement projects or community programmes
- Delegated transfers of funds between activities within groups
- Supplementary allocations
- End of year carryover of allocations
- Road policing and NZ Transport Agency's national programmes.

Determination of significance and need for consultation

Where a variation to the RLTP is required, the significance of that variation will always be determined on a case by case basis. The variation will be considered in relation to its impact on the RLTP regional programme as a whole rather than as a standalone activity.

The proposed policy outlines **the key considerations in determining the significance** of a variation. These include whether the variation to the RLTP would:

- (i) Materially change the balance of the strategic investment in a programme or project
- (ii) Negatively impact on the contribution to Government and / or GPS objectives and priorities

- (iii) Affect residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents will have a greater significance than those of a minor impact)
- (iv) Affect the integrity of the RLTP, including its overall affordability.

Several changes are considered to be **generally not significant** in their own right. These include:

- (v) Activities that are in the urgent interests of public safety
- (vi) A small scope change costing less than 10% of the estimated cost for an agreed package or strategy, or less than \$20 million, irrespective of the source of funding
- (vii) Replacement of a project within a group of generic projects by another project of the same package
- (viii) A change of the duration and / or order of priority of the activity or activities that the Regional Transport Committee decides to include in the programme, which does not substantially alter the balance of the magnitude and timing of the activities included in the programme
- (ix) The addition of an activity or activities that have previously been consulted on in accordance with sections 18 and 18 (A) of the Act and which comply with the provisions for funding approval in accordance with section 20 of the Act.

However even if the variation meets any of the above subject areas these should also be compared against the four major determinants of significance in B) i) – iv) above.

Consultation **will not** be required on any variation if that variation is deemed to be **not significant** or if it arises from the **declaration or revocation of a state highway**.

If it is deemed that the change does not require variation to the RLTP or the variation to the RLTP is not seen as significant then the variation can proceed direct to Regional Transport Committee for consideration and approval process.

If a variation is necessary, and is seen to be of significance, then consultation must be considered (Section 18 of the Act). The relative costs and benefits of consultation are especially important. In deciding whether consultation would be necessary consideration should also be given to any likely impacts of time delays or cost, on public safety, economic, social, cultural, environmental wellbeing as a consequence of undertaking consultation. Additionally extent to which consultation has already taken place is very relevant.